

ICELAND PHILATELIC MAGAZINE

An independent journal for collectors of Iceland stamps and postal history



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Iceland Philatelic Magazine

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Please let me have your articles if you want them in the next issue which will be September 2020. If you need help with translations let me know.

The editor will help with the English if necessary.

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News/Comment

The slight optimism I expressed in previous issues may have been misplaced. In late May, Iceland Post said that the only reason for releasing postage stamps in 2020 was due to contractual obligations. There will be no more Iceland stamps published following the October 2020 issue. As far as I am aware, it may be the only country to cease issuing its own postage stamps in modern times. I have written three times to Iceland Post asking for some encouragement to believe that they might continue some sort of relationship with stamp collectors regarding news of postal affairs, such as opening and closing of offices, etc. There has been no response. Apparently, stocks of stamps will be used at post offices until all have been used up. It is anyone's guess how long that will take. Logically, postmark cancellers will become redundant, as mail after the exhaustion of the stamp stock will presumably be machine franked. The following is a quotation from Iceland Post, which many of you will be familiar with.

Last year was a year of change for Iceland Post – with our new CEO Birgir Jónsson's arrival in May 2019, a long awaited reorganization started within the company. Postphil's operational structure underwent some changes and in December the office was moved to a new location. Since the 2020 stamps issues had already been designed, it was decided to go ahead, so two issues dates are planned this year, on May 7th and October 29th. However, as these will be Iceland Post's very last issues, we really hope that you will appreciate the care and dedication put into their making and design.

Once they have got the October issue out of the way, perhaps that may signal the end of a long relationship with the philatelic trade and collectors? I would be interested to know the opinions of our readers.

Finally, for the moment, our old friend Vilhjálmur Sigurðsson, who sadly lost his job at Postphil, learned of my attempts to obtain a new contact within the post office, and through his former links, has kindly given me a number of possible contacts I might try; all I am asking for is to be kept informed on future post office changes which might interest collectors. Maybe by the next issue I will have something more positive to say.

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Editor memory lapse. ☺ Has anyone recently written on the subject of the use of 20 aurar Views postal stationery cut outs, stuck on postal items to pay postage? If so, please remind me because I have lost any reference to it. I know I wrote to Leif Fuglsig in early April to ask about his article on the same subject from IslandsKontakt 17 back in the 1990s.

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Postal Rates in Iceland 1873 to 2009.

An additional benefit gained from studying *Póstblaðið* issues from 1903 to 1935 and *Póst og Símatiðindi* 1935 to 1989, has been extra data on postal rates. As a result of the study, no fewer than 20 more pages have been updated in the postal rates book. These are now available, and will be sent by email to anyone who asks. I imagine that by now, apart from an occasional item here or there, we have probably near the limit of research into postal rates for 1873 to 2009, and are unlikely to need another set of changes on this scale again. ☺

Review of opening and closing dates of offices

Mention was made in Issue 38 of the opening and closing dates of two offices in *Pósthús og Bréfhirðingar á Íslandi* which were different to those disclosed in the official newsletter *Póst og Símatiðindi*. A complete review of *Póst og Símatiðindi* issues from 1935 up to the end of that official newsletter in 1989 has revealed more discrepancies between the handbook and the official record. These are as follows:-

Grenjaðarstaður: *Póst og Símatiðindi* 1953.1-12, date of closure 25th September 1953 and not 20th September 1953 as in the handbook. Consequently Staðarhóll opened on 26th September 1953 and not 21st September 1953.

Varmaland: The handbook *Pósthús og Bréfhirðingar á Íslandi* states that the Varmaland office was open from 15.4.1946 until 31.12.1975, and operated under the name LAUGALAND, with no cancel until 1960. However, *Póst og Símatiðindi* 4-6 1957 states that a new collecting office was opened at Varmaland on 15.4.1957, with the postal official Ólafur Ingvarsson. That is 11 years later than the date shown in the handbook. I can find no evidence in *Póst og Símatiðindi* issues that a collecting office opened at Varmaland before 1957. My conclusion is that the handbook entry 15.4.1946 is a transcription error and should read 15.4.1957.

Staying with Varmaland for a moment, the 2005 revision of the numeral handbook added Varmaland to the list of offices using numeral 125 from 15.4.1957. Can anyone show an example of the numeral 125 used from 1957? The numeral 125 is a very common cancel during the Bíldudalur period 1903 – 1914; I have never seen a strike in the Breiðavík period from 1916 to 1930. Can anyone oblige with an example please?

Hóll, Vestur Barð: *Póst og Símatiðindi* 1959.5-6, date of closure 1st April 1959 and not 31. October 1958.

Miðey: *Póst og Símatiðindi* 1963.10-12, date of closure 1st October 1963 and not 31st December 1963.

Hauganes: *Póst og Símatiðindi* 1965.7-9, date of opening 1st October 1965 and not 1st January 1965.

Hlíðarskóli: *Póst og Símatiðindi* 1969.6-9, date of opening 1st October 1969. The dates of opening and closing are shown as unknown according to the manual. I have an old letter from the school headmaster in which he said the postal service closed in the mid-1980s. This was not reported in issues of *Póst og Símatiðindi*, therefore it must remain doubtful. It would be interesting to know the latest cancels held by our readers. Mine is 19th September 1984.

Svignaskarð: *Póst og Símatiðindi* 1971.10-12, date of closure 31st December 1971 and not 31st December 1972. Probably an error in the year in the handbook? A 1972 cancel would be interesting.

Stafafell: *Póst og Símatiðindi* 1978.1-12, date of closure 31st December 1978 and not 31st December 1979. Again, similar to Svignaskarð, it is probably an error in the year in the handbook?

Aratunga: *Póst og Símatiðindi* 1979.1-12, date of closure 11th April 1979 and not 5th April 1979.

Kléberg: *Póst og Símatiðindi* 1980.6-8 states that the Kléberg collecting office closed on 31st March 1980. The handbook gives no precise dates, just “1951” and “1979” for opening and closure. Research by Per Hanner and a *Rapport* 128 editorial by Per Olov Abrahamsson, seemed to confirm that Kléberg was open from 1936 until final closure as above.

Laugarás: *Póst og Símatiðindi* 1982.1-6, date of closure 1st February 1982 and not 31st December 1982.

Staður, Vestur Hún: *Póst og Símatiðindi* 1986.1-12, date of closure 31st March 1988 and not 31st December 1988.

Of course if anyone has postmarks which contradict the above suggested revisions, please let me know.

Letter and Parcel rates to Denmark via UPU countries from 1912 and also direct to Norway

Póstblaðið nr3/1912 announced changes for mail posted from Iceland to Denmark which was carried via Norway, and also when carried through both Norway and Sweden. The ship used was *S.S.Flora*.

From 1st May 1912 onwards, all kinds of mail can be sent to Denmark via Norway.

1. For parcels to Denmark across Norway via Christiansand and Frederikshavn, the postage is as for parcels to Denmark by direct route plus an additional 54 aurar per parcel.

2. For parcels to Denmark across Norway and Sweden, the postage is the same as for parcels to Denmark by direct route, with an additional 72 aurar per parcel. For letters to Denmark via Norway, the postage is the same as for Norway. (i.e. UPU rate)

Insurance on these routes is the same as by direct route to Denmark and in addition, 8 aurar for every 216 kr. This applies to both letters and parcels.

3. Postage of parcels to Norway by direct route from 1st May is 72 aurar for each parcel, and the insurance fee for both parcels and cash is 15 aurar for every 216 króna.

The above data will require an amendment to *Postal Rates in Iceland 1873 to 2009*. A revised page 197 will be made available.

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More about Vigur

In Issue 38, the correction of the opening date of the collecting office at Vigur from 1931 to 1937 prompted an enquiry from Jørgen Steen Larsen.

He shows this remarkable 1925 20aur issue with a private? two line handstamp which reads *(S)tefán Sigurðsson frá Vigur*. There is no evidence of this man in any post office capacity on Vigur, so an investigation began into his connection with Vigur, in the hope of throwing light on the reasons for the use of this unusual handstamp.



A lengthy obituary of Stefán Sigurðsson was found in *Morgunblaðið* of 1.10.1969. We are grateful to Steinar Fridthorsson for extracting the essential parts to describe Stefán's connection with Vigur. Here it is:-

I'm afraid that Stefan only seems to have lived on the island (Vigur) up until the time he went to Akureyri for secondary school and later Reykjavík for gymnasium (business school - Verzlunarskóli Íslands). He seems to have moved back to the island after his studies, but then moved to Ísafjörður shortly thereafter and lived there until he was an old man in frail health; then he "was given refuge" with relatives on the island. He later died in hospital in Ísafjörður. I'm afraid that it doesn't seem to be too much of a story here, at least not in connection with Vigur and its postal history, as he basically just grew up there as a child. At the time when the handstamp was presumably struck, he would have been living in Ísafjörður where he was on the town council from 1925 until 1928.

Jørgen's conclusion is that Stefán used his private handstamp in Ísafjörður (not in Vigur) probably in the late 1920s. For what purpose were private handstamps generally used and why would this be applied on a postage stamp?

Seljaland - And then there were two! Ron Collin

The number of known/recorded examples of SELJALAND Crown Cancel has now increased by 100%.



← This example was on display in an exhibit at NORDIA 2018 in Iceland. It is not a complete strike of the canceler, with write-up "Only recorded copy of this cancel. UNIQUE."

The cover shown below was Lot #1895, in the 3-4 December 1994 auction of Lars-Tore Eriksson, in Kalmar, Sweden. It had a pre-auction estimate of 7000 Swedish Krona, and that was the price realized.



This cover is franked with a pair of Facit #24, and cancelled with VÖLLUR 6/6. The cover then transited SELJALAND, where it received an excellent full strike of that crown canceler, though slightly over-inked. The cover was received and backstamped in REYKJAVÍK on 9.6.07. The auction catalogue represented "that despite minor damage, this cover has the only example of this unique crown cancel".

One must pause and consider that there may be other examples of this cancel that may have been added to collections, 10, 20 even 30 years ago, from successful auction purchases. There are many collectors that are not exhibitors, and therefore, these possible additional examples of seldom seen cancels, are as yet, not known to the public.

(Ed. I must look through that old sack of crown cancels I never get round to opening. The crown cancel database has been updated).

“Circle T” stamp *Greg Cooklin*



I had this Facit 5 stamp (don't have it anymore) with an unusual cancel. The cancel has the “circle T” stamp along with 3 inner rings. My best guess was a Danish 3-ring cancel with the “circle T” stamp directly over it. What I was trying to figure out though, was this “circle T” stamp around at the time of the “period-of-validity” for this Skilling stamp? I can't find my notes about it at present, but I do remember trying to find out about when the “Circle T” stamp was first used, but did not find anything.

(Ed.) Can anyone help Greg?

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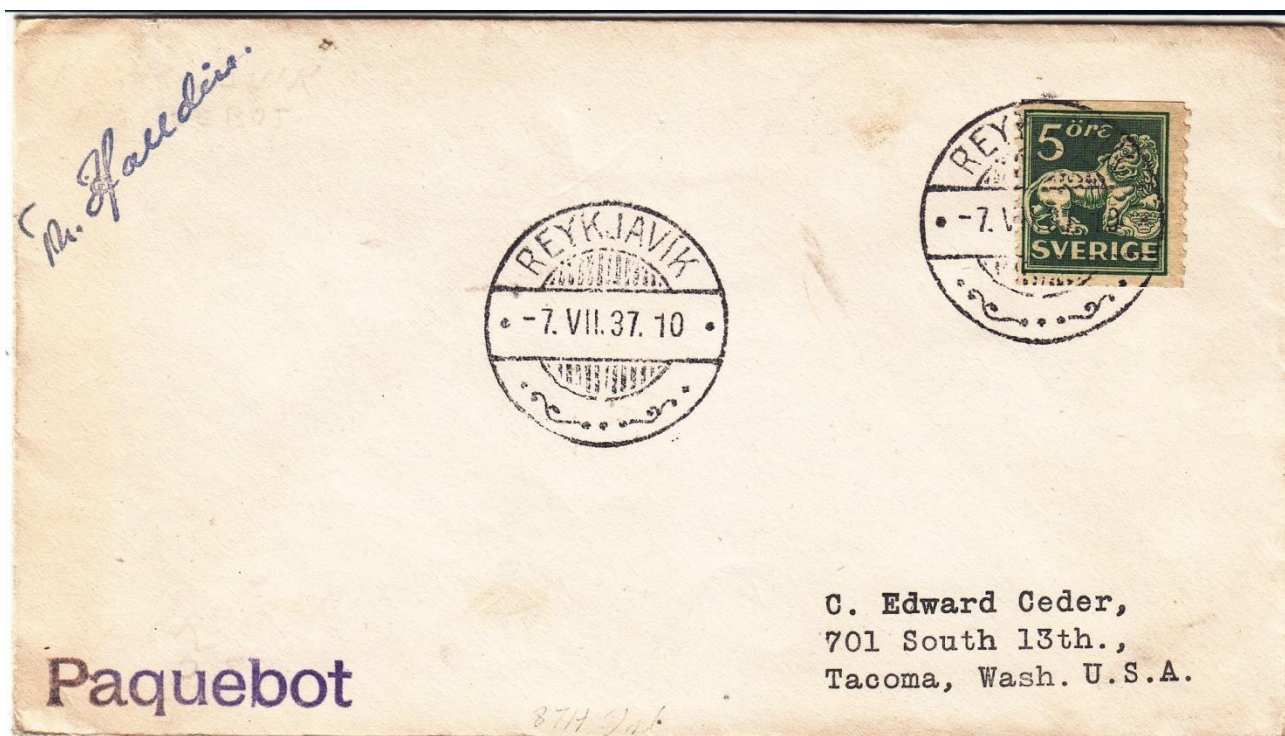
Unusual Paquebot cancel *Jørgen Steen Larsen*

Recently I bought this Paquebot printed matter letter because the Paquebot cancel is unknown to me. The letter is franked with a Swedish stamp – 5 øre. It was probably posted on board a Swedish ship that visited Reykjavik in July 1937. The letter is cancelled with B1d (19) which to the best of my knowledge was used at Frímerkjasalan around 1937. Until then it was used at R-1.

According to P.P., the B1d (19) cancel was in normal use 30.1.1930 – 1945, and is known used 1930 – 1938.

Normally such a letter would have been cancelled with a bridge cancel at R-1 and in addition would have had a normal boxed Paquebot cancel.

Can anybody help me with information about where this (to me unusual), Paquebot cancel was used?



The 40 aurar stamp 1876 to 1904, A Life Story.

David Loe with help from Olafur Eliasson

This regular stamp had an interesting life, one that led to a court appearance in 1960. But let me start at the beginning.

Iceland changed its currency on 23rd May 1873 (Currency Reform Law) and so the “Aurar” stamps came into being in 1876 and replaced the previous skilling stamps. The new law came into effect 1.8.1876. As collectors of Iceland stamps, this is a very well known fact. One of the original stamps issued was a 40 aurar value. This was used to pay the double UPU rate for letters weighing 3-6 kvint but there wasn't another common postage rate at 40 aurar so use of the stamp was limited. The postage rates remained the same for the lifetime of the stamp. It is interesting to note that while Iceland went decimal with her currency in 1876, her weight remained non-decimal.

First printing of the 40 aurar stamp in green. Thiele printing #6, 400 sheets delivered April 1876 P14x13½ KII .

A complete sheet can be found in the postal museum in København and one in the National Archives in Reykjavík.



Figure 1 First Printing

COUPON.
(Kan fraklippedes af Adressaten.)
(L'est être détaché par le destinataire.)

Postbestyrelsen i Danmark.
Administration des postes du Danemark.

International Postanvisning
Mandat de poste international

paa et Beløb af } 89 Kr 86 Øre
de la somme de }
(med Tal) (en chiffres arabes)

betalt til } Otteti ni kroner, otteti sex Øre
payable à M }
(med latinske Bogstaver) (en toutes lettres et en caractères romains)

Bestemmelsessted } Granton
Lieu de destination

Modtagerens Adresse } Post Office Granton
Adresse du destinataire

Bestemmelseslandet } Scotland
Pays de destination

Beløbet i Tal: 89 Kr 86 Ør
Montant du mandat en chiffres:

Afsenderens Navn: B. Thorberg
Designation de l'expéditeur:

Reykjavik

Den 18

Løbe-Nr. 57
Numéro d'émission

Udstedelsesdag 16. October
Date d'émission

Afsendelseskontor Reykjavik
Lieu d'expédition

Postfunktionærens Navn. P. Jensen
Signature de l'agent qui a dressé le mandat.

Den opkrævede 89 Kr 86 Ør
Løb.

Kan udbetales med 89 Kr 86 Ør
Den pour

Figure 2 The only example known used on cover - an international postal money order sent to Scotland in 1879. From the collection of Douglas Storckenfeldt.

We also know that in order to comply with the UPU colour scheme, the inland letter rate stamp (5 aurar) had to be green and so the 40 aurar stamp had to change colour. In 1882 the colour of the 5, 20 and 40 aurar stamps was changed in order to conform and the colour of the 40 aurar stamp became lilac although this was not prescribed by the UPU. So whilst the old green stamps could continue to be used on internal mail, the lilac stamps had to be used on overseas mail from 1st July 1882.

Second printing in strong violet with a trace of blue. Thiele printing #33, 420 sheets delivered 23.3.1882 P14x13½ KII

It can be found in a light and in a dark shade. The printing is a fine, sharp finish, paper is thin, transparent 'A' paper with yellowish gum.

A complete sheet can be found in the postal museum in København and one in the National Archives in Reykjavík.



Figure 3 Second Printing

Despite the fact that very few of these stamps can be found on surviving covers, the Iceland post office ordered more stock and the new printing arrived in 1886.

Third printing is bright lilac or pink-mauve with a trace of red. Thiele printing #61, 500 sheets delivered 28.10.1886 P14x13½ KII

The paper is the medium thick B paper, somewhat light with a trace of grey to pale ivory colour.

Uniquely, this stamp glows under UVL.

No complete sheets exist of this stamp.



Figure 4 Third Printing

Again, stocks were running low when the next order was called up.

Fourth printing is lilac to brownish lilac with more red than the third printing. Thiele printing #93, 600 sheets delivered 27.6.1891 P14x13½ KII-III

The paper is the medium thick B paper, smoother than the third printing with the gum almost colourless. Part of this printing was on yellowish paper than can be confused with the third printing.

Strangely, the clichés were moved around in the quarter block between the top half of the sheet and the bottom half! A sheet of this stamp is in the National Archives in Reykjavík



Figure 5 Fourth Printing

Perhaps stocks were not so low when the next printing was delivered in 1898 because none had been used by 1902 when the stamps were invalidated.

Fifth printing is lilac on thick white C paper with colourless gum. Thiele printing #164, 1000 sheets delivered 29.9.1898 and 1000 sheets delivered 10.11.1898. P12¾

8 sheets of this stamp are in the National Archives in Reykjavík and one in København.



Figure 6 Fifth Printing

Now this is where the fun part of the story really starts. On 9th October 1902 the Governor of Iceland declared that 18 new stamps with the head of Christian IX were to be issued and the existing stamps would become invalid. Existing stocks of stamps would be overprinted Í Gildi to try to shift the stock mainly to the philatelic market. Most people know the full story and I won't repeat it here. However, as none of the fifth printing of the 40 aur stamp had been sent to post offices, all the stock was overprinted less ten sheets kept by the authorities.

Sixth printing is the Í Gildi overprint on the fifth printing. It is actually the only cheap stamp among the 40 aurar stamps and is easy enough to find in complete sheets, inverted or whichever way you want it!

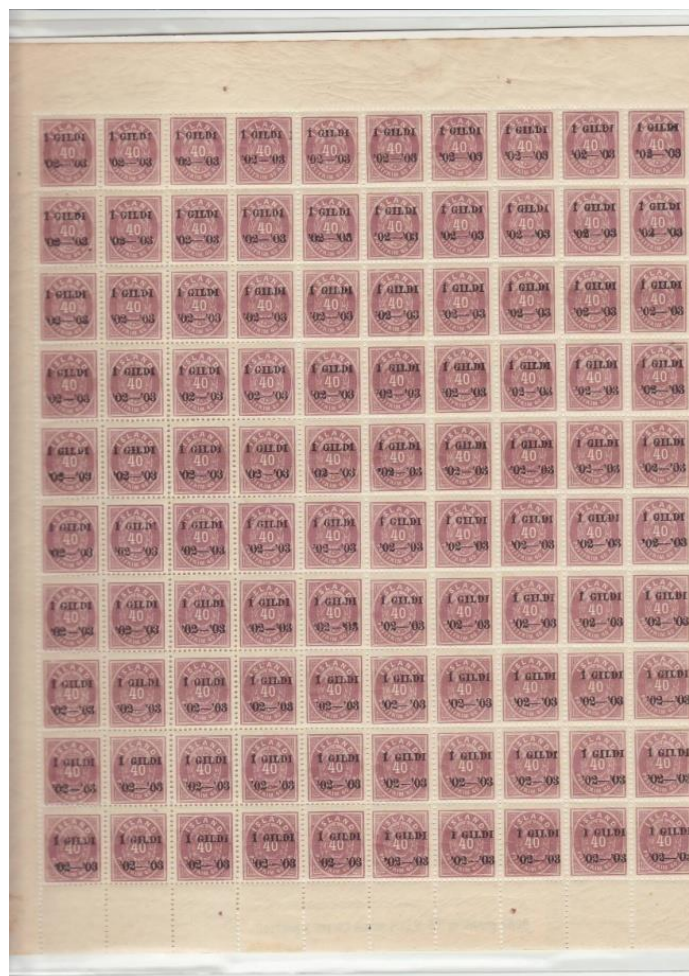


Figure 7 Sixth Print - Complete sheet

Lastly, there are the Bern reprints.

Seventh printing is red-lilac on thick white C paper with colourless gum and the new crown watermark. Thiele printing #235, 211 sheets delivered 20.8.1904 P12¾. No complete sheets remain.

104 sets of Bern prints exist without the overprint. I do not show that stamp here.



Figure 8 Seventh Printing

So you might have thought that the last of the stamp was seen in 1904. However, it got back into the headlines in a very unusual way. I shall let Ólafur Elíasson take over the story-telling.

“Stamp catalogues and manuals do not always agree how many unoverprinted 40 aurar stamps P12¾ are available in the general market. Facit says they are "about 37", but Michel and AFA Special (1995) believe they are about 50. Finally, Henry Regeling in his book Stamps of Iceland 1872-1904 states that more than 100 stamps are in private ownership.

The disappearance of one sheet (100 pcs) of this stamp, which was never issued, along with other postage stamps, resulted in a police investigation and court case in which several individuals were charged with stealing the stamps. The postal authorities demanded that they be sentenced to pay damages, as it was believed the proceeds from the crime were considerable. Therefore, in the handling of the case, great emphasis was placed on finding and recovering all of the stamps that could be found, so that the level of the fine to be calculated.

A verdict fell on the case in the Reykjavik Criminal Court on August 31, 1960. The claim for damages was taken into account and the defendants were sentenced to pay the postal administration 2000, - ISK for each 40 aurar stamp that could not be recovered, which were 37 pieces. This case was appealed to the Supreme Court, where the claim for damages was not taken into account. It does not, however, alter the verdict of the Criminal Court on the number of 40 aurar stamps not found in the investigation, 37 pieces.

It must be considered that this is the maximum number that has probably come on the market. It can be assumed that most, e.g. all of these stamps are still on the market, now 60 years after these events took place.”

Interestingly, ISK2000 in 1960 is ISK6.43m or 40,000 Euro in today's values. Rather more than the catalogue value of each of those 37 stamps.

Taken, with permission, from Frímerkjablaðið #24 (2005)

References:

1. Dómur Sakadóms [Judgement of the criminal court] 31. ágúst 1960. Dagblöðin í Reykjavík 1960-61. [The newspapers in Reykjavik 1960-61]
2. Facit Special Classic 2017
3. Stamps of Iceland 1872-1904 Henry Regeling
4. 100 Years of Icelandic Stamps Jón Aðalstein Jónsson, P&T Reykjavík 1977

Acknowledgements:

Ólafur Elíasson for permission to use his original article in Frímerkjablaðið
Douglas Storckenfeldt for figure 2. All other illustrations from the collection of the author.

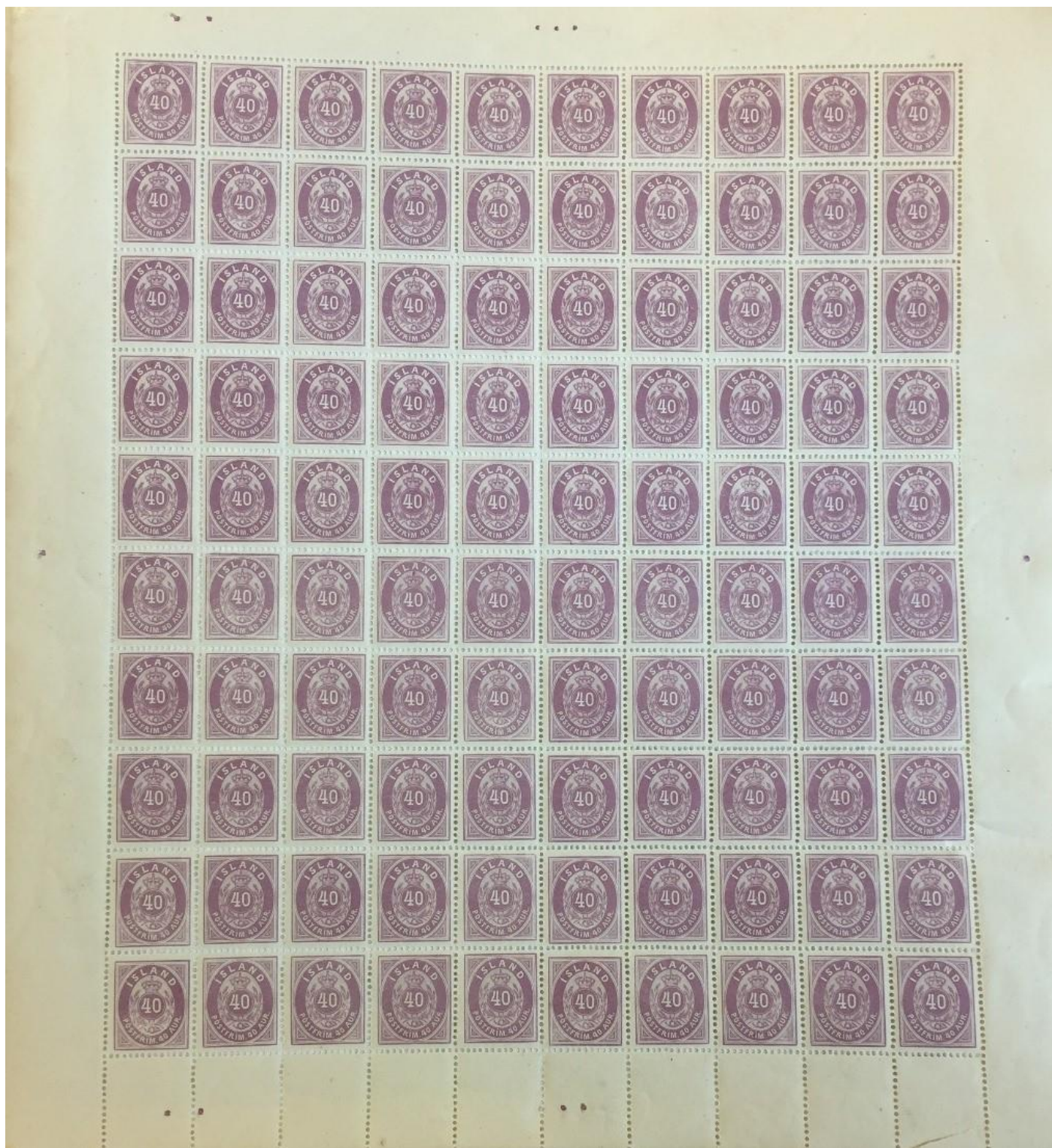
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Postscript

I recently got all excited when I found my photographs of a visit made to the National Archives in Reykjavík following the Nordia 2018 exhibition. Taken on my cellphone is a nice sheet of 40 aur stamps. For a moment I thought it might be the fifth printing but counting perforation holes I found it to be 14x13¾ and further inspection tells me it is a second printing sheet. I wasn't sure that the cellphone has rendered the colours correctly.

See image on following page





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Manuscript identity?



Jørgen Steen Larsen has provided this image of a manuscript cancel, and appeals to readers to help identify the place of use. Perhaps somebody might have a similar cancellation, either as here on a stamp, or even better, on a label on a package card.

Foreign Aerogrammes used from Iceland

Póst og Símatiðindi 1954.7-12 included a directive to their postal staff that foreign, i.e. non-Icelandic aerogrammes, which are officially recognized issues in their countries of origin, were valid for use from Iceland, as long as they bear Icelandic stamps at the prevailing aerogramme rate. There must have been good reason to publish such an instruction; my assumption is that foreign issued aerogrammes were occasionally appearing in the mail used from Iceland to abroad.

Here is one; a South African aerogramme used in 1959 while travelling in Iceland by Mr. Robertson, a dealer of Robertson Stamp Co, Johannesburg. He knew his business, and applied the correct 225aur in Icelandic stamps for the current aerogramme rate. He is returning to London to collect a book order from Harris Publications, and asks them to find him a modern encyclopedia of Africa to add to his order. As so often, a story can be found inside an aerogramme.



Posted 14.VIII.1959. 225aur aerogramme rate from 1.7.58 to 28.2.60



Regrettably, the sender Kristin, did not apply Icelandic stamps to the value of 500aur which was the aerogramme rate on 9.5.1983 when she posted it to her sister in Kenya. Instead she used a 900aur stamp paying the full foreign letter rate. She was probably unaware that her Danish aerogramme was valid for use from Iceland at the lower aerogramme rate.

Can any of our readers show other non-Icelandic aerogrammes used from Iceland, preferably at the correct aerogramme rate?

BAKKI and HÓLL collecting offices in Vestur-Barð

I have listed this above on page 4, along with other discoveries of discrepancies between *Póst og Símatiðindi* and *Pósthús og Bréfhirðingar á Íslandi*. To reiterate, the collecting office at HÓLL in Vestur Barðastrandarsýsla closed on 31st March 1959, and not on 31st October 1958 as stated in the handbook. This is a considerable difference of 5 months, and curiosity led me to look up my Bakki B1a cancels to check the dates of usage. Hóll only used one cancel, the BAKKI B1a which it took from that office on 1st January 1956. My rather unsatisfactory and philatelically contrived strikes are shown below. There is a suggestion that, perhaps all Bakki philatelic strikes were actually made at Bíldudalur after the cancel arrived there following the closure of Hóll. I have no idea if this is true.

Known as Bakki í Arnárfirði, and Hóll í Arnárfirði, the two deserted farms lie between Bíldudalur and Selárdalur on Arnárfjörður.



Hóll can be seen a short distance from Bakki on the map.



philatelic strikes 14.5.53 on 1947 issues in the Bakki period. These are from a Charles Bean self-addressed cover.



philatelic strike 26.6.?? on 1957 stamp in the Hóll period



View of Hóll collecting office.

I invite our readers to provide B1a Bakki strikes, preferably showing genuine ☺ use at either office. Proof of B1a Bakki cancel used at Hóll is difficult; examples exist, and predominate with a frozen year slug.

MAIL FROM ICELAND VIA LIVERPOOL, UK –

LIVERPOOL POSTMARKS ON ICELANDIC COVERS, CARDS AND STAMPS

Jakob S Arrevad & Ebbe Eldrup

This is a part of a series published online which summarizes, supplemented by recent discoveries, information published over the years in IslandsKontakt and elsewhere. We must all be grateful for the sustained efforts of all those who, over the years, as Editors or Authors have contributed to the gathering and dissemination of information relevant to the philately of Iceland.

Compilations of other British postmarks and other issues in the series “IslandsKontakt Special” can be accessed for free at <https://www.nfvskandinavie.com/artikelen-ijisland.php>

To some extent this issue is based on material presented by Ebbe Eldrup "Liverpool skibsstempler 1890'erne-1919": IslandsKontakt # 88 from page 17.

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You can be lucky and find an “aur-stamp” or later issues with the Liverpool Ship Cancellation. It is rarely used on mail from Iceland – but here is an overview.

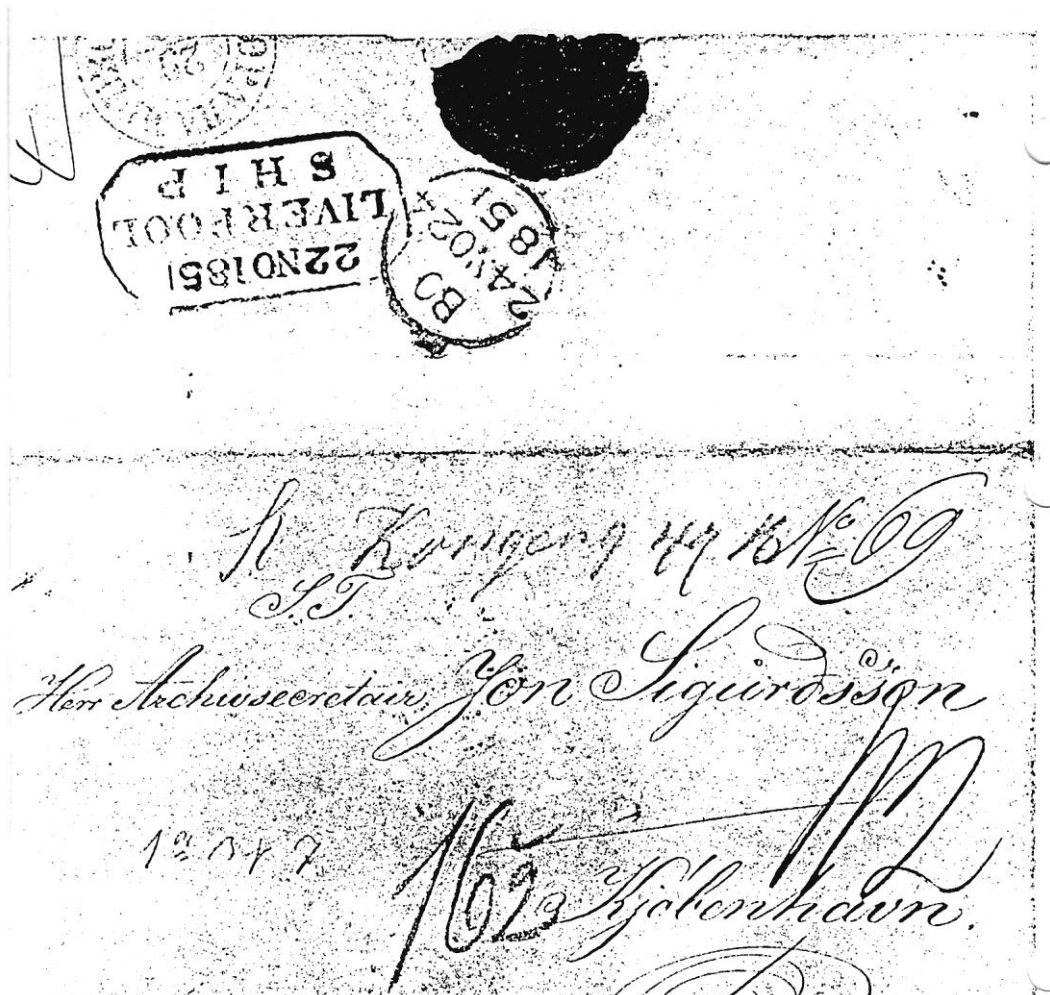
A. BEFORE 1873 – “LIVERPOOL SHIP” USED ON MAIL FROM ICELAND

Heinrich Schilling: ”Fremde Anlandestempel aus Islandspost” (1996) shows an (the first?) example from 22 NO 1851 – on a Jón Sigurðsson letter¹ to Denmark.



This LIVERPOOL SHIP cancellations are among many, see Robertson: “A History of the Ship Letters of the British Isles” volume II. This is “S 16” under “E.153” with the indicated use 1841-1855 and the remark: “Octagonal type peculiar to Liverpool.

¹ The “Jón Sigurðsson” letters are all in the Icelandic National Archive from where Schilling also found below example from 1862.



The letter was carried by “CAROLINE” departing from Reykjavik on 15 NO 1851²

The following cancellation from 8 AU 1862³ is also from the Icelandic National Archive.



It is, as the next example called “S 18” by Robertson in section “E. 153” and the use is from 1853-1877 and his text is here also: “On unpaid letters”.

² Ib Krarup Rasmussen: “Den Danske Regerings Postskibsfart mellem Danmark og Island 1774-1880” (2004)

³ Carrier ARCTURUS scheduled departing from Reykjavik 02 AU 1862: Ib Krarup Rasmussen: “Den Danske Regerings Postskibsfart mellem Danmark og Island 1774-1880” (2004).

The following letter dated 18 June 1867 is from the Captain of a fishing vessel in Iceland for "the season" but disappointed to have only "8,000 salt cod on board" having been in Iceland for a month, headed from "Islande" and addressed to a merchant in "ST. BRIECC" (14 Aug. backstamp) in "France". The "LIVERPOOL SHIP" is dated AU 12 1867.⁴

It is probably sent with ARCTURUS departing from Reykjavík to Liverpool 30th July⁵



This one is also Robertson under "E. 153" named "S 18".

Only very few letters with Liverpool prior to the opening of the first Danish Post office in Iceland (in March 1870) are known; the others are all addressed to Denmark, as the one from 1851.

⁴ The editor of IslandsKontakt at that time - Ole Svinth - added to the description: "I am sure this item is connected to the article on French fishermen in the May issue [IslandsKontakt # 71 2009 "French fishermen in Icelandic waters by Þór Þorsteins"]

⁵ PJODOLFR 29. Juli 1867

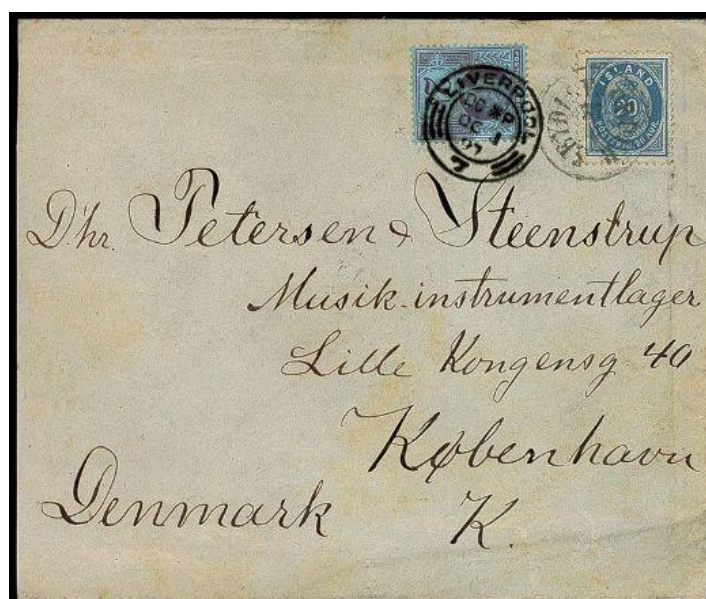
The following example is after 1873. It is Robertson "S 19a"⁶. Unfortunately only one half of the Brjefspjald remains and the lower half - most likely with a 5 aur blue perf 14 - is missing. The card was received in Aalborg 30/4 (1880)



B. LIVERPOOL TOWN CANCELLATION

The following example is without ship letter or paquebot cancelations.

It is from OC I 97. Although this letter was mailed in Seyðisfjörður to Copenhagen and fully paid with 20 aur covering a first-class letter through Great Britain it seems to have been mailed again in Liverpool. The reason for this is unknown.



⁶ Robertson indicates a use from of S 19 (the letter "P" over "VE" from 1855 but only until 1870. "19a" is with "P" over "V". There is no indication of the use of "19a"

H. Schilling shows another example of a Liverpool town cancel that was used in 1904 and it is in Arni Gustafsson's collection.



Stempeltyp: Einkreis-Handstempel
 Außen-Ø : ca. 24 mm
 Ortsbuchstaben: ca. 2,75 mm
 Belegte Verwendung: 1904

In the registration by Þór Þorsteins who has compiled a list of sailings in the beginning of 19th century (1903-11) from Iceland with mail paid for to the ship, only one trip to Liverpool is recorded:

VIBRAU	25.11.1907	REYKJAVIK		LIVERPOOL	1KR.
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No cancellation on an Icelandic item is known to us.

C. “466” CANCEL LIVERPOOL

C1 LIVERPOOL 466 DUPLEX

Liverpool's town number “466” was used in Liverpool duplex cancellation probably at least as from 1854⁷ - here named as C1⁸:



C1 duplex cancel used in 1887

Heinrich Schilling shows this drawing but we have never seen the postmark on Icelandic mail.

C2 LIVERPOOL 466 SINGLE

Later just 466 (C2) is known on Icelandic mail in 1896. Probably others exist and in many shapes.

⁷ See for example Dr. JT Whitney: “Collect British Postmarks” 2th edition 1980 and later editions by Stanley Gibson

⁸ See Heinrich Schilling: ”Fremde Anlandestempel aus Islandspost” (1996) and “The History of the Postmark of the British Isles From 1840 to 1876” by the late JOHN G. HENDY: “The ” Pearson Hill ” machine stamps were introduced into the country post offices early in the sixties.”



C2 numeral cancel 466

D. REGISTERED LIVERPOOL

An “exception” is registered mail. In Icelandic Philatelic Magazine # 31, page 24 there is an example from 11 DE 1888 (and we show a clearer example from a UK cover):



The following examples are from WW2 (see below) – September and December 1940



And on the back:



December 1940:



E. “LIVERPOOL SHIP” WITHOUT TIME

The “new regular” LIVERPOOL SHIP starts in red and turns into black - but the usage period is a bit confusing. Robertson (S 20) specifies the period of use to 1881-1895, while Roger Hosking corrects the period of use to 1894-1900, Heinrich Schilling: 1888- 1902 and most recently Dovey & Morris (112) specifies the period of use to 1894-1903.

E1 – RED “LIVERPOOL SHIP”

The reds are presumably from 1894 to 1902.

Here are two examples from 21 AU 1896. One of them from IslandsKontakt # 91 – see the brjefspjald above ⁹.



The second one is from the autumn auction at Postiljonen 2019 ¹⁰



They deserve some further comments, as these are two of the few shipments carried by the Icelandic Government Steamship Company that only sailed in 1896 and 1897, and even with interruptions - and one of the few trips that went via Liverpool.

⁹ From Arni Gustafsson's collection

¹⁰ It was previously sold on ISLANDSKLUBBEN GÖTEBORG'S November auction 2011, lot 1364

After a decision in the Alþing, it was decided to charter a ship for sailing between Iceland and other countries and around Iceland. "Vesta" was chartered from the competitor DFDS. The other countries were Denmark and Great Britain, where "Vesta" called at Leith (like the other shipping companies), but also Liverpool, where according to the plan (see below) "Vesta" was calling on 4 July (but arrived 6 July) and 15 August (but arrived 19 August).

There was a myriad of problems: SS Vesta was damaged on the first trip; there was competition from DFDS and also from Tulinius, as the Danish Government would not pay for postal transport, etc.

It is clear from the dating that there were also problems with the schedule as Vesta is delayed - but that does not change that it is a special transport and a rare item.

In 1897 there was a new timetable for VESTA, but Liverpool was not included. I have not been able to find a timetable for 1897, where Vesta was replaced by S/S Hjalmar owned by Thorarinn Erlendur Tulinius (better known as Thor E. Tulinius). He bought "Hjalmar" 28.12.1896. Whether "Hjalmar" ever called at Liverpool we don't know.

"Vesta" later transported sheep to France in 1897, so if anyone has a French cancellation in the fall of 1897, then it is probably a sheep transport.

Eimskipaútgærð hinnar íslensku landstjórnar							
Ferðaáætlun fyrir árið 1896							
Vesta	1	2	3	4	5	6	7
<i>Ferðir milli landa:</i>							
Frá Khöfn	6. marz	18. apríl	1. júní	.....	.....	5. sept.	26. okt.
— Leith	10. marz	22. —	5. —	.....	31. júlí	9. —	30. —
— Liverpool .....	.....	.....	.....	11. júlí	.....	.....	.....
— Vestm.eyjum .....	.....	25. apríl	8. júní	14. —	.....	12. sept.	2. nóv.
Í REYKJÁVIK .....	.....	26. —	9. —	15. —	.....	13. —	3. —
Til Austfjarða	13. marz	.....	.....	.....	3. ág.	.....	.....
<i>Strandferðir:</i>							
Í REYKJÁVIK	31. marz	(26. apr.)	(12. maí)	27. júní	(15. júlí)	13. ág.	(13. sept.)
Frá REYKJÁVIK ....	.....	30. apr.*	(14. maí)	(11. júní)	17. júlí	(15. ág.)	17. sept.
— Stykkishólmi .....	.....	30. apríl	.....	24. júní	.....	11. ág.	17. —
— Flatey .....	.....	.....	.....	24. júní	.....	17. —	.....
— Patreksfirði	27. marz	1. maí	.....	23. júní	.....	10. ág.	18. —
— Arnarfirði	26. marz	1. —	.....	23. júní	.....	18. —	.....
— Dýrafirði	26. marz	2. —	.....	22. júní	18. júlí	9. ág.	19. —
— Öndarfirði	25. marz	.....	.....	22. júní	.....	19. —	.....
— Ísafirði	25. marz	3. maí	.....	22. júní	19. júlí	9. ág.	21. —
— Reykjarfirði .....	.....	.....	.....	20. júní	.....	21. —	.....
— Borðeyri .....	.....	.....	.....	20. júní	.....	22. —	.....
— Blönduós	22. marz	.....	.....	20. júní	.....	22. —	.....
— Skagaströnd	21. marz	.....	.....	19. júní	.....	22. —	.....
— Sauðárkrök	21. marz	5. maí	.....	19. júní	.....	7. ág.	24. —
— Siglufirði	20. marz	.....	.....	18. júní	.....	24. —	.....
— Akureyri	20. marz	7. maí	.....	18. júní	21. júlí	6. ág.	26. —
— Húsavík	17. marz	.....	.....	16. júní	.....	5. ág.	26. —
— Vopnafirði	16. marz	.....	.....	15. júní	.....	27. —	.....
— Seyðisfirði	16. marz	9. maí	18. maí	15. júní	23. júlí	4. ág.	29. —
— Norðfirði	14. marz	.....	16. maí	13. júní	.....	29. —	.....
— Eskifirði	13. marz	.....	16. maí	13. júní	.....	29. —	.....
— Fáskrúðsfirði	13. marz	.....	16. maí	13. júní	.....	30. —	.....
— Berufirði .....	.....	.....	.....	12. júní	.....	30. —	.....
— Vestm.eyjum .....	.....	.....	.....	11. júní	.....	1. okt.	.....
Í REYKJÁVIK .....	.....	12. maí	.....	.....	.....	2. —	.....
Frá REYKJÁVIK .....	.....	.....	14. maí*	11. júní	.....	(8. okt.)	7. nóv.
<i>Ferðir milli landa:</i>							
Frá REYKJÁVIK	3. apríl	.....	30. júní	.....	15. ág.	8. okt.	22. nóv.
— Austfjörðum .....	.....	18. maí	.....	23. júlí	.....	.....	.....
— Vestm.eyjum	3. apríl	.....	30. júní	.....	15. ág.	8. okt.	22. nóv.
Í Liverpool .....	.....	.....	.....	4. júlí	.....	.....	.....
Frá Liverpool .....	.....	.....	.....	(11. júlí)	.....	.....	.....
Í Leith	7. apríl	21. maí	.....	26. júlí	.....	12. okt.	26. nóv.
Frá Leith	7. —	21. —	.....	(31. júlí)	.....	12. —	26. —
Í Khöfn	11. —	25. —	.....	.....	26. ág.	16. —	30. —

* Banni ís skipinu fyrirhugaða leið frá Reykjavík þ. 30. apríl, vestur, norður og austur um land, svo að það neyðist til að snúa við og fara suður um land, og þar af leiðandi verði fyrir allmiklum töfum, fellur ferðin frá Reykjavík þ. 14. maí til Austfjarða burtu, og skipið fer því beina leið frá Reykjavík til Leith.

NB. Þá dálka, sem prentaðir eru með skálettri, á að lesa upp á við.

A t.h. 1. Svo framfarlega sem tíminn leyfir, eða nægur flutningur fæst, verður viðstöðutíminn í Reykjavík notaður til að skjótast til Hafnarfjarðar og Akraness.

Below are examples of the cancellation DE 16 (18) 99¹¹:

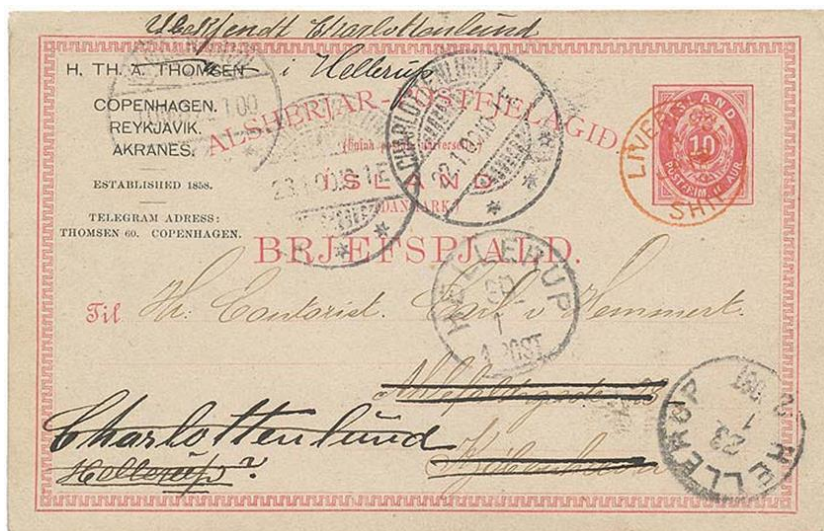


It has – until now – not been possible for me to find solid information about which ship carried the mail.

But from JA 19 00 there are a cover, piece and Brjefspjald showing, that the carrier is SS Isafold.



¹¹ 20 aur from Ebbe Eldrup's collection and a postcard from Indriði Pálsson's collection.



For a long time, I thought that January 1900 was the last time the red stamp was used - at least on Icelandic shipments, but the following examples from DE 11 1902 and the two philatelic cards with DE 23 1902 disprove it.



And finally, DE 23 02 - It is unknown which ship carried these postcards to Liverpool.



Postiljonen 2019 lot # 463: "Very beautiful 10 aur postal stationery card sent to Germany canc."REYKJAVIK 15.12.1902", transit "LIVERPOOL SHIP DE23 02" as well as "PADERBORN 24.12.02" arrival canc." – same as the following.



E2 – BLACK LIVERPOOL SHIP

The black LIVERPOOL SHIP has at least been used from 1894. Here is an example on a stamp from Sierra Leone.



On Icelandic stamps it is known from DE 18 1900. A curiosity is, that "o o" are filled and look like dots.



and one from February (19)01, from Arni Gustafsson's collection:



The following, MR 23 (19)01, is shown by Ebbe Eldrup:



It is SS Ceres calling at Liverpool and arriving MR 23 01, but the explanation why, we don't have. Per its schedule it was not planned.



The same applies for FE 21 (19)02: It is SS Laura – but we don't know why.

F. “LIVERPOOL SHIP” WITH TIME

Ebbe Eldrup points out that there is a later Liverpool Ship cancel. It is rather unnoticed and is only known in a few copies of Icelandic objects. Maybe only with the date OC 7 (19) 04.

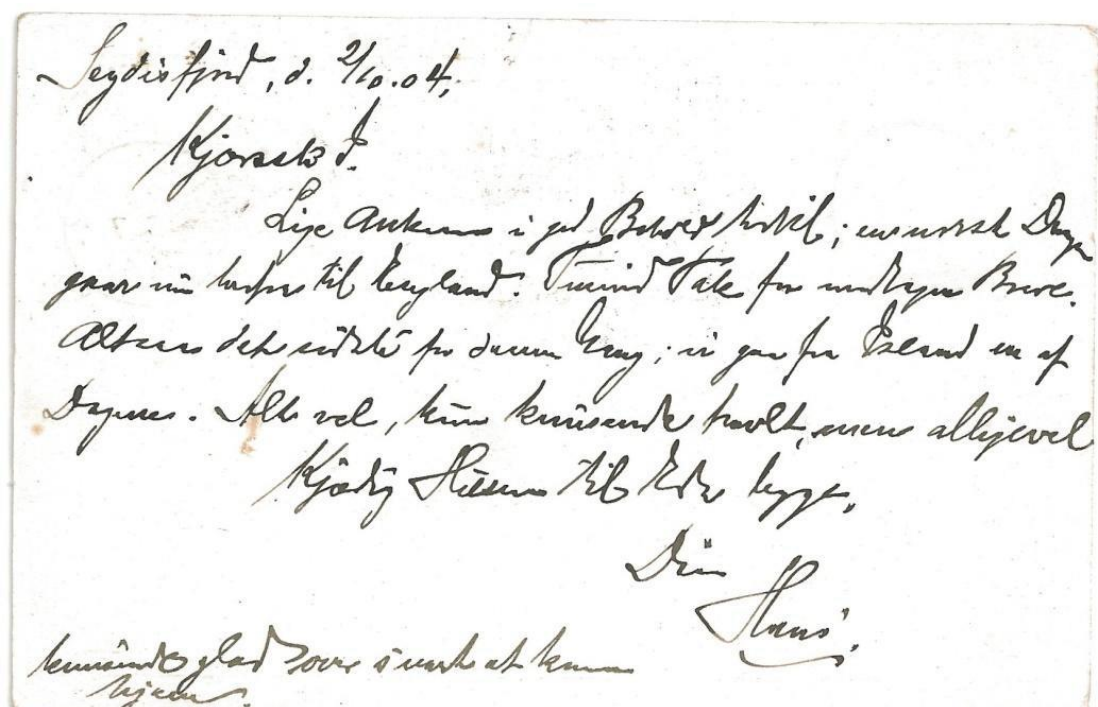
It is a cancel with slightly flatter letters, and where the time is shown above the month and date, as opposed to the previous (B) stamp where there is just a letter.

The cancel is Robertson S.21 with period of use 1896 - 1919, while Hosking 2nd Edition corrects the period of use to 1904-1919, but Dovey & Morris (114) goes back to 1896-1919. I don't know whether they have seen the differences or just consider the change regarding the time as a logical consequence.

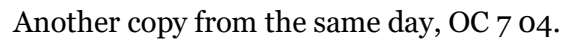


The 8 aur Brjefspjald was written in Seyðisfjörður on October 2, 1904 and despite being fully covered with 8 aur for a postcard to Denmark, it is enhanced with a 5 aur Chr IX.

The reason appears from the text on the reverse: "... a Norwegian steamer is now going from here to England ..." The postcard was to be franked with 10 aur but the minimum value of 3 aur Christian IX was apparently not available and a 5 aur was used instead. That the letter is a private card and not philatelic is clear.



In the Icelandic newspaper "Austri" you can read that it is probably SS FIX, which carried 2,179 sheep to Liverpool.



Arni Gustafsson has a pair from OC 8 04 shown above under “B”, but probably with the same ship, just handled differently

Arni Gustafsson has one without year and after June 1907 as it has a 10 aur Two-Kings stamp:



G. PAQUEBOT LIVERPOOL

One further use of Liverpool is known on aur stamps.

The cancel is PAQUEBOT in the upper part of the circle and LIVERPOOL in the lower part.

There are two versions: Hosking (57) from 1895 to 1985 and Hosking (58) 1985 to 1969 - same Dovey & Morris (113).

They are common but not on an Icelandic item; only a few copies are known:

The first we know from Iceland is from October 1899:



– most of the usages known are from DE 27 1899



The other version, Hosking (58) "Liverpool. I", has maybe been recorded on Icelandic material; above illustration from Arni Gustafsson.



(Hosking-Nr. 57)

Stempeltyp: Zweikreis-Handstempel

Außen-Ø :

Innen-Ø :

Ortsbuchstaben:

Verwendung: 1895 – 1985

Ab ca. 1914 steht Tag vor Monat.
Stempel kommt ohne Uhrzeit vor.

(Sonntagsstempel)



(Hosking-Nr. 58)

Stempeltyp: Zweikreis-Handstempel

Außen-Ø : ca. 24,5 mm

Innen-Ø : ca. 15,5 mm

Ortsbuchstaben: ca. 2,5 mm

Verwendung: 1906 – 69

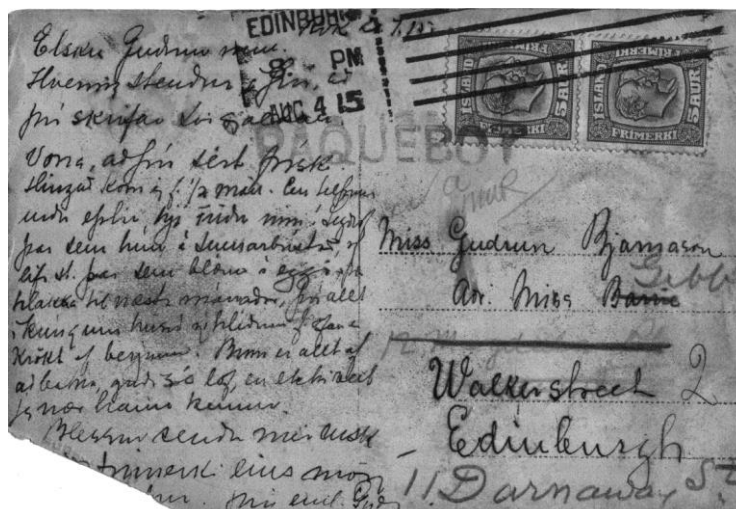
Ab ca. 1914 steht Tag vor Monat.
Stempel kommt ohne Uhrzeit vor.

(Sonntagsstempel)

Then we leave the Aur-issue but there are further Liverpool ship mail cancellations.

PAQUEBOT – TEXT – WW1

This is special; Liverpool PAQUEBOT from WW1. It was, according to Dovey & Morris: "Paquebot cancellations of the World" (# 118) only used in 1915.

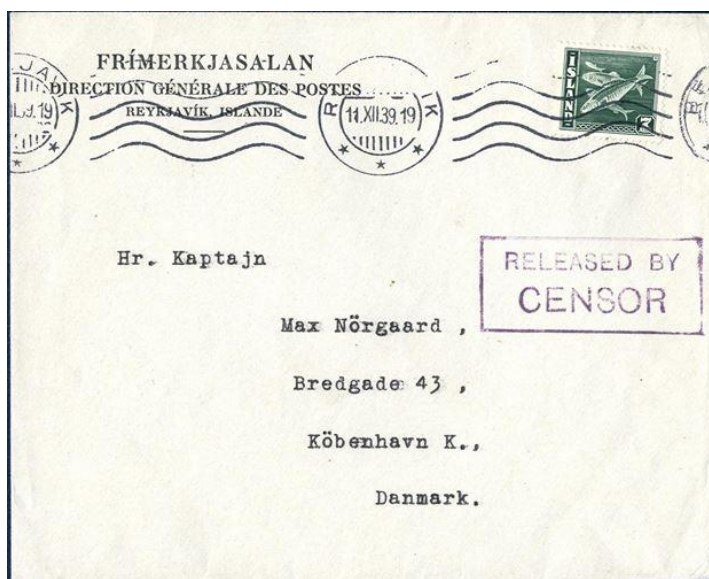


On the front side it is a lovely family photo sent to Gudrun Bjarnason, who allegedly lived in Edinburgh. Neither Edinburgh nor Leith had a PAQUEBOT cancel similar to this, that surely is from Liverpool and it is quite rare. Since PAQUEBOT is applied in Liverpool, it is the port of arrival – but which ship sailed from Iceland to Liverpool in August 1915?

We do not have the best records of ships and departures during World War I. So far, we owe an answer to how the card got to Liverpool.

H.WW2

The next is from December 1939: "Printed matter letter sent from Reykjavík to Copenhagen 11 Dec. 1939 with a 7 aur Herring Issue. This letter was sent with »Brúarfoss« or »Gullfoss« which anchored at Kirkwall as mail was intercepted and sent for censorship in Liverpool, where the letter received the boxed "RELEASED BY CENSOR", stamped on front and reverse. The letter is illustrated in Hopballe book page 125."¹²



¹² Frank Banke (2020)

The following is cancelled in Reykjavik on 18th of April 1940. It is per the auction catalogue, sent via LIVERPOOL 25.4.40.

The carrier is unknown. M/S Brúarfoss came to Liverpool on the 4th of April and was there until departure 20th April. They might have been carried to another destination and then transported to Liverpool and censored there?



REFERENCES

Mike Dovey & Keith Morris: "Paquebot Cancellations of the World and more.." (Hosking's 4th edition), 2010

Ebbe Eldrup "Liverpool skibsstempler 1890'erne-1919" IslandsKontakt # 88 from page 17.

Arni Gustafsson collection, Reykjavik, Iceland (with special thanks!)

Kristian Hopballe and Ólafur Eliasson: "ICELAND POSTALLY IN THE PERIOD 1939-1945"

Roger Hosking. Paquebot cancellations of the world (second edition), 1987.

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Orla Nielsen: IslandsKontakt # 67 "Måske det første brev fra Island med engelsk censur under verdenskrigen 1939-45"

Alan W. Robertson: "A History of the Ship Letters of the British Isles" (reprint 1995)

Heinrich Schilling: "Fremde Anlandestempel aus Islandspost" (1996)

Pór Þorsteins: "French fishermen in Icelandic waters" IslandsKontakt # 71 2009.