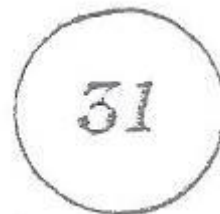


# ICELAND PHILATELIC MAGAZINE

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 November 2020. If you need help with translations let me know.  
The editor will help with the English if necessary.  
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## Comment

In the last issue I mentioned that our friend Vilhjálmur Sigurðsson had kindly provided the names of several people I might contact in Iceland Post. My aim is to restore that important connection between the post office and the Iceland collecting community, which Vilhjálmur had provided for a number of years through Frímerkjablaðið and this magazine. That connection provided information about current postal affairs relevant to the interests of Iceland collectors. In late July, I acted on Vilhjálmur's suggestion and sought the help of Horður Jónsson, the Head of Postal Operations in Iceland. I regret to say that I have had no response. It may be that the decision to terminate Iceland stamp production has removed any commercial incentive to maintaining a relationship with collectors. I would like to hear from our Iceland based readers for suggestions on how we might progress on this.

However, maybe there remains some hope of further stamp production, based on this comment reproduced in IPM 35 from the journal Iceland Review, and repeated here again. ***The company is now working on finalizing a service agreement with Icelandic authorities. Directors at Iceland Post state they are willing to continue producing stamps if authorities consider stamps culturally important. They say, however, that the Icelandic state will have to cover costs if stamp issuing is to continue.***

Looking on the dark side, I wonder if the cancel devices will have any further purpose once the last postage stamps have been used up? As far back as 1999, the late Þór Þorsteins wrote that post offices were no longer putting stamps on inland letters handed in, unless specifically asked to do so. Instead they preferred the rectangular rubber cashier date stamps which we saw from c.2001. I do not know how long that practice lasted, but it may be a foresight of what will happen after the postage stamps have gone. Are there any views on this?

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The survey of crown cancels rated 5, RR and RRR in Facit has now clocked up 932 images, a very satisfactory result over the period since November 2018. I thank all those who contributed their images, all in confidence of course. In particular, I would like to thank Ron Collin, for his diligence in weeding out wrongly identified or duplicated images. I expect that Steinar Fridthorsson, who originated the project, will very soon come to a decision on the next steps for making use of the data.



There are some surprisingly high quantities of some of the strikes, and decisions will need to be made concerning the current Facit scarcity ratings. I will mention just one, which is the Mýrar C1 cancel. There are no fewer than 35 images of a Mýrar crown cancel on the database. An article, jointly authored by Jørgen Steen Larsen and Wilbur Jonsson in Islandssamlarna Rapport nr. 178 March 2017, overturned the thinking by earlier experts, such as Sir Athelstan Caroe. His findings, along with those of other specialists, must have contributed to the Mýrar in Skaftafell receiving its present RRR rating. JSL and Wilbur concluded that the difficulty in identification between Mýrar in Skaftafell and Mýrar in Norður Ísa off cover, cannot and may never be resolved, and the Facit rating of the Skaftafell Mýrar should be reviewed. Aside from this apparently unsolvable question of comparative rarity, any Mýrar cover with transit cancels indicating a postal route proving origin from either office would be highly desirable.

Maybe this database exercise was a long time coming, but I am sure it will prove its worth, even if some inevitable downward price revisions will be disappointing to crown cancel collectors. Consideration is being given to the possibility of a similar exercise covering crown cancels on cover, or even numerals.

## Iceland – Turkey early airmails



Reykjavik Type B1d dated 21.1.1947 to The Royal Danish Legation in Ankara, on the Asian side of Turkey. 1kr paid

This 1947 Iceland – Turkey cover was covered in previous articles in IPM 2015/1, 2016/3 and 2016/6. The mystery of the 90aur postal rate was more or less explained, but one other matter remains unresolved, i.e. the absence of any reference to Turkey as an airmail destination in the official listings before November 1949. I am grateful to our American reader, Armagan Ozdinc for providing additional interesting facts about early Turkish airmail services, and the probable route taken by this cover.

Armagan provided the following observations.

*I believe this "Turkey in Asia" and "Turkey in Europe" is more for the Ottoman period as the Ottoman Empire had a huge land in Asia and also a considerable land in Europe - mostly Balkans. When the republic was declared, it contained a small land in Europe (the Thrace peninsula) and I do not believe that there was such separation between its European land and Asian land. The Republic of Turkey started its own direct foreign airmail service from Istanbul (primarily on the European side) to Bulgaria, Yugoslavia, Hungary and Germany in June 1939. Only two cities were served in Germany; Vienna and Berlin. In those years, there was no direct airmail service from Ankara (the new capital city on the Asian side) to foreign countries. All airmail letters were sent to Istanbul by train and then put on the airplane from Istanbul to one of these four countries. Most of the mail to the Western Europe was sent to Germany and then transferred to air mail flights from there to other countries. The airmail service to USA was usually handled via the Belgrade-Rome-Lisbon route in those years and then later via Cairo-Lagos route during the WWII time. I am sure the inbound letter from Reykjavik to Ankara followed similar routes in early 1940s. **My guess is that the route was as follows: Reykjavik-Hamburg by ship, Hamburg-Berlin by air, Berlin-Istanbul by air and then Istanbul-Ankara by rail.** Then, there was a big disruption in the mail service during WWII. It is then anybody's guess as far as the routes go.*

*I am not sure when Turkey joined the UPU airmail rates. However, they were member of UPU going all the way back to the Ottoman Empire since its beginning in 1879. I am not sure if there was a separate UPU membership for airmail.*

*I cannot answer your question completely why Iceland Post did not list Turkey in its airmail rate table (ED. before late 1949). It is a mystery in my opinion. One thing for sure is that there was an airmail service to Turkey before 1949. As I stated above, it started in 1939 (I can even be exact with its start date - 2 June 1939). See an example airmail cover from 1943 sent to Germany.*



*If you look at the **Danish Postal Rates 1875-2015** book by **Niels H. Bundgaard**, page 212, Turkey is mentioned under the table for the period between 23.4.1924 and 30.6.1981. Turkey is also explicitly listed for a special airmail rate for the post-war period of 27.6.1945 and 6.11.1946 (25 ore per 20 gr. letter). I do not know what the exchange rate was between Icelandic Krona and Danish Krona at that time. Best, Armagan*

(In IPM 2016/3, Ólafur Elíasson pointed out the *timarit.is* website which contains digital copies of all the Póst og Símatiðindi issues. I searched every copy from 1939 to 1947 and failed to find any mention of Turkey as an airmail destination. The reference by Armagan to the book by Bundgaard is encouraging. If the Danish post office showed rates to Turkey from 1924, then why not Iceland, albeit from a later date? The search is on for another early Iceland - Turkey cover).

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### **BÚÐIR crown cancel with complete letters**

In Issue 33 (May 2019) on page 5, there appeared an article about the various stages of the BÚÐIR crown cancel. The article drew heavily from a previous article in ISK43. When I wrote the IPM piece, there was no alternative but to use the illustration taken here from the ISK article. It shows the only known example of the cancel with full letters. It is very indistinct and unfortunately reproduced poorly.



As readers know, since 2018 we have been collecting images of crown cancels with a Facit rating of 5 upwards. I am pleased to say that an image of the unique BÚÐIR cancel has been sent for inclusion in the database. It is a great improvement on the blurred b/w image taken from ISK43. Here it is, and readers with an interest in the IPM 33 article can associate this image below with the article. The identity of the current owner, like all other owners of the images in the database, is confidential.



## Review of opening and closing dates of offices (Issue 39)

Jørgen Steen Larsen and Eivind Kolstad have replied to my request for information on the offices listed on page 4 of Issue 39.

### Varmaland (and Breiðavík)

JSL:-You write that there was no cancel until 1960. ÞP wrote that there was a cancel already from the opening on 15.4.1957 but this cancel is not known used until 1960. (Ed. Agreed; I am still of the opinion that on the evidence of the official records, the date of opening in ÞP's handbook is a transcription error; 15.4.1946 should be 15.4.1957. My earliest usage is from X5.II.1960).

I have never seen an N1a-125 used at Varmaland. However, I have the following usages of N1a-125 which I believe are from Breiðavík from 1.1.1916.

To find these objects I have searched for more than 30 years so they are scarce. Early usages of N1a-125 (at Bíldudalur) are usually with black ink.



Fc 69 blue ink



Fc 76 violet ink



Fc 84 blue ink.



Fc 79\*2 blue ink.

These examples on 20 aur Chr IX and 20 aur TK perf 14 might be from after 27.10.1917 where the postal rate for a normal inland letter was increased to 20 aur. I have never seen usages of N1a-125 or B1a Breiðavík in the period 1922 – 1934.



Fc 127 Black ink on 5 aur Chr X green – the stamp was invalidated 31.12.1921.

Philatelic usage of N1a-125 on a Bíó P letter from April/May 1938, with Fc. 146, 213, 214, 218, 219 all cancelled 12 o'clock with N1a-125.



### Hlíðardalsskóli.

(JSL) My latest commercial usage is from -9.II.1979. I also have philatelic usages from 1993 – they are made by me and cancelled in Hlíðardalsskóli, so the cancel was still there in 1993, though the BH had closed.

Eivind:- here is a cover from late 1992, self-addressed envelope to myself. It proves that Hlíðardalsskóli kept the cancelling device long after closure.

(JSL)

### Svignaskarð.

I have a piece with Fc. 491 cancelled 31.12.1971. I also have Fc. 401 cancelled X2.8.72. Both usages are in my opinion philatelically made by Sigurður Þormar. The piece cancelled 31.12.1971 is probably made by him as an example of a last date of usage.

### Kléberg.

I cannot recommend the article by Per Hanner in Rapport nr. 128.

Instead I would like to draw your attention to another article by Sigurður Þormar in IslandsKontakt nr. 50, January 2004, page 21 – 24. At that time I was editor of IslandsKontakt and assisted SP in writing the article and added illustrations from my collection. You are welcome to translate this article for use in IPM.

(Ed. The article follows on pages 14-17)

### B1a Sævarland and B2a Valþjófsstaður

(JSL) I can only be of little help with your questions about late usages of B2a Valþjófsstaður and B1a Sævarland.

My latest usages of B2a Valþjófsstaður are from 15.12.66 – looks commercial - and from -1.1.67 – looks philatelic, as the lines in the cancel are very slim as if it had been cleaned.

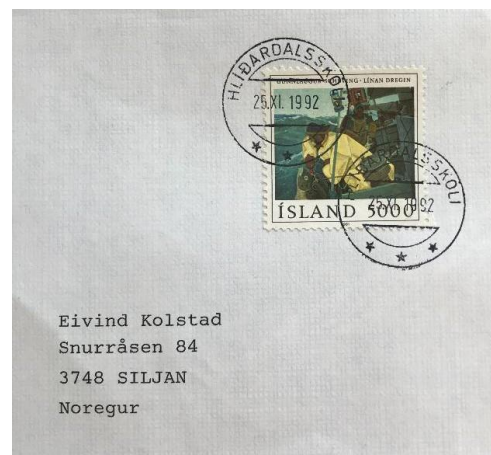
My latest usages of B1a Sævarland are from 12.1.35, 10.2.35 and 22.3.35. I have never seen later usages.

Eivind: - Enclosed find a picture of a Valþjófsstaður cancel on, in my opinion, the most beautiful stamp ever issued in Iceland. Day and month are easily readable: 27.4., but the year is unfortunately hidden. But as this stamp was issued in August 1966, the year is most likely 1967. (It also looks like 67 after the number 4) So there we are: Valþjófsstaður used at Ytri-Viðivellir.

(Ed. So now we have examples of B2a Valþjófsstaður, possibly philatelic, in the elusive Viðivellir-Ytri period. But it looks as if Sævarland B1a in the Skiðastaðir period from 1.10.35 may be very rare or even unknown.)

### A question from Eivind:-

I also enclose a CTO cover from Skarð, as you can see, someone has written Buðardal? on it. Does that make any sense??



(Ed.) Can anyone help Eivind? This is the Borgarfjarðar Skarð (4) B1a cancel used until 30.9.1979 at the collecting office. What possible connection is there with Búðardalur in Dalasýsla?

## BAKKI and HÓLL collecting offices in Vestur-Barð (Issue 39)

Jørgen Steen Larsen has responded to provide examples of B1a Bakki strikes. These help throw light on the periods of use of this cancel, first at Bakki and later at Hóll and eventually Bíldudalur. I am showing a selection of his examples. So far, despite Jørgen's contribution, we still have no clear example of non-philatelic use. Furthermore, we remain without clear evidence of a B1a Bakki strike from the period at Hóll from 1.1.1956 to 31.3.1959. So far, the only strike which might be from the Hóll period is shown in Issue 39, on a 1957 stamp; it is surely philatelic, and could have been applied at a later date at Bíldudalur which had possession of the cancel.

### B1a Bakki from 12.1.1930 to 31.12. 1955



A Bio P letter from 6.5.38



A philatelic letter from 14.5.53 and the same date on a Hekla issue below.





A philatelic letter sent to Folmer Østergaard 16.7.X1.

Finally a philatelic letter sent from Bíldudalur -9-IX.60 by Folmer Østergaard to himself in Denmark. The letter shows that at that time B1a Bakki -7.6.49 and B2a Selárdalur -7.6.40 were both at PA Bíldudalur.



The invitation remains open for readers to examine their Bakki B1a strikes and see if any non-philatelic examples exist between 12.1.1930 and 31.12.1955 at Bakki, and between 1.1.1956 and 31.12.1955 at Hóll.

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## **The dentist strikes again. *Henk Burgman***

Translated from the Dutch by Mr. Th. Bangert, Ireland

You will never stop writing about perforation varieties, perforation errors, perforation flaws or whatever you want to call this phenomenon. There are so many things that, consciously or unconsciously, can go wrong when perforating stamps, that almost every stamp-issuing country has ever been confronted herewith.

Recently I received questions about missing perforation holes in the Icelandic stamps of the so called oval type, namely the stamps that were released in Aur values. The stamps of the same type, but then in Skilding values were already declared invalid in 1875 for postage franking.

Do not start writing to me about that because I also know that even until the end of 1878, despite the last day of validity was definitively set on 27-09-1877, these stamps are known genuinely used. Many of the remaining and returned Skilding stamps were later cancelled by the Icelandic post with the Reykjavík cancel of type C1 and C2 in Lapidar script.

The first stamps in the new Aur values were officially used on August 1, 1876.

For most of the values, there were delivered multiple prints over time. This as a replacement of the rather tight stock that was purchased by the Icelandic postal service, but which stock, in retrospect, was relatively conservative, estimated as a result of the slowly rising literacy and the ensuing urge for correspondence. The stamps designed by Ph. Batz were made in one colour letterpress by H.H. Thiele in Copenhagen, Denmark.

The watermarked paper was the same paper as that used for the stamps in circulation at that time in Denmark, therefore with watermark Crown.



Fig. 1 – Watermarks.

Thiele not only printed Icelandic stamps, but also the Danish and Danish West Indian stamps.



Fig.2 – DWI stamps on letter.

If we limit ourselves to the three Icelandic values where we can encounter this missing perforation, the 3, 6 and 10 Aur of the 1876 issues with perforation 14 x 13 1/2, we have to keep in mind that these are stamps of which there were several prints produced.



Fig. 3 – 3, 6 and 10 Aur with complete perforation

Over the years, several types of paper have been used for this purpose by the printer. One of the characteristics of paper used for stamps is that it needs to have a certain thickness. A: not too thin but ... B: not too thick. The thickness of the paper runs with these stamps from rather thin, 0,06 – 0,07mm, used in the period 1873 – 1882/3 via 0,07 – 0,09mm, used in the period 1883/1884 to 1891/1892, to fairly thick paper of 0,09 – 0,10mm for the stamps printed from 1895. Remember that the paper thickness applies to the thickness of the paper only. The thickness of the printing ink applied may also lead to some differences.

The quality of the perforation is obviously not only depending on the paper. Also the perforator used, to call a perforation machine in an irreverent way, plays a significant role. In Copenhagen one had various perforation possibilities.

1<sup>st</sup>: they had a line perforation machine that plays no part in this story.

2<sup>nd</sup>: there existed a number of comb perforation machines which are referred to as K I, K II and K III.

K I is not important to us. K II was provided with new perforation needles around 1885. The diameter, or more clearly, the thickness of these new needles was less than the old needles. Easier said, the new needles were thinner than the old needles.

In the beginning of 1889 a third comb perforation machine was put into use (K III). This machine was used simultaneously with the K II. The old machine (K I) is put out of use at the same time. When the new thicker paper is put into use in July/August 1895, the old machine K II, yes right, that with the thin needles makes it a bit difficult.

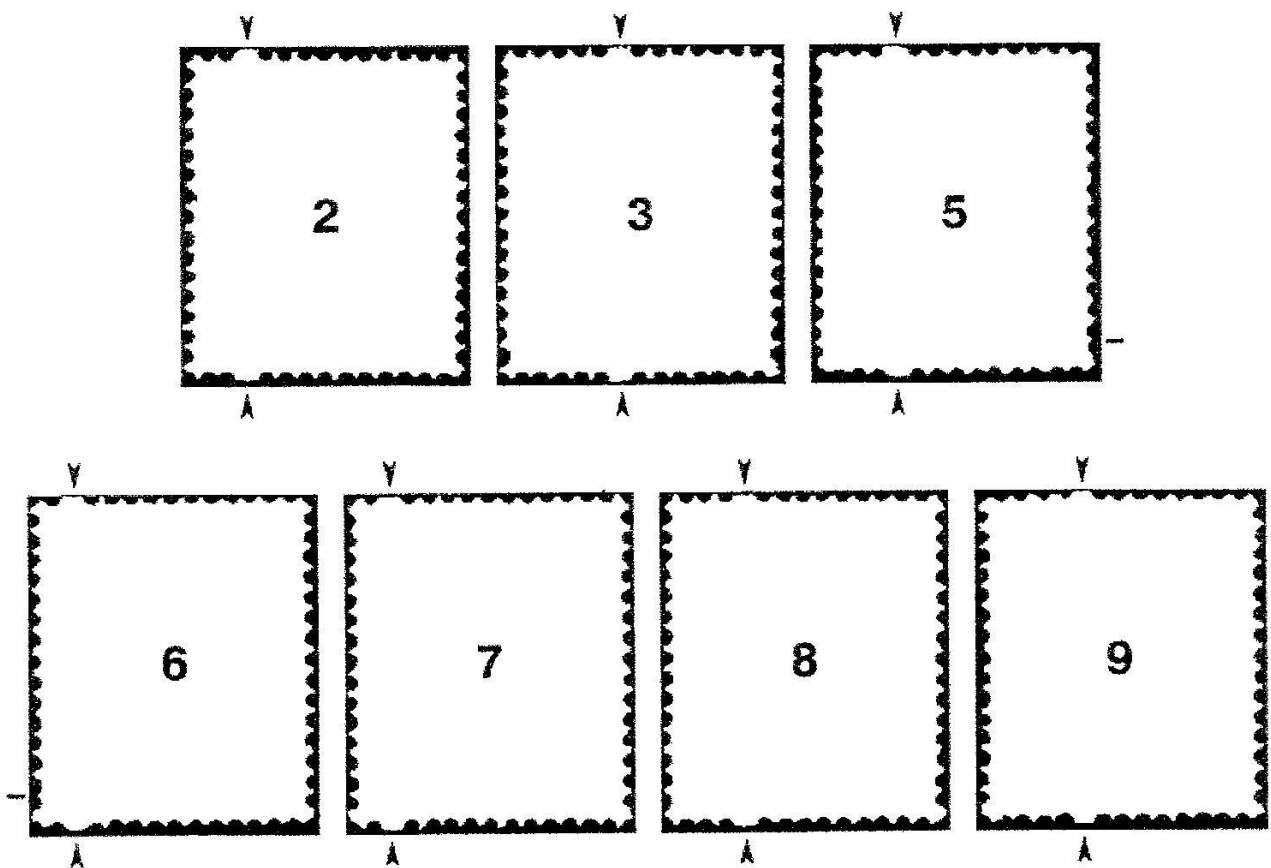


Fig. 4 – Schematic presentation.

The thinner needles can no longer cope with the thicker paper and start to be slightly out of plumb, yes ... even to bend. Every now and then, with a hammer or the like, a blow was given to the needles to get them back in line, literally and figuratively speaking. All this can of course be found, back with a slightly more accurate study of the perforation of stamps that were perforated in the relevant period. Eventually, in the last week of August 1895, the much vexed perforation pins start to break, loosen and fall out, K II had 14 perforation pins per 2 cm in the horizontal line and 13 1/2 pins in the vertical line. K III had a coarser perforation, namely 12 3/4 pins per 2 cm and also had even stronger, thicker pins.

How did this breaking come about?

Tabel van de verschillende 'perforation flaws'

Nomi-naal	Druk	Facit	AFA	Jaar	Tandingbrug, geteld van links naar rechts	Velrij
6 aur	5 <sup>e</sup>	11e	7.5	1895-99	3 <sup>e</sup> gaatje	2
6 aur	5 <sup>e</sup>	11e	7.5	1895-99	6 <sup>e</sup> gaatje	3
6 aur	5 <sup>e</sup>	11e	7.5	1895-99	4 <sup>e</sup> gaatje	5
6 aur	5 <sup>e</sup>	11e	7.5	1895-99	2 <sup>e</sup> gaatje	6
6 aur	5 <sup>e</sup>	11e	7.5	1895-99	2 <sup>e</sup> gaatje	7
6 aur	5 <sup>e</sup>	11e	7.5	1895-99	4 <sup>e</sup> gaatje	8
6 aur	5 <sup>e</sup>	11e	7.5	1895-99	5 <sup>e</sup> gaatje	9
6 aur	5 <sup>e</sup>	11e	7.5	1895-99	rij 1, 4 en 10 zonder 'perforation flaw'	
10 aur	7 <sup>e</sup>	12d	8.7	1895-96	3 <sup>e</sup> gaatje	2
10 aur	7 <sup>e</sup>	12d	8.7	1895-96	6 <sup>e</sup> gaatje	3
10 aur	7 <sup>e</sup>	12d	8.7	1895-96	4 <sup>e</sup> gaatje	5
10 aur	7 <sup>e</sup>	12d	8.7	1895-96	2 <sup>e</sup> gaatje	6
10 aur	7 <sup>e</sup>	12d	8.7	1895-96	2 <sup>e</sup> gaatje	7
10 aur	7 <sup>e</sup>	12d	8.7	1895-96	4 <sup>e</sup> gaatje	8
10 aur	7 <sup>e</sup>	12d	8.7	1895-96	5 <sup>e</sup> gaatje	9
10 aur	7 <sup>e</sup>	12d	8.7	1895-96	rij 1, 4 en 10 zonder 'perforation flaw'	
3 aur	5 <sup>e</sup>	8e	12.5	1895	3 <sup>e</sup> gaatje	2
3 aur	5 <sup>e</sup>	8e	12.5	1895	6 <sup>e</sup> gaatje	3
3 aur	5 <sup>e</sup>	8e	12.5	1895	4 <sup>e</sup> gaatje	5
3 aur	5 <sup>e</sup>	8e	12.5	1895	2 <sup>e</sup> gaatje	6
3 aur	5 <sup>e</sup>	8e	12.5	1895	2 <sup>e</sup> gaatje	7
3 aur	5 <sup>e</sup>	8e	12.5	1895	4 <sup>e</sup> gaatje	8
3 aur	5 <sup>e</sup>	8e	12.5	1895	5 <sup>e</sup> gaatje	9
3 aur	5 <sup>e</sup>	8e	12.5	1895	rij 1, 4 en 10 zonder 'perforation flaw'	

Fig. 5 – Position table. (gaatje = holes)

As you can see in the diagram above (thanks to R. & J. Kuin) there are five types of perforation bridges or “double teeth” to be found. These can be found in seven different vertical rows.

The order of perforation was as follows:

At the first stroke, the entire top horizontal side was perforated together with eleven vertical sides in one go. At the next stroke, the lower side of the top row (10) of stamps was perforated plus the eleven vertical sides of the stamps of the second horizontal row. Thus, the lower perforation row of the first row of stamps is at the same time the upper horizontal side of the second row of stamps. This process was thus repeated until the last horizontal row, that is, the lower side of row ten, was perforated.

If one pin breaks off somewhere in the comb this will then be visible at the same position in the row below. So, if in stamp two the third horizontal pin of the comb breaks off, then there will be a paper bridge that can

be found not only in the first but also in the second, third, fourth row etc., at exactly the same place in the perforation of the relevant stamp.

If we look again in the table in the previous number, we have, for clearness, to make the note in our mind that this is about “vertical” rows in a sheet of stamps.

To make this visible, you should be able to see a part of a sheet of these stamps in which this perforation variety occurs. Unfortunately, I am not in possession of such a part.

But I can show you a compound horizontal row of the 10 Aur.



Fig. 6 – Horizontal row of ten.

Here is a pair of the 3 Aur with the positions 3 & 4.



Fig. 7 – 2 x 3 Aur.



Fig. 8 – Strip of 4 x 6 Aur

The largest quantity I have in my collection is a strip of four of the 6 Aur with the position 1 up to and including 4 in the horizontal row. A very special stamp is the 6 Aur stamp with the second perforation pin broken, however, only in the lower perforation row. Would this have been the moment that this pin broke off after perforating the upper one horizontal perforation???



Fig. 9 – 6 Aur with 1 x perforation error.

If we now look at the total numbers and take into account that, apart from the stamps coming from the undamaged vertical rows, there are sheets that have been perforated by the undamaged, newer, perforation machine K III, then I think less than the estimated 70% of the stamps have a perforation error. The breaking of the pins did not happen at the same time (I think). So there are also sheets that contain none or only a few stamps with a perforation bridge. Note, these specific three prints and with this specific K II machine.

See also again the table above.

The conclusion, that a 100% perforated stamp, of the prints in question, is harder to find than a stamp with one somewhere, or actually I have to say, two missing perforation holes, is entirely justified.

Why the catalogue price is higher for a “toothless” stamp is entirely due to the wish of the often ignorant novice collector. A perfect stamp is still worth less for some collectors than a stamp that has a small (beauty) error, whether or not it is manipulated, even though there are more of the “mutilated” stamps in circulation than 100% perforated stamps.

Furthermore, you can find stamps with perforation errors that have been made in the paper bridge in the lower and/or upper horizontal row of holes. These holes are, usually, significantly smaller than the normal perforation holes. I think, and actually I know for sure, that this hole has been applied by hand by means of a pin or needle. This was often done by people or companies that had large numbers of these stamps in stock and were afraid that they would tear the whole thing apart when tearing the stamps. This does not give a real added value to the stamp either, because after reading this “tip” there will undoubtedly be people who will use this trick to attribute their “valuable” perforation variety an even higher value.

As I mentioned earlier, H.H. Thiele produced the stamps of Denmark and DWI in the same period with the same machines and materials.

Now it will not surprise you that there are also the same perforation defects in these stamps. That is with the 4 and 8 ore two-colour oval stamps, the 5, 10 and 20 ore arms type and some stamps from DWI.



Fig. 10 – DK 20 ore stamps.

However, searching and finding Danish and Danish West Indian stamps with the perforation “mistakes” will take a lot more time than these “easy” Icelandic stamps.

Why there are only paper bridges in the horizontal perforation with Icelandic stamps? I do not know. Vertical bridges do occur with the Danish oval stamps.

Used sources:

Interdania '79 catalogue: Island – 6 Aur ovaludgave. By Orla Nielsen

Posthorn (USA) no. 140, Nov '79; The English translation of this article.

Kohl's Handbuch

NFT no. 1 – 1979; Takningen på DK, DWI och Islands frimärken. By Lasse Nielsen.

Om at samle vaben type. By Oluf Pedersen.

The AFA Special and Facit Special catalogues

And with kind thanks, for making information available, to the late Johnny Pernerfors (†) of the Foreningen Islandssamlarna from Sweden and Roland Daebel German Forschungsgemeinschaft Nordische Staaten e.V.

## Unusual destinations ~ S

### Saarland (French mandate)



Reykjavík B1c dated 3.V.55. 70aur printed matter rate from 1.10.53 to 30.6.58

After WW2, France sought to annex the Saarland with its coal and steel industries. Until a U.N. decision was reached the Saarland was a French protectorate. In 1954 it was decided to make Saarland an independent republic, but this was rejected in a 1955 plebiscite. Saarland chose to join the German Federal Republic which it did on 1.1.1957. This cover was posted in the period of the French protectorate.



Regulation label indicating a bundle of covers for one destination. There was only one cover for Saarland, so the label was glued to the back of the cover.

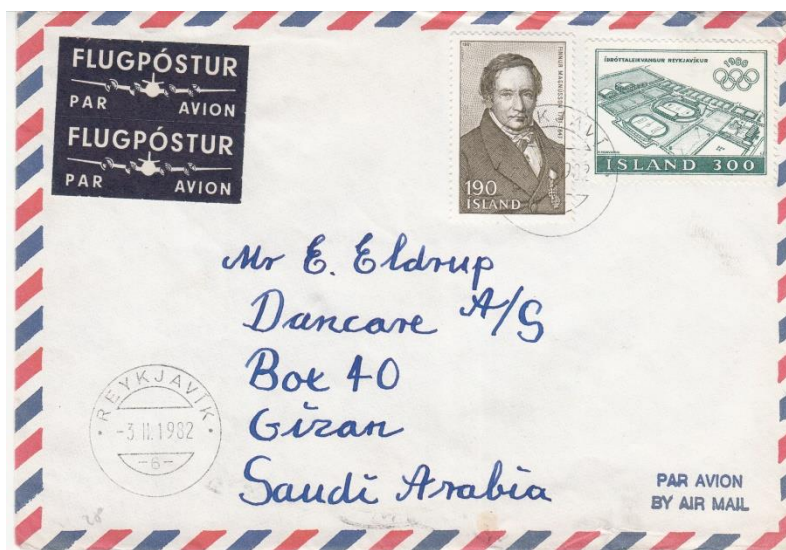
## Sudan



Hafnarfjörður B3e dated 25.V.59. 225aur surface rate valid from 1.7.58 to 28.2.60.

Khartoum receiving cancel 28. May 1959. Sudan was an independent republic since 1.1.56 following British rule.

## Saudi Arabia



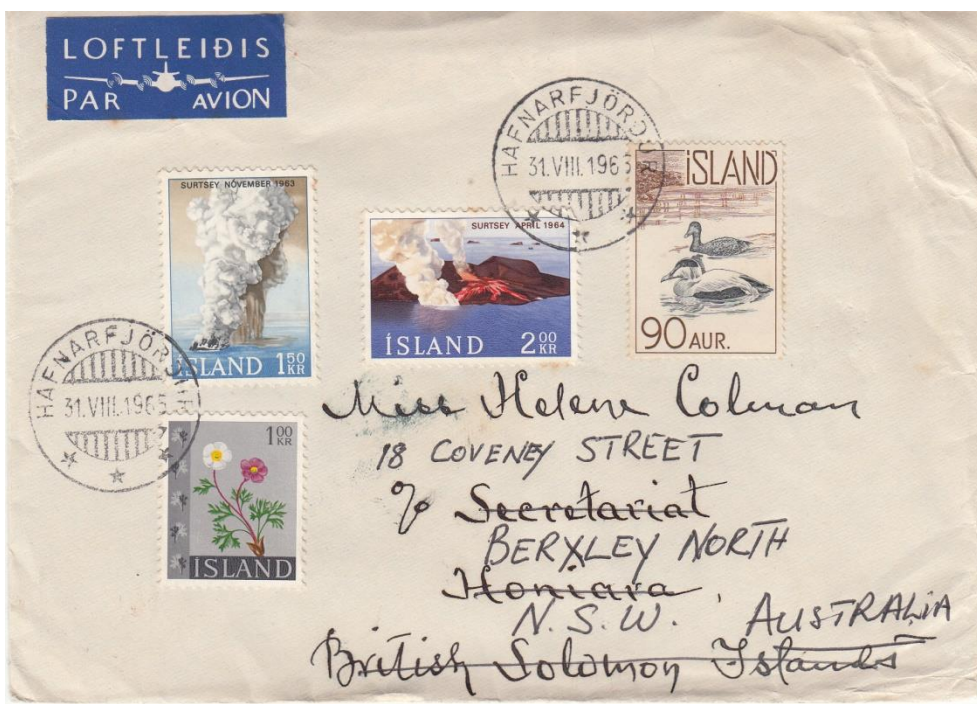
Reykjavík 6 type B8e 3.II.1982. 490aur airmail rate 1.12.81 to 28.2.82

## Senegal



Reykjavík 1 dated 9.7.1973. The overseas letter rate up to 10gm was 23kr from 1.7.73 to 31.3.74. Overfranked 2kr. (unless it was the 31-40gm 25kr printed matter rate)

## Solomon Islands



Hafnarfjörður B3e dated 31.VIII.1965 to Honiara, British Solomons. HONIARA receiving cancel.



Re-addressed to New South Wales, Australia. The airmail rate to the Solomons up to 5gm was 750 aur. The 540 aur franking on the cover was sufficient to cover the 10gm or 20gm printed matter airmail, or the 500 aur surface rate.

## Álafoss

Sveinn Ingi Sveinsson wrote a fine article in *Frímerkjablaðið* Nr.27 called *Áttugasafnið mitt*, My Homeland Collection. He described the postal history of the area around Mosfellsbær where he lived. The collecting offices had progressed from Leirvogstunga (1897), to Lágafell (1909), Varmá (1918), Álafoss in late 1926, Varmá again (renamed Brúarland) (1937).

Álafoss history is interesting, starting in 1896 by a farmer who imported machinery for processing wool, and built a factory below the waterfall “Álafoss” in the Varmá river. The British built barracks at Álafoss during WW2, and in 1949 a large factory was erected. This contributed to an unusual collection of buildings. I cannot put a date to the first picture, but the large building is easily identified in both pictures.



Date unknown



2003

When the collecting office opened at Álafoss on 23.12.1926 from Varmá, it was issued with type N1c numeral 145 with an “open figure 4”. This cancel had been returned to stock from Hellisandur. Presumably the numeral 165 previously used at Leirvogstunga and Varmá had either been lost or damaged. From 1930 a Blá Álafoss cancel was issued and used until the office closed on 31.3.1937 and returned to Varmá, renamed Brúarland.



July 1930



31.12. 3?

XXXXXXXXXXXXXXXXXXXX

### Hnjótur straight line cancel *Jørgen Steen Larsen*

Here are two examples of the rubber cancel *Hnjótur* used in the period 1945 - 1948, before Breiðavík and Hnjótur were both moved to Gjöggar. These are the only usages of the line cancel Hnjótur I have ever seen.



## Special use of Icelandic Stamps Þór Þorsteins

Translated from the Icelandic, and originally published in Issue 1 of Frímerkjablaðið

During past years Icelandic stamps have often been used for purposes other than for paying postage. It was very convenient to use them if a new law or regulation came immediately into effect. Quite a lot of used stamps are to be found from such use, and so let us take a look at them.

### Payment into Country Fund



Figure 1. A Danish Waybill with commodity parcel duty.

In 1912 a law was passed effective from 1.1.1913 where such duty was to be paid on outgoing foreign parcels. A fee of 15aurar should be paid into the Country Fund for each foreign postal parcel and should be paid in postage stamps to be affixed on the parcel or waybill. The stamps were cancelled afterwards with an ordinary (bridge) date stamp, and thus loose stamps cannot be distinguished from ordinary postally used ones. The fee was gradually increased to 90 aurar and was collected until the end of 1919.

### Law of Revenue



Figure 2. A bill of exchange with revenue stamp.

In August 1918 the Parliament enacted a revenue law with immediate effect. No time existed to print special revenue stamps, and officials therefore bought ordinary postage stamps for revenue use. As such they had a tenfold value of the basic stamp. They are known in use from August 1918 to October 1918, and are cancelled with (manuscript) ink date and official or bank rubber stamps.

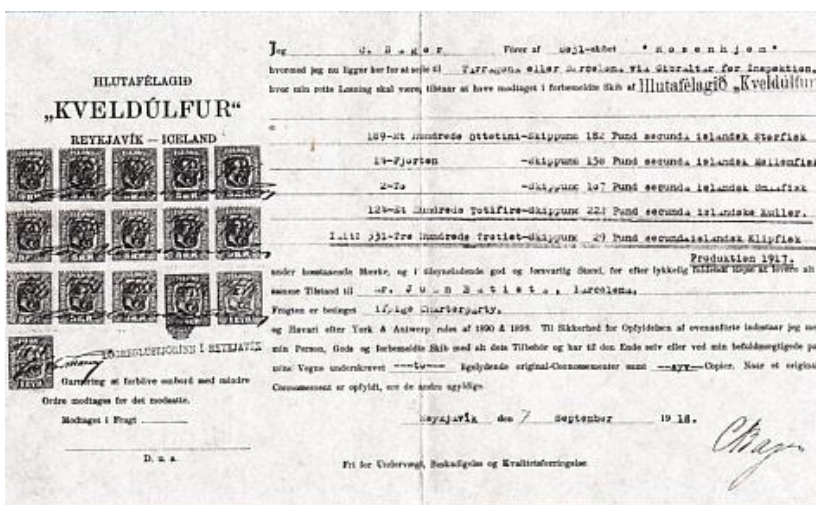


Figure 3. Export document with postage stamps.

One paragraph of the same law dealt with payments of export duty. This was 1% of the value of the manifest for export and same for exported postal parcels. Such a document was often issued for a whole shipload of salted cod and could be extremely high. From existing records it is known that an amount came to 600 krónur nominal value of stamps (6000 kr in duty) on one document.

## Different New Fees



Figure 4.

A waybill with machine sewed stamps. After the end of the Great War, high inflation existed in Iceland. The taxes reflect this, and in the period from 15.3.1920 until August 1924 several new duties were imposed on imports, e.g. stamp duty, trade fees, also value added duty with different levels. If such were to be paid for incoming postal parcels, the fees should be paid in postage stamps to be fixed on the waybill of the parcel, and later on foreign import invoices. The Postmaster

feared an adverse effect on the sale of stamps to collectors if the stamping were done with ordinary date stamps, and therefore different means for cancelling were commonly adopted, with the intention of avoiding making them attractive to collectors.

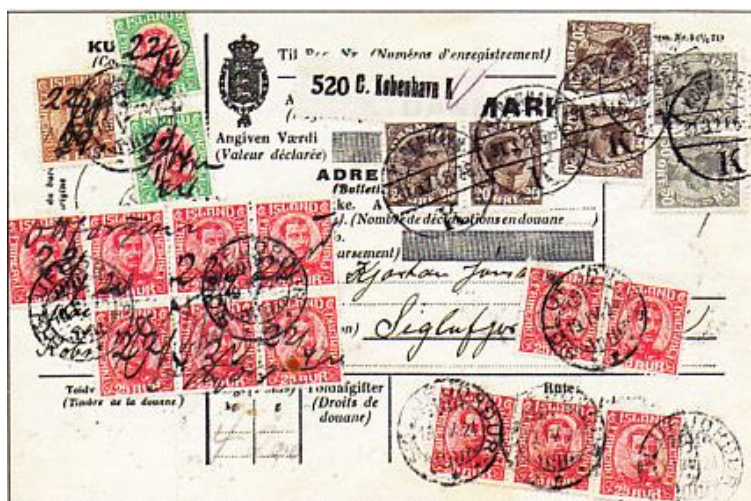


Figure 5.

A waybill with ink cancelled stamps. From this period are found irregular punched holes done with needles, rotary machine sewing across the stamps and ink cancelling from the year 1924, and also with different colour streaks across the stamps.

## Duty



Figure 6.

A foreign import invoice with "TOLLUR" cancels on the stamps.

In late 1924 cancels with the name "TOLLUR" arrived for use, and from then onwards, they should only be used for cancelling postage stamps used for duty. They are common on all higher values issued from 1920 until 1938 with the exception of special stamp issues not intended or authorized for such use.

Akureyri, 14/1. 36

**ÚTIBÚ BÚNAÐARBANKA ÍSLANDS**

Hr. Þóroddur Björnsson, Nóbili

	Kr.	au.	Kr.	au.
Edn. <u>Vikill 4972</u>			250	00
Forvextir í <u>18 daga</u>	8	40		
Greiðslumerki	0	10		
Umsjón (Provision)				
Stimpilgjald	0	20	9	00
Þinglestur				
Burðargjald				
Útborgun kr.			2	71 00

Gjaldþagi vixilsins er:  
14. Júlí '36

1 37

Figure 7. A bill with payment stamps.

A special overprinting was made on two values of the Gullfoss issue in 1935 with the name "Greiðslumerki" (payment stamp). Such 10 aurar stamps should be fixed on each receipt above 20 krónur at the time of payment. This continued until 1941.

## Orlof (Holiday Stamps)



Figure 8.

A page from a holiday stamp book.

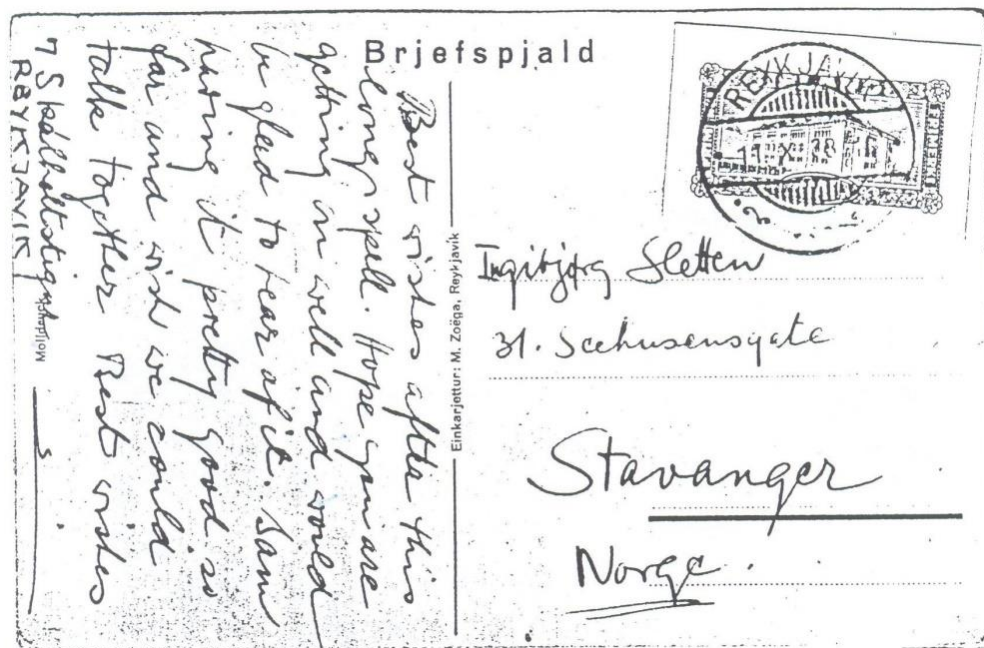
Again overprints were made in the years 1944 and 1945, this time with the word "Orlof" in addition to different amounts. In all some 19 different stamps were overprinted and used for holiday payments to casual labourers. The stamps should be affixed in special holidays stamp books for a refund to be made before summer holidays were taken in the following year.

From 1945 no special use of postage stamps is known. Loose stamps showing revenue use are common, but whole documents from the period 1912 until 1919 are all extremely scarce, and only a few exist. Neither is it common to find stamps "ruined" in the practices of 1920-1924, but it is extremely hard to find them on whole documents. The "Tollur" cancel is common on loose stamps but scarce on whole waybills or invoices. The Payment stamps are common whether loose or on bills, and the same for loose holiday stamps, but if found in a book are an exception.

XXXXXXXXXXXXXXXX

## 20 aur Postal Stationery clip used for postage

Leif Fugslig has come to my aid with reference to his article on the above subject. With his permission, here is my translation of his article from IslandsKontakt 17, back in 1994. I should add that Leif does not remember any response to his appeal for other Icelandic examples of this practice.



Lettercard to Norway 11-10-33 stamped with a 20 aur cut off a letter card. The tariff to Norway at this time was 15 aurar, so without a routing note the card is over-franked - to the UPU tariff.

What is interesting, however, is the use of clips taken off postcards - a form that is very uncommon on Icelandic shipments. I have only seen this one example, and have heard about the existence of another 3-4 pieces.

According to Niels Klottr's article in DFT 7-93, the use of clippings off postal stationery for postage under Danish Postal Law was allowed abroad 1-4-1871 to 12-1-1914 and for inland 1-4-1871 to 31-12-1965. We all know lots of examples of this kind of postage in Denmark, and must we assume that the same rules applied to Iceland? But why are there almost no known Icelandic examples?

If you drop a big inkblot on the nice birthday card for Aunt Anna, the card was spoiled after all, and 3-5-8-10 or 20 aurar were considered as money in those times.

In December 1918, Iceland became independent, in a personal union with Denmark, and on 1 January 1920 a new postal agreement between the two countries came into force, following which the domestic postage rates between the two countries were largely preserved.

One might wonder if, in this context, Iceland was considered "abroad" in 1914, in 1918 or in 1920 or perhaps not at all? Examples of clippings from stationery cards for postings from Denmark to Iceland, which might illuminate this, are sought from the readers, also other examples of Icelandic origin.

Finally, it should be noted that Ólafur Elíasson has not found anything in the Icelandic Postal Regulations or journals on this matter, neither permission nor prohibition.

## Grund collecting office in Kjalarnes. *Sigurður Þormar*

(Previously published in IslandsKontakt Nr.50 and reproduced with the permission of the former editor)

In Rapport Nr.128 Dec. 2002 on pages 8-9, there was an article about the letter collection offices at Grund and Kléberg. In the article, Sigurður Þormar was referred to as the source. This has prompted him to send a correction to IslandsKontakt. Sigurður writes:-

When one follows the old post route from Reykjavík towards the north and one has passed Mosfellsbær, one reaches the foot of Esja mountain in Kjalarneshreppur.



Kjalarneshreppur showing Esjuberg, Brautarholt, Kléberg and Fólkvangur. Grund lies between Kléberg and Jorf.

In this area on 1.1.1907 a collecting office was opened at the farm of Esjuberg. The office took the numeral 162, which had previously seen use at Keflavík, before it became superfluous after Keflavík became a Post Office on 1.1.1906. Whereas 162 saw frequent use at Keflavík, it is only rarely seen used at Esjuberg.



Numeral 162 used at Esjuberg

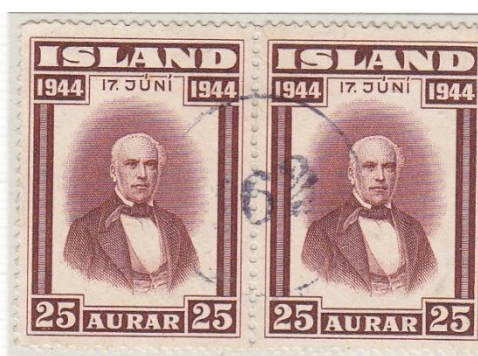
On 1.6.1919 the collecting office was moved from Esjuberg farm to a neighbouring farm at Brautarholt, and the numeral 162 went with it.



Numeral 162 used at Brautarholt

In the summer of 1930, Brautarholt received the very rare bridge cancel B2a BRAUTARHOLT, which I have in my collection and is dated 9.1.31. In the spring of 1936 it was decided that the collecting office should move to the school at Kléberg with effect from 1.7.1936. However it did not happen that way. The reason was that the school management was not there in Kléberg during the summer period. The school director Ólafur Magnússon has confirmed this, and instead could remember that the collecting office was moved in 1937 from Brautarholt to Grund, being about 2kms from Kléberg.

From 1938 to 1951 the collecting office remained at Grund, and there they used numeral 162.



Numeral 162 used at Grund

The collecting office was under the control of Guðjón Sigurðsson, who lived there in this period. The reason for the collecting office closing at Grund in 1951 was that Guðjón and his family moved to Reykjavík where Guðjón was a security guard at the Alþing.

A light blue rectangular label for a postbag. At the top, it says 'BRÉF'. Below that is a line for 'Sendipósthús'. Then 'REYKJAVÍK 1'. Another line for 'Afgreiðslumaður'. Then 'Ákvörðunarpósthús'. Below that, 'Grund, Kjalarnesi' is printed in a larger, bold font. At the bottom, there is a line for 'Miði þessi óskast endursendur ef um skekkjur er að ræða'. In the bottom right corner, it says 'Ebl. 545 - 970'.

Label to put on a postbag which would be transported from Reykjavík 1 to Grund in Kjalarnes

All my information about the collecting office at Grund comes from Bjarney Guðjónsdóttir from Grund, who was 17 years old when the Grund collecting office closed. She distinctly remembers that numeral 162 was used at Grund, and remembers that no other cancel had been used there.

In 1951, the collecting office was moved to Kléberg school, which in 1955 received the type B3e bridge cancel KLÉBERG. The move fits in with a letter from the postal HQ in Reykjavík dated 5.6.1961, from which Folmer Østergaard obtained the information that the collecting office in Kléberg was opened in 1951. The above information seems correct, as it appears in Bæjatal á Íslandi 51, that in 1950 there was a collecting office at Grund but not at Kléberg.



B3e Kléberg in violet/purple colour used 29.IX.1958

In 1979 the Kléberg collecting office closed and moved to Fólkvangur and after one year moved further to Varmá í Mossfellsveit. After conversations with a master carpenter, who visited the collecting office, it was revealed that it no longer had a cancel after the office had moved to Fólkvangur.

All my information comes from first hand conversations with reliable people.  
(Illustrations are from JSL's collection).

(Ed.) Jørgen added this example of B3e Kléberg dated 17.IX.1956, also in purple ink, with an additional comment, that early uses of this cancel are not seen so often.



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## Mystery Mark (Issue 38)



This is the sort of question I am usually confident in getting the answer, or at least an opinion. But nobody has identified the partial strike shown here.

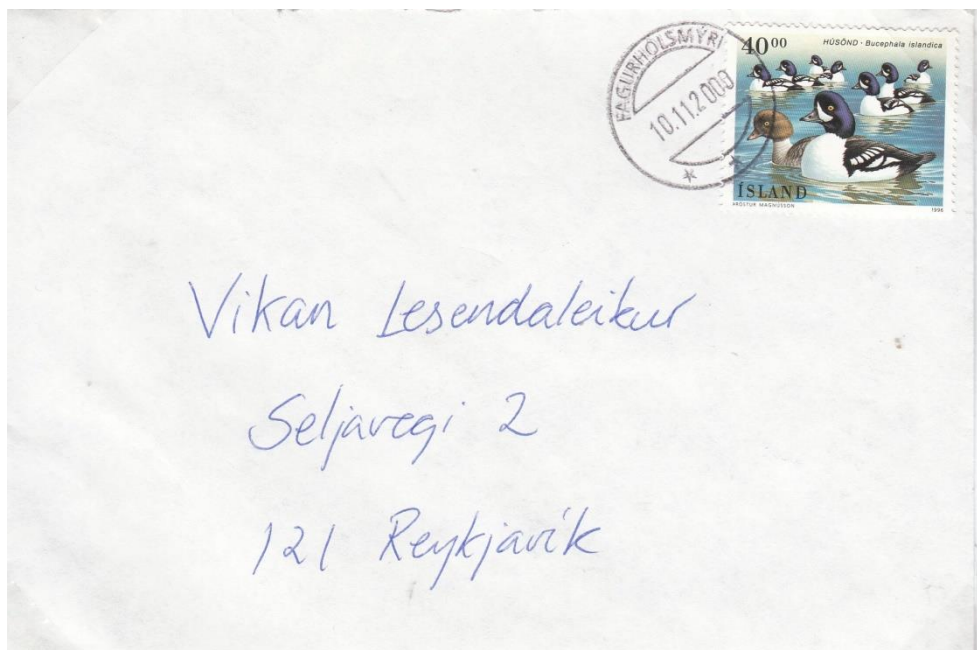
On the other hand ... I have a horrible nagging feeling that somebody may have sent me a suggestion and I have mislaid it? Please remind me if this is so. I fear Henk's sleepless nights must continue for a while longer unless someone can identify this box- like mark indicated by the arrow?

## Hnappavellir í Öræfum



Öræfi, southeast Iceland, has traditionally been one of the most isolated parts of the country. Meltwater and outwash from Vatnajökull - Europe's largest glacier at 8,000 km<sup>2</sup> - made the region an obstacle for both humans and animals. The first mouse in Öræfi, for example, was only reported after 1960; it was sometimes said that the main cause of death among cats in Öræfi used to be boredom. The isolation of Öræfi came to an end in 1974 when the sands could be crossed by car at last when a bridge was built over the river Skeiðará, thereby completing the Ring Road around Iceland. Since then, tourist traffic through Öræfi has grown steadily to the point where more than 160,000 travellers pass through the region every year.

In December 2001 Þór Þorsteins updated me on the movements of the Fagurhólsmýri post office in 2001/2002. On 1<sup>st</sup> July 2000, it was moved to a nearby farm at Hnappavellir 5, in Öræfi, a cluster of farms between the Öræfajökull ice cap (Wasteland glacier) and the sea. It continued to use the B5a FAGURHÓLSMÝRI bridge cancel.



B5a Fagurhólsmýri dated 10.11.2000 at Hnappavellir 5. 40kr inland rate

Þór went on to say that on 25<sup>th</sup> October 2001 the office received a new cancel B8b1 Öräfi and was downgraded to the status of collecting office. This contradicts the entry in Pósthús og Bréfhirðingar á Íslandi which does not mention any downgrade to collecting office. Again, the details in Íslenskir Stimplar for B5a Fagurhólmsmýri differ, showing it used at “Öräfi” from 1<sup>st</sup> December 2001 despite it having been replaced from October by the B8b1 Öräfi.



Above B8b1 Öräfi dated 12.12.2003

Below 15.12.2010



Summary:- I would be glad of the opinions of readers about the sequence of events. Unless someone can convince me otherwise, I prefer to take Þór's letter of 20.12.2001 giving the background to events as follows:-

1. Post office Fagurhólsmýri used B5a from 1938 – 30.6.2000, moved to:-
2. The farm Hnappavellir 5, Öräfi from 1.7.2000 still with B5a Fagurhólsmýri,
3. The post office at Hnappavellir 5 downgraded to collecting office from 25.10.2001 and a new cancel B8b1 Öräfi issued. Was the office renamed from that date?
4. Öräfi closed as from 1.4.2011. Around that time Vilhjálmur Sigurðsson informed me that this post area would be served by an Overland Mail Carrier with no mail dater. The Overland Mail carrier came from the town of Höfn (780 Höfn) and the mail from the post district 785 Öräfi would be cancelled from 1.4.2011 with the mail dater 780 Höfn.

Öräfi became the only Landpóstur or collecting office on wheels served by a motor vehicle with its own date cancel.

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### A splash of colour from the Auctions

To finish with; a spectacular item which made \$207 on Ebay recently. The 145aur franking would be correct for a registered 240gm letter posted to Germany in 1912. It even looks like it might be commercial. What is the transit or arrival mark on the reverse dated 14.8.12? I can't identify it.



???