

# 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 March 2021. If you need help with translations let me know.

The editor will help with the English if necessary.

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## News/Comment

You might think when you read the following, “oh no, here he goes again”. Why doesn’t the editor accept the inevitability of the end of Icelandic stamps? I was reading through back numbers of the Swedish *Rapport*, and I came across this address given by the President of Iceland at that time, Ólafur Ragnar Grímsson, at the opening of the Nordia 03 exhibition. Here is an extract:-

*“We welcome the great Nordic Stamp Exhibition to Iceland once again, and salute all those who have journeyed from afar, from Scandinavia and other countries to participate in this magnificent event. Stamp collecting is both deeply rooted in national cultures, in our history and heritage, and also profoundly international in character, a symbol of how people have interacted and linked different places. It is splendid to witness how different series of stamps allow us to celebrate important epochs, events, achievements, outstanding personalities, poets, painters, scholars, scientists, historical leaders, heroes; and those who have deeply influenced our lives, molded our societies, shaped our identity, created the fabric which makes us modern, but has at the same time influenced us through tradition and culture.*

*A nation reveals itself through the stamps it issues; the character of the people interpreted through the choices of what is celebrated by special series. Thus, exhibitions such as the one we open today are national landmarks, signposts in our journey towards the future. We are also able to witness how we are increasingly becoming aware of nature through the enhanced importance of stamps devoted to the beauty of creation, to flowers and birds, to species of fish and other marine resources, to mountains, volcanoes and geysers, to the ever-changing symphony of colour and light which different places conjure forth.....now we have opened up the world of stamps to all the glories of the creation. It is therefore truly wonderful to see in great stamp exhibitions how they reflect ourselves, how they are magnificent mirrors which enable us to interpret who we are. Stamps have been a part of our upbringing, of our memories, of our family life, and although times have changed, stamps will always have a secure future through devoted collectors.*

I wonder if anyone in the present Icelandic postal administration (or government) shares these sentiments? Can readers in Iceland say if there is any current discussion on this subject in Iceland’s media or on public networks? Have there been any hints that the government might take over responsibility for Iceland’s future stamp production?

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**Faroe Islands?** One of our readers, Peter Sondhelm is a specialised collector of Faroe Islands. He asks whether any readers with interests in the Faroes have copies of 1970s Wown Faroe catalogues – they were renamed GF10 maybe in the mid-1970s. If you can help Peter, his email address is [faroes.information@virgin.net](mailto:faroes.information@virgin.net).

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My latest and possibly final attempt to get on a mailing list to receive notification of future postal organization changes, post offices, date cancellers etc., ended with the following reply from postur.is.

Hello, Thank you for contacting us and apologies for the late reply. As far as I know if you are registered to [minn.postur.is](http://minn.postur.is), that is the closest to a mailing list we do. We mostly notify people about changes on our website and social media.

Hope you have pleasant weekend.

May I ask if any of our readers receive or are expecting to receive any “mailing lists” from postur.is? I tried to register at [minn.postur.is](http://minn.postur.is), and got nowhere.

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Many thanks to the remarkable effort of so many collectors who sent in their images of crown cancels currently rated 5, R and RR, making a database totaling 949 examples. A future Facit will be updated with revised valuations for those categories. I am sure this will be welcomed by crown cancel enthusiasts.

## Vestmannæyjar B5a cancel *Jørgen Steen Larsen*

In his excellent book "Walking into Iceland's Postal History" on page 71 Don Brandt writes, that B5a "Vestmannæyjar, the one (of the B5a cancels) seen most frequently, apparently lacked vertical bridge lines to begin with; every cancellation discloses two black patches instead."

Here you can see a scan of a Leifr Ericsson block cancelled FDC -9.10.1938 with B5a Vestmannæyjar, where the vertical bridge lines are visible. Þór Þorsteins did not know this cancel used before 1939, so this is a very early usage.



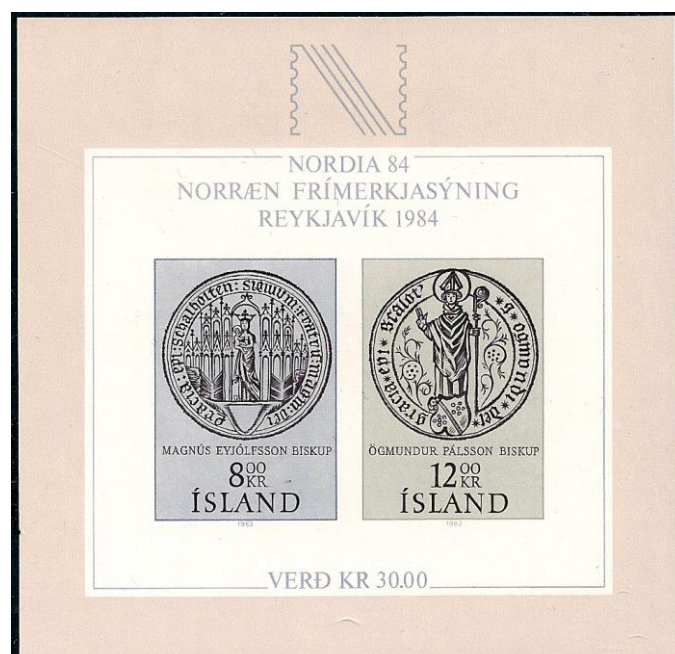
Can any of our readers show more copies of B5a Vestmannæyjar with vertical bridge lines visible? (Ed. The enlargement from JSL's miniature sheet clearly shows the vertical bridge lines. My 1948 and 1949 strikes show no evidence of the vertical stripes, just black splodges!)

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## Stamp Exhibition "Nordica 84" II block

I was reading through old copies of the Swedish magazine *Rapport*, and in issue 158 (2010) I came across an article by Henk Burgman, showing an imperforate copy of the Stamp Exhibition "Nordica 84" II block (Facit 643/644). See illustration.

Henk tells me that following some enquiries among collector friends, one other imperforate copy turned up. Can IPM readers tell us if any more imperforate blocks are out there?



## The 1938 collectors covers of Peter Petersen *Brynjólfur Sigurjónsson*

Ever since I finished my book on Icelandic numeral cancels in 2016, it has tickled my fingers to write a short article about the infamous Petersen letters, mainly because of how much wealth of information they encompass over the latter part of the numeral cancel period. Collector's covers are a well-known phenomenon in the history of philatelic studies and collectors have often looked down on them and not counted those envelopes as equals to others as their purpose was not the same as regular covers, but rather only done for collectible nature, such as achieving certain postmark on stamps. Nevertheless, the fact stands that collector's covers were sent through the postal system from one location to destination. They can therefore show the handling of the postal system and the use of postage stamps equally well as regular letters.

Peter Petersen, director of Old Cinema, was not the first to create a collectors letter. Today we know names like H.F. Harwood (1923-1926) and W.T. Wilson, who were Peter Petersen's predecessor, as their covers were sent decades before Petersen's covers which were sent in the first half of 1938. In this little article I will go over various things that I find interesting regarding the Petersen letters.

In the Swedish Rapport number 104 from 1996 Mr. Eivind Kolstad asked fellow collectors to send him information about Bio Petersen covers in their possession in an attempt to list them up in a common database. Five years later (Rapport 124 from 2001) he had succeeded to gather together a total of 28 covers. I have incorporated Eivind's covers into my own database which is listed here in table 1.

### The story begins - March 1, 1938

On March 1, 1938, Peter Petersen wrote a letter stating:

*"Reykjavík 1 March 1938. The post office (Hafnarfjörður). The undersigned, who is collecting stamps from all the post offices in the country, is missing in this collection of stamps, cancels from your post office. Please do me a favor to cancel the stamps on the enclosed envelope and send it back as soon as possible. Note that the cancels should preferably be stamped as clearly and distinctly as possible. Thank you in advance for your generosity. Respectfully, P. Petersen. Gamla Bíó, Reykjavík. "*

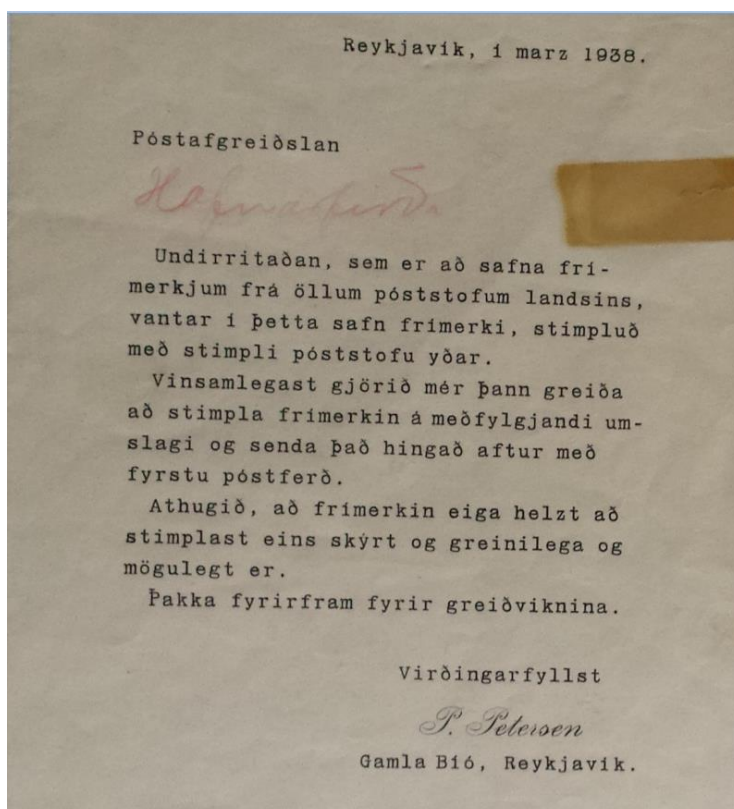


Figure 1. The letter inside all Peter Petersen covers dated 1 March 1938.



This letter was probably copied at least 140 times, if not more. These letters were then placed in a large envelope along with a smaller envelope, which had postage stamps for at least 50 aur glued to it, as mentioned in the attached letter.

## Next step - March 22 the letters sent out

Up to this time, only three larger outer envelopes have been found, that is, those sent out to the post offices from Reykjavík. One of these known letters was sent to Svalbarði in Reykjavík, one to Sogamýri in Reykjavík and the third and last known letter was sent to Vattarnes in Austur-Barðastrandarsýsla. All three outer envelopes were cancelled at the Reykjavík Post Office on March 22 1938. It is clear that Peter Petersen had prior knowledge on where each cancel was located, because on the outer envelope sent to Sogamýri is handwritten at bottom left the digits "243" and "272" at the bottom left of the Svalbarði envelope. It is worth mentioning here that none of these three outer envelopes have been found as P. Petersen collectors covers (inner envelopes), that is to say with numeral cancels 243, 272 and 133. Although it should be mentioned here that a possible remnant of an inner envelope from Sogamýri (243) has been found on Facit 146 (issued 11 January 1937) and Facit 212 (issued 11 November 1937).



Figure 2. The three known outer covers sent to Sogamýri, Svalbarða and Vatterness, all sent 22. March 1938.

## The first ones

Grímsstaðir was the post office that cancelled the inner envelope first of all the envelopes that went out, and it happened on March 10, 1938 or only nine days after the original letter was written. What's more that is twelve days before the only known three outer envelopes, mentioned above, were cancelled, which happened on March 22, 1938. This fact tells us that either Peter Petersen sent some outer envelopes before March 22, or that a wrong date was cancelled on the Grímsstaðir cover. The latter theory must be considered unlikely because in addition to Grímsstaðir, another inner envelope is cancelled before March 22, Höskuldsstaðir, which was cancelled on March 17, 1938.



Figure 3. Grímsstaðir was the first inland cover to be cancelled at location.







Figure 5. Date of cancels is confusing for the Kálfafell inland cover.

## The double one

When one takes a look at the cover collection as a whole, two different envelopes from the same post office are surprisingly revealed. This doubling only applies to the post office at Laugarvatn. The first cover, bearing the registration label “Laugarvatn”, was cancelled 28 March 1938. The second envelope was cancelled 9 July 1938, or three months and 12 days after the first one. It should be noted here, however, that the previous letter also contains at least one cancel with the date 9 July. Therefore it is considered likely that both letters did not arrive in Reykjavík until mid-July 1938, although we do at present time not have copies of the back of either of these covers. One theory as to why there are two letters from one and the same postal station, is that Peter Petersen wanted one letter to be cancelled with the bridge cancel and the other with the rare numeral cancel 189, which is considered to have been located at Laugarvatn at that time. There is for example a known cancel with 189 on Christian X stamp issued in 1937.

I also have in the database two covers from Stóruvellir, one dating from 19.4.1938 and the other with the date 16.10.1938. The source from the latter cover comes from Eivind Kolstad’s article in Rapport from 2001, while the first one I have a picture of. My feeling is that perhaps it could have been a misread of some kind on the latter cover and in reality it is some other cancel, but I hope fellow collectors will correct me on this point soon.

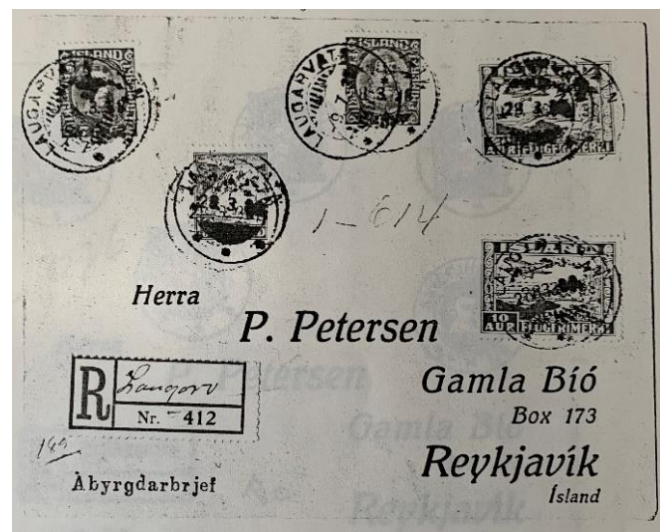


Figure 6. Laugarvatn is the only postal station that is represented with two different covers.



## The last cover

Most of the envelopes were returned to their owner in Reykjavík in the months of April and May 1938 as is seen in figure 4. One envelope differs in terms of arrival time from the rest and that is from the post office at Höskuldsstaðir. The cover bears the numeral cancel 34 on the front and is transit cancelled in Fáskrúðsfjörður 22 November 1938 and finally arrival cancelled in Reykjavík 30 November the same year. It is no less than half a year after other covers had been returned to their owner Mr. Peter Petersen. I have nothing in my documents that can explain this great delay that is seen here, other than that the letter was somehow lost or forgotten and found and then sent back again about six months later. The other possibility is that Peter forgot to send a collector's envelope to Höskuldsstaðir in March and did not discover the mistake until October or November 1938.



Figure 7. The Höskuldsstaðir inner cover was the last cover to reach Reykjavík in late November 1938.

## How much did the adventure cost?

But how much did this collector's cover adventure of Peter Petersen cost him? I have 133 letters and 26 stamps which are a likely remnants of Petersen covers, which totals 159 potential collectors' covers. Each letter's postage was at least 50 aurar. And when we total up the postage for each 133 covers we get 81.8 ISK. And if we then assume that all the remnant cancels were also real covers, we can add  $26 \times 50 \text{ aur} = 13 \text{ ISK}$ , which gives us a total of 94.8 ISK. But it must not be forgotten that the smaller collectors' envelopes were sent in larger envelopes to all the post offices and they also carried at minimum 50 aurar postage. If we assume they all had the postage 50 aur we get  $159 \times 50 \text{ aur} = 79.5 \text{ ISK}$ . So all in all Peter Petersen would have at least paid out  $94.8 \text{ ISK} + 79.5 \text{ ISK} = 174.3 \text{ ISK}$ . This amount alone does not tell us much, as the buying power of such an amount is very limited in the second half of 2020. But fortunately, there are ways to convert older ISK figures into modern money using a price calculator located at the homepage of Statistics Iceland. It turns out that ISK 174.3 from 1939 (the calculator does not go any further back) equals ISK 4.5 million today or 28.000 EUR adjusted to inflation. For that amount, it would be possible to buy a new family car, so it is clear that Peter Petersen did decide to sacrifice a considerable amount for his collector's cover adventure.

## Peter Petersen remnants

When researching for this article I came across surprisingly many numeral cancels that one might call a remnant of a Petersen cover. All in all, I have put forth 26 cancels that I consider to once have been a part of a Petersen cover and that includes the following numeral cancels: 16, 90, 110, 172, 201, 202, 211, 223, 224, 226, 228, 234, 237, 241, 243, 244, 251, 254, 264, 265, 268, 277, 278, 280 and 288, see figure 8 below. I am basing my analysis mainly on the quality of the cancels and on what stamps the cancels are lying on. The following Facit numbers are the main culprits: 146, 148, 149, 150, 204, 205, 206, 207, 210, 212, 213, 214, 215, 218, 219 and 220.

I am sure that other collectors will be able to fill in the gaps, especially those that collect bridge cancels. My suspicion is that I have omitted a lot of covers and cancels in this article and I count on fellow collectors to send in additional information to Brian Flack in the near future.







Figure 8. Possible remnants of Petersen covers.

Table 1. List of known Peter Petersen cinema covers as of November 2020.

| Number | Cancel | Registered label | Other cancels and remarks                       | Postage |
|--------|--------|------------------|---|---------|
| 1      | 11     | Þjósárbrú        | Reykjavík 16.4.1938                             | 56      |
| 2      | 46     |                  |   | 80      |
| 3      | 56     | Svalbarð         |   | 50      |
| 4      | 58     | Heiði            | Reykjavík 18.4.1938                             | 50      |
| 5      | 61     | Flatey 61        | Akureyri 28.4.1938<br>og Reykjavík<br>3.5.1938. | 50      |
| 6      | 65     | Skógar           | Akureyri 4.4.1938 og<br>Reykjavík 8.4.1938      | 51      |
| 7      | 91     | Holtastaðir      | Blönduós 11.4.1938<br>og Reykjavík<br>16.4.1938 | 80      |
| 8      | 99     | Lækjamót         | Reykjavík 9.4.1938                              | 65      |
| 9      | 102    | Hólmavík         |   | 55      |



|    |                                      |                   |  |    |
|----|--------------------------------------|-------------------|--|----|
| 10 | 116                                  | Sandeyri          | Ísafjörður 20.4.1938<br>og Reykjavík<br>2.5.1938         | 48 |
| 11 | 125                                  |                   |  | 53 |
| 12 | 126                                  | Flatey            | Reykjavík 10.5.1938                                      | 53 |
| 13 | 142                                  | Skálar            |  | 50 |
| 14 | 146                                  | Brimilsvellir     | Reykjavík 13.4.1938                                      | 55 |
| 15 | 147                                  | Staðastaður(ur)   |  | 44 |
| 16 | 150                                  |                   |  | 40 |
| 17 | 153                                  | Brúarfoss         |  | 80 |
| 18 | 177                                  | Egilsstaðir       | Egilsst 22.4.1938,<br>Seyðisf 23.4.1938,<br>RVK 9.5.1938 | 51 |
| 19 | 179                                  |                   | Borgarnes 25.3.1938<br>og Reykjavík<br>X.3.1938          | 55 |
| 20 | 193                                  | Bær               | Reykjavík 20.5.1938                                      | 53 |
| 21 | 208                                  | Norðurfjörður     | Hólmavík 15.4.1938<br>Reykjavík 23.4.1938                | 55 |
| 22 | 221                                  | Reykjavík         | No stamps on cover.                                      |    |
| 23 | 273                                  | Gjögur            | Reykjavík 5.4.1938.<br>No stamps on cover.               |    |
| 24 | 274                                  | Múli              | Ísafjörður 31.3.1938<br>Reykjavík 4.4.1938               | 57 |
| 25 | 275                                  | Stóra Giljá       | Reykjavík 9.4.1938                                       | 80 |
| 26 | 104 + Stóra-<br>Fjarðarhorn 3.4.1938 | Stóra-Fjarðarhorn | Reykjavík 9.4.1938                                       | 69 |
| 27 | 127 + Brekka Barð<br>1.5.1938        | Brekka 127        | Patreksfjörður<br>5.5.1938                               |    |
| 28 | 144 + Gröf Hnapp<br>11.4.1938        | Gröf              | Borgarfjörður<br>12.4.1938<br>Reykjavík 13.4.1938        |    |
| 29 | 17 + Strönd<br>21.4.1938             | Strönd            | Reykjavík 25.4.1938                                      | 54 |
| 30 | 81 + Miklibær<br>25.4.1938           | Miklibær          | Reykjavík 14.5.1938                                      | 53 |
| 31 | Árnes 25.1.1938                      |                   |  | 50 |
| 32 | Bakki 6.5.1938                       | Bakki             |  | 51 |

|    |                                     |               |  |    |
|----|-------------------------------------|---------------|--|----|
| 33 | Bolungarvík 3.4.1938                | Bolungarvík   |  | 55 |
| 34 | Borðeyri 31.3.1938                  | Suðureyri     |  | 80 |
| 35 | Borgarfjörður<br>13.4.1938          | Borgarfjörður |  | 50 |
| 36 | Borgarnes 31.3.1938                 | Borgarnes     |  | 50 |
| 37 | Bólstaðarhlíð<br>10.4.1938 + NIC=89 | Bólstaðarhlíð | Blönduós 11.4.1938<br>Reykjavík 16.4.1938                    | 80 |
| 38 | Bót 30.3.1938                       | Bót           |  | 61 |
| 39 | Breiðabólstaður<br>Skapt 5.4.1938   | Bbs           |  | 51 |
| 40 | Brún 3.4.1938                       | Brún          |  | 51 |
| 41 | Búðardalur 1.4.1938                 | Búðardalur    |  | 55 |
| 42 | Búðir 7.4 .1938                     |               | Borgarnes 12.4.1938,<br>RVK 13.IV.1938                       | 56 |
| 43 | Dalsmynni 5.4.1938                  | Dalsmynni     |  | 80 |
| 44 | Djúpivogur 10.4.1938                | Djúpivogur    |  | 52 |
| 45 | Egilsstaðir 3.4.1938                | Egilsstaðir   |  | 51 |
| 46 | Einarsstaðir 2.5.1938               | Einarsstaðir  | Akureyri 4.5.1938<br>Reykjavík 8.5.1938                      | 51 |
| 47 | Eiríksstaðir 1.4.1938               | Egilsstaðir   |  | 51 |
| 48 | Eskifjörður 29.3.1938               | Eskifjörður   |  | 51 |
| 49 | Eyjófsstaðir 1.4.1938               | Blönduós      | RVK 9.IV.38  | 54 |
| 50 | Eyrbakki 25.3.1938                  | Eyrbakki      |  | 55 |
| 51 | Flaga 12.5.1938                     | Flaga         |  | 53 |
| 52 | Flatey 2.4.1938                     | Flatey        | Reykjavík 4.4.1938   | 80 |
| 53 | Fossvellir 31.3.1938                | Fossvellir    | Egilsst 3.5.1938 og<br>Reyðarf 15.3.1938 og<br>RVK 18.5.1938 | 57 |
| 54 | Garður Þing Ein<br>2.4.1938         | Garður 216    | Akureyri 22.4.1938 +<br>Reykjavík 26.4.1938                  | 63 |
| 55 | Gerðar 24.3.1938                    | Gerðar        | RVK 24. Ill. 38  | 51 |
| 56 | Grenivík 20.4.1938                  | Grenivík      |  | 51 |
| 57 | Grímsey 5.4.1938                    | Grímsey       |  | 58 |
| 58 | Grímsstaðir<br>10.3.1938            | Grímsstaðir   |  | 82 |

|    |                                  |                   |   |     |
|----|----------------------------------|-------------------|---|-----|
| 59 | Haganesvík<br>15.4.1938          | Haganesvík        |   | 55  |
| 60 | Hjalteyri 16.4.1938 +<br>NIC-66  | Hjalteyri         |   | 55  |
| 61 | Hnúkur 28.4.1938                 | Hnúkur            | Bíldudalur 30.4.1938,<br>Ank. RVK 6. V. 38                  | 80  |
| 62 | Holt Rang 9.4.1938               |                   |   | 140 |
| 63 | Hornafjörður<br>3.4.1938         | Höfn Hornarfirði  |   | 51  |
| 64 | Hólar Skapt.<br>12.5.1938        | Hólar             |   | 50  |
| 65 | Hraukur 2.5.1938                 | Hraukur           | Transit: -9.V.38, Ank.<br>RVK 25.V.38                       | 50  |
| 66 | Hraun 25.3.1938                  | Reykjavík         |   | 52  |
| 67 | Hruni 19.4.1938                  | Hruni             | Ölfusárbrú 21.4.1938<br>Reykjavík 22.4.1938                 |     |
| 68 | Húsavík 29.3.1938                | Húsavík           |   | 50  |
| 69 | Hvammstangi<br>6.5.1938          | Hvammstangi       |   | 55  |
| 70 | Hvammur 30.4.1938                | Hvammur           |   | 50  |
| 71 | Hvanná 2.4.1938                  | Hvanná            | Egilsstaðir 3.5.1938<br>Reyðarf. 15.3.1938<br>RVK 18.5.1938 | 51  |
| 72 | Höskuldsstaðir 34                |                   | Fáskrúðsfjörður<br>22.11.1938<br>Reykjavík 30.11.1938       | 50  |
| 73 | Höskuldsstaðir Hún.<br>17.3.1938 | Höskuldsstaðir 78 |   | 80  |
| 74 | Illugastaðir 7.5.1938            | Illugastaðir      |   | 51  |
| 75 | Kálfafell 15.4.1938              | Kálfafell         | Hornafjörður 3.4.1938<br>Reykjavík 18.4.1938                | 50  |
| 76 | Keflavík 28.3.1938               | Keflavík          | Reykjavík 29.3.1938   | 405 |
| 77 | Kinnarstaðir<br>23.4.1938        | Kinnarstaðir      |   | 50  |
| 78 | Kirkjubær 31.3.1938              | Bót               | Egilsstaðir 3.<br>4.1938, 15.IV. 38,<br>Ank. RVK 18. IV. 38 | 50  |
| 79 | Kópasker 9.4.1938                | Kópasker          | Skip Nr. 1 14.4.1938<br>Reykjavík 18.4.1938                 | 55  |



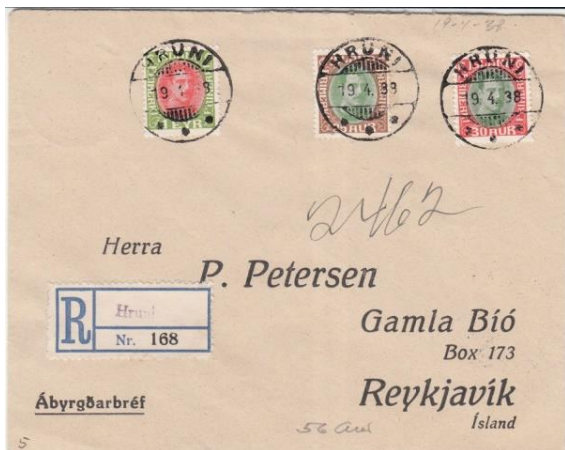
|     |                                       |                             |  |    |
|-----|---------------------------------------|-----------------------------|--|----|
| 80  | Kúludalsá                             |                             |  | 50 |
| 81  | Laugarvatn 28.3.1938                  | Laugarv                     |  | 50 |
| 82  | Laugarvatn 9.7.1938                   |                             |  | 62 |
| 83  | Loðmundarfjörður<br>1.4.1938          | Loðmundarfjörður            |  | 55 |
| 84  | Lónkot                                | Handwritten<br>Lónkot no. 2 | Hofsós 7.IV.38,<br>Siglufjörður 8. IV 38,<br>RVK. 12.IV 38 | 50 |
| 85  | Lundur                                | Borgarnes                   | RVK. 16. IV. 38  | 57 |
| 86  | Mjóifjörður<br>13.4.1938              | Mjóifjörður                 |  | 50 |
| 87  | 171 + Vogatunga<br>30.3.1938          | Vogatunga                   | Reykjavík 5.4.1938   | 51 |
| 88  | 49 + Guðlaugsvík<br>17.4.1938         | Guðlaugsvík                 | Reykjavík 23.4.1938  | 53 |
| 89  | Ólafsfjörður 1.4.1938                 | Ólafsfjörður                | Akureyri 6.4.1938<br>Reykjavík 12.4.1938                   | 57 |
| 90  | Ósar 1.4.1938 + NIC-<br>39 (type N1c) | Ósar                        | Hvammstangi<br>10.4.1938<br>Reykjavík 16.4.1938            | 50 |
| 91  | Patreksfjörður<br>1.4.1938            | Patreksfjörður              |  | 56 |
| 92  | Pjetursey 23.4.1938                   | Pjetursey                   | RVK. 20. VI(!) 38  | 51 |
| 93  | Rafnseyri 9.4.1938                    | Rafnseyri                   | Ísafjörður 11.4.1938<br>Reykjavík 18.4.1938                | 80 |
| 94  | Raufarhöfn 14.5.1938                  | Raufarhöfn                  |  | 51 |
| 95  | Reyðarfjörður<br>29.3.1938            | Reyðarfjörður               |  | 51 |
| 96  | Reykjarfjörður<br>3.4.1938 + NIC-101  | Reykjarfjörður              | Hólmavík 15.4.1938<br>Reykjavík 23.4.1938                  | 55 |
| 97  | Reynisstaður<br>3.4.1938              | Reynisstaður                |  | 54 |
| 98  | Salthómvík<br>14.4.1938               | Salthómvík                  |  | 57 |
| 99  | Sandgerði 6.4.1938                    | Sandgerði                   | RVK. 7. IV. 38   | 56 |
| 100 | Sandur 4.4.1938                       | Ólafsvík                    |  | 50 |
| 101 | Saurbær Barð<br>16.5.1938             | Saurbær 139                 |  | 50 |

|     |                                   |                  |  |     |
|-----|-----------------------------------|------------------|--|-----|
| 102 | Seyðisfjörður<br>27. III 38       | Seyðisfjörður    |  | 55  |
| 103 | Skagaströnd 2.4.1938              | Skagaströnd      |  | 120 |
| 104 | Skarð 28.4.1938                   | Skarð            | Reykjavík 6.5.1938   | 80  |
| 105 | Skarðshlíð 9.4.1938               | Skarðshlíð       |  | 50  |
| 106 | Skeggjastaðir<br>27.3.1938        | Skeggjast        |  | 53  |
| 107 | Skildinganes<br>20.7.1938         | Skildinganes     |  | 82  |
| 108 | Skjöldólfsstaðir<br>19.4.1938     | Skjöldólfsstaðir |  | 51  |
| 109 | Skógar 8.6.38                     | Skógar           | Akureyri 26.6.38,<br>Ank. RVK 28. IV. 38                       | 51  |
| 110 | Sleðbrjótur 29.3.1938<br>+ NIC-37 | Sleðbrjótur      | Egilsstaðir 22.4.1938,<br>Seyðisfj. 23.4.1938,<br>RVK 9.5.1938 | 51  |
| 111 | Staður + NIC-41                   | Staður           | Staður-Barð<br>19.4.1938                                       | 140 |
| 112 | Staður Barð<br>19.4.1938          | Staður 41        |  | 140 |
| 113 | Staður Ís 31.3.1938               | Ísafjörður       |  | 68  |
| 114 | Stafafell 16.4.1938               | Stafafell        |  | 51  |
| 115 | Starmýri 10.4.1938                | Starmýri         | Djúpivogur 10.IV.38,<br>Ank. RVK 18. IV. 38                    | 51  |
| 116 | Stóruvellir<br>16.10.1938         | Sandvík          | Akureyri 19.10.1938,<br>RVK 22.X 38                            | 52  |
| 117 | Stóruvellir 19.4.1938             | Sandvík          | Akureyri 30.4.1938<br>Reykjavík 4.5.1938                       | 50  |
| 118 | Stykkishólmur<br>11.4.1938        | Stykkishólmur    |  | 120 |
| 119 | Sveinseyri 9.4.1938 +<br>NIC-131  | Sveinseyri       | NIC-131 on back.   | 53  |
| 120 | Svignaskarð<br>8. 4.1938          | Svignaskarð      | Borgarnes 8. IV.1938,<br>Ank. RVK 9. IV 38                     | 80  |
| 121 | Svínafell 15.4.1938               | Svínafell        | RVK 25. IV 38  | 48  |
| 122 | Syðrafjall 20.4.1938              | Syðra Fjall      | Akureyri 22.4.1938,<br>Ank RVK 26 4. 38                        | 44  |
| 123 | Torfastaðir 28.3.1938             | Torfastaðir      |  | 53  |

|     |                                  |                  |  |                                |
|-----|----------------------------------|------------------|--|--------------------------------|
| 124 | Tunga 14.8.1938                  |                  |  | 50                             |
| 125 | Vestmannaeyjar                   | Vestmannaeyjar   |  | 120                            |
| 126 | Viðey 2. 4. 38                   |                  |  | 140                            |
| 127 | Víkingavatn 9.4.1938<br>+ NIC-54 | Víkingavatn      | Reykjavík 13.4.1938                          | 50                             |
| 128 | Þingeyri 2.4.1938                | Þingeyri         |  | 120                            |
| 129 | Þjórðarábrú 12. 4. 38            | Þjórðarábrú      | RVK. 16. IV 38                               | 57                             |
| 130 | Þórshöfn 28.3.1938               | ÞH               |  | 53                             |
| 131 | Ægissíða 25.3.1938               | Ægissíða         | RVK 29. III. 38                              | 52                             |
| 132 | Ölfusárbrú 28.3.1938             | Ölfusárbrú       | Ank RVK. 29.III. 38                          | 52                             |
| 133 | Önundarfjörður<br>2.4.1938       | Önundarfjörður   | Ísafjörður 6.4.1938 og<br>Reykjavík 8.4.1938 | 50                             |
| 134 | 16                               | Possible remnant |  | 5                              |
| 135 | 90                               | Possible remnant |  | 1                              |
| 136 | 110                              | Possible remnant |  | 5                              |
| 137 | 172                              | Possible remnant |  | 10                             |
| 138 | 201                              | Possible remnant |  | 7                              |
| 139 | 202                              | Possible remnant |  | 1                              |
| 140 | 211                              | Possible remnant |  | 10                             |
| 141 | 223                              | Possible remnant |  | 7                              |
| 142 | 224                              | Possible remnant |  | 47                             |
| 143 | 226                              | Possible remnant |  | 13                             |
| 144 | 228                              | Possible remnant |  | 30                             |
| 145 | 234                              | Possible remnant |  | 1                              |
| 146 | 237                              | Possible remnant |  | 6                              |
| 147 | 241                              | Possible remnant |  | 1 + 40 aur                     |
| 148 | 243                              | Possible remnant |  | 1 eyrir                        |
| 149 | 244                              | Possible remnant |  | 1 eyrir                        |
| 150 | 251                              | Possible remnant | Þingeyri 31.3.1938                           | 30 aur+ 4 aur<br>+3 aur= 37aur |
| 151 | 254                              | Possible remnant |  | 1 eyrir                        |
| 152 | 264                              | Possible remnant |  | 4 aur+1 eyrir                  |



|     |                     |                  |  |  |
|-----|---------------------|------------------|--|--|
| 153 | 265                 | Possible remnant |  | 30 aur+ 1 eyr                            |
| 154 | 268                 | Possible remnant |  | 5 aur                                    |
| 155 | 277                 | Possible remnant |  | 7 aur + 3 aur<br>+ 6 aur                 |
| 156 | 278                 | Possible remnant |  | 5 aur                                    |
| 157 | 280                 | Possible remnant |  | 1 eyrir + 30<br>aur + 10 aur +<br>10 aur |
| 158 | 288                 | Possible remnant |  | 4  |
| 159 | Sauðafell 12.4.1938 | Possible remnant |  | 80                                       |



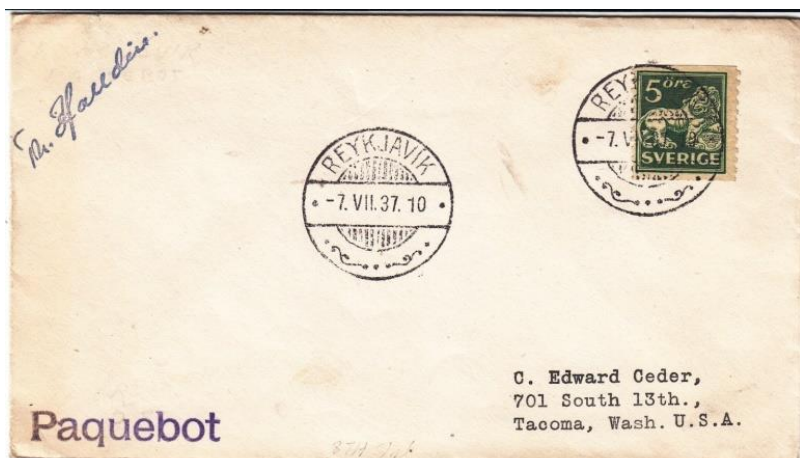
(Editor) – I was convinced I had two of these Petersen covers, but only managed to find the one shown below. Maybe readers can come up with more examples for Brynjólfur.

B1a Hruni dated 19.4.38 in the Hvammur period. Ölfúsárbrú transit on reverse.



XXXXXXXXXXXXXXXXXXXXXXXXXXXX

### Unusual Paquebot cancel *Jørgen Steen Larsen* (Issue 39)



From Jørgen came the answer:- Today I have looked into an old pile of literature about Icelandic cancels etc. To my surprise I found a handbook: “The Paquebot Marks of Norway Denmark Finland Iceland and Sweden by Edwin Drechsel.” The handbook was published by Robson Lowe Ltd. in 1977. Price £2,50. On page 24 there is a small section with SWEDISH SHIP PAQUEBOTS Here the Paquebot cancel shown in IPM is listed. Text: Used \* 1929 – 1948 \*. The stars mean that the usage probably started earlier and

ended later.

The cancel is similar to another Paquebot cancel used in Stockholm 1934 - 1961. Used onboard Drottningholm 1933, Gripsholm 1934 and Kungsholm 1936 – 1939 + 1948.

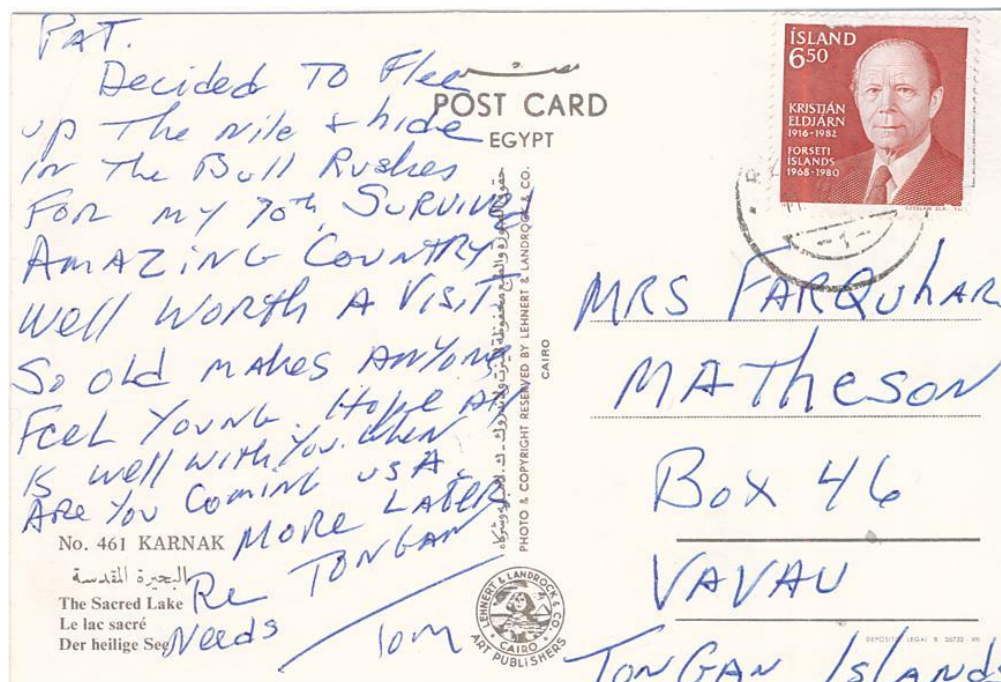
## Unusual destinations ~ T

### TAIWAN



Reykjavík type B1c dated 29.X.58. 435aur all in rate to 10gm rate from 1.7.58 – 31.3.59

### TONGAN ISLANDS



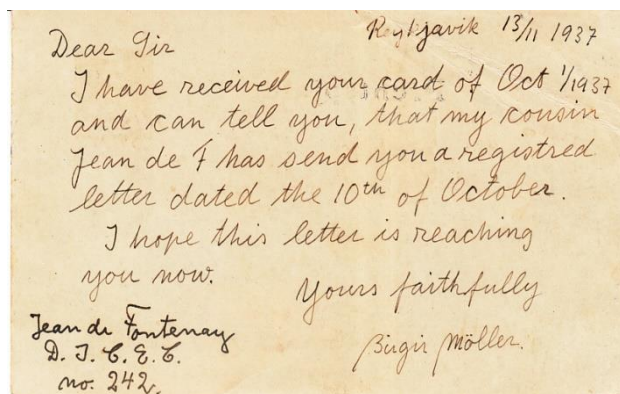
The 650aur rate was valid from 1.9.83 to 30.6.85

It is a shame that the date in the Reykjavík cancel is illegible. Nevertheless I thought it worth including not only because it is most certainly an exotic destination, but it also has an unusual additional feature. The postcard is Egyptian and shows Karnak The Sacred Lake. The sender has evidently been to Egypt and describes in a few words his trip along the Nile. He has presumably carried the card to Iceland and posted it to Vavau in the Tongan Islands, a bizarre combination surely.

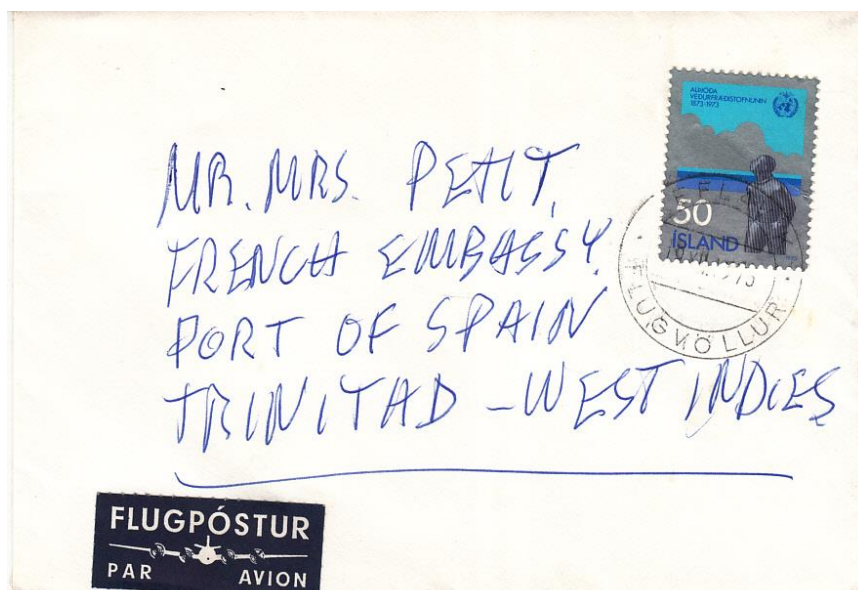


## TANGANYIKA

Printed matter card with almost indecipherable Reykjavík machine cancel with the university slogan. Sent to Tanga, Tanganyika, British East Africa. The card was written 13.11.1937



## TRINIDAD



Keflavík Flugvöllur B6d dated 19.XII.1975. 50kr airmail rate 1.10.75 to 30.4.76

## TUNISIA



Reykjavík B1d date indecipherable. The charity stamps were issued in 1953: The nearest 500kr airmail rate to Tunisia is 1.3.60 to 31.8.61

## TURKEY



Reykjavík B1a 12.7.1901 10aur overseas postcard rate.

Airmail rates to Turkey were split with different rates applied according to whether the destination was Turkey in Europe or Turkey in Asia. This continued in the official listings until June 1973, when the airmail rates tables changed to a simpler division between Europe and the Rest of the World. Presumably, the evidence of post-June 1973 Iceland covers to Turkey should indicate whether the Europe rates applied to all Turkish destinations, or the Rest of the World rates. Frustratingly, both of the following covers are incorrectly franked, as were two others shown previously in IPM Issue 6.





Egilsstaðir B2c dated 31.V.55. to Istanbul (Turkey in Europe). Arrival mark of Sisli, a district of Istanbul. 335aur franking. The minimum airmail rate to Turkey (Europe) from 1.10.53 to 30.6.58 was 350aur. 15aur underpaid.



Reykjavík B2c dated 9.III.54. Arrival cancel of Bursa, a town on the Asian side of the Bosphorus. The 410aur franking lies between the 365aur to 10gm and the 460aur to 15gm rates.

XXXXXXXXXXXXXXXXXXXX

## **Iceland Fish Issue Perforations (*Scott* #s 217-227 and Varieties) Jay Smith**

Source: Reproduced by kind permission of the author, Jay Smith of Jay Smith & Associates, from his "Behind the Scenes" commentary in his February 13, 2020 *Philatelic E-News* email newsletter. Jay's e-mail publication is free to all interested collectors who supply their name, email address, and full postal address. Contact [js@JaySmith.com](mailto:js@JaySmith.com).

From time to time, I will provide tips and tricks for identification of difficult stamp issues. Recently a client discovered, in a collection he purchased, some blocks of Icelandic "Fish" issue stamps (*Scott* #s 217-227). He asked for clarification of *Facit's* listing of these stamps.

*Facit* lists different perforation types both by perforation measurement and by the appearance of the stamp corners (i.e., the area around the center perforation hole of a block of stamps. There are up to FOUR varieties per stamp. Fortunately, modern *Facit Catalogs* have good pictures of the differences in the perforation holes at the centers of blocks. The *Scott Catalogue* only lists two perforations by measurement.

Unfortunately, the perforation measurement differences are very small, and most people have difficulty measuring them. For some stamps, *Scott* has only a single listing where *Facit* has two. This all makes it extremely difficult to figure out what you have and to correlate that with spaces in albums, etc.

These stamps were issued, including with multiple printings, from 1939 through 1950. The printing and perforating were done by Thomas De la Rue & Company of London, England, including during the difficult war years. As the printer coped with production and resource problems, four different perforating methods/tools were used. Three of the perforations are comb type and one is line perforated.

The type of comb perforator used, for at least two of the comb types, perforated three sides of a single row (or column, if the paper was turned 90 degrees) per stroke of the perforator tool. Thus, a small spacing difference can result between the perforation holes at the join of each row/column (i.e., at the center of a block).

The following perforation numbering and information relies on *Facit's* listings and illustrations. If you have a modern *Facit Catalog* with illustrations of these perforations, take a look at it and compare to the following information.

The actual measurement of the perforations is really not that important. In my opinion, the difference can better be visually determined by looking at the corner teeth of the stamps. However, if you are going to measure the stamps, you have to use a variable-measure perforation gauge such as the Gibbon's Instanta (which I sell for \$14 plus shipping & handling) or the Linn's Multi-Gauge, and you have to work in quarter-perfs (or even less; the catalogs state the measurements in exact quarter perfs, but that is not completely correct).

**Perf C1 (14 x 13.5 Comb):** Perfect intersection/corner perfs. All four corner perforation teeth of each stamp look the same and have same spacing around them.

**C2 (14 x 14 Comb):** Thin (nearly nonexistent) perforation tooth at top corners of each stamp. (The top vertical perf hole is right next to horizontal perf hole row.)

**C3 (14 x 13.75 Comb):** Wide perforation tooth at top corners of each stamp. This is the opposite of C2. The *Facit* image does show a wider tooth at the top corner, but many people don't realize it is wider than that shown for C1.

**C4 (14 x 14 Line):** Almost every corner perforation tooth is random and different appearing. The rows and columns are perforated in different operations – thus the corners are irregular. Some random stamps can appear to have more regular corners, but the vast majority of examples will have obviously irregular corners comparing the four corners of any single stamp.

I noted that the actual perforation measurement is not as relevant as the appearance of the corners. However, since C2 and C4 both are said to measure 14 x 14 (sometimes they are not completely exact), they can be confused with each other if only by measurement. Comparing ONE intersection in the center of a block, C2 and C4 might look similar (just by chance). However, in a larger block or multiple blocks, EVERY C2 intersection will be identical to every other C2 intersection, while MOST C4 intersections will be different. Also, if you are looking at corners of singles or non-middle-intersection corners, four corners of C4 stamps will look mostly different, while C2 corners will be virtually identical (for what it is). While it



is in blocks that the difference is easiest to see, most people are not lucky enough to own blocks of these stamps. However, with practice and logic, you can sort out singles.

Only one stamp (the 5 aur brown) exists with all four perforation types. The 7 aur dark green exists only with C1, and the 12 aur green exists only with C2. Thus, using any examples of those two 7 and 12 aur stamps, you can know what C1 and C2 look like. The other values of the set exist with two or three types. The C4 is usually fairly obvious if you know what to look for, thus it is only the C3 you may end up having to determine by comparison and logic. Note that there are considerable *Facit* value differences between the perforation types of these stamps. For example, the 5 aur brown can range from a NH value of around \$1.50 to \$75! The *Scott Catalogue* does not tell you that!

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## Review of the series “Was this cancel used here?” (IPM Issues 10 to 26)

The cancels reviewed here are B8e Saurbær Barð, and B3e Skarðshlíð which featured in Issue 22 in October 2017.

### B2a Saurbær Barð Vestur Barðastrandarsýsla



Recorded use 1.7.1930 – 1952 ?  
Kirkjuhvammur 1953? - uncertain

Since IPM 22 of October 2017, there has been no response from readers to show B2a Saurbær Barð, used at Kirkjuhvammur. The cancel arrived at Kirkjuhvammur in 1952/53 with the wheels jammed and numeral 132 had to be used. After a few years the bridge cancel was presumably fixed. I have a Norgaard cover, and another shown below, both philatelic from 1967 and 1969. *Facit* do not show specific locations for bridge cancels, and the valuation of 100SEK surely relates to the c.20 years at Saurbær. It would be nice if someone can provide an example of non-philatelic usage at Kirkjuhvammur.



B2a Saurbær Barð philatelic? use at Kirkjuhvammur. 10.10.69. 9kr50 airmail rate to Denmark from 1.1.69 to 31.10.70.

### B3e Skarðshlíð Rangárvallasýsla



Recorded use 1955 – 30.3.1980  
Skógar 1.4.1980 – 17.8.1980

**B3e Skarðshlíð** Since issue 22, no evidence has been provided to show an example of B3e Skarðshlíð used at Skógar in the brief 4 month period from 1.4.1980 – 17.8.1980. *Facit* rates it quite common at 300SEK in the first period. A strike from the Skógar period must be very rare. Keep looking, you might have one. The editor would be pleased to show it.

## Kleppsholt or Svalbarð ?

The Þ. Þorstein article about the collecting offices overtaken by the expansion of the Reykjavík conurbation presents several challenges to postmark collectors. One relates to the space we originally reserved for a Svalbarð collecting office, which used numeral 272 from 1.1.34 to 31.12.35. The late Don Brandt in his excellent book *Walking into Iceland's Postal History*, described Svalbarð collecting office as a shop in Framsnævegur in the west of the town, in what later became postal district R-1. Þór's later research revealed that Don Brandt's description was slightly wrong, and that the collecting office was in fact called Kleppsholt and not Svalbarð, although it was located in a shop named Svalbarð at Langhóltsvegur 23, in the east of the town. This later became familiar as postal district R-4.



I do not have the pleasure of owning a 272 numeral used at Kleppsholt between 1934 and 1935. It is valued at 20,000SEK, and possibly there are two known copies somewhere? It is not clear from Þór's article if the collecting office, which opened in 1934 under Þórdur Þórdarson, remained at the shop from 1.1.35 until closure on 31.12.35, when it was run by Tryggvi Guðmundsson, who was also the resident manager of Kleppur Mental Hospital. The hospital was (and still is) on the coast a little further east from Langhóltsvegur 23.

Ordinary mortals like you and I ☺ can take up the story from 10.11.1945, when a new Kleppsholt collecting office served the area from Langhóltsvegur 17, and used a type N2 numeral 297.



On 1.1.1948 it was renamed Langholt, and in 1952 received a bridge cancel type B2c2 with that name.



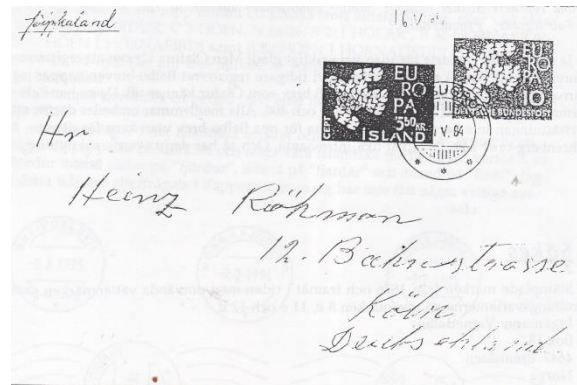
B2c2 Langholt dated 1.III.60. 120aur inland printed matter rate from 1.3.60 to 31.8.61

The office at Langhóltsvegur 17 relocated again, and on 1.1.50 it moved to the Sigvald Þorsteinsson bookshop at Eftasundi 28, and on 1.1.51 to Langhóltsvegur 43, where from 1.1.52 the Landsbanki Íslands branch office was located. Finally the Central Post Office opened a branch office for the eastern suburbs at Langhóltsvegur 62.

## Blesugróf Mystery ?

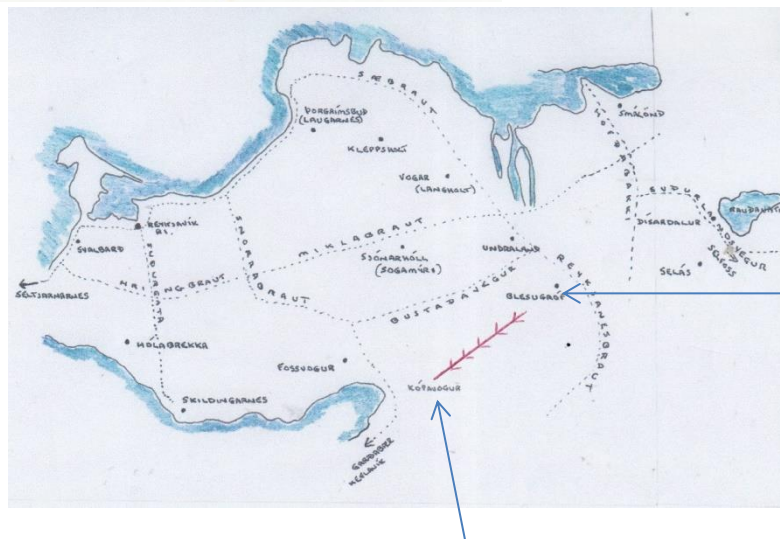


The Blesugróf collecting office originated in the expanding Reykjavík area of the post WW2 years. In a *Rapport* issue of 1995, Eivind Kolstad wrote about his auction purchase of a group of 1960s covers, all with the B2c2 BLESUGRÓF, addressed to Germany, Belgium and the Netherlands, with incorrect franking, with various handwriting and even with a few non-Icelandic stamps. Eivind said *"The letters were undoubtedly philatelic but still interesting. What is certain is that the letters had not been mailed and were probably stamped with the cooperation of the Blesugróf postal official."* Eivind tells me there was no response to his appeal for help in tracing the background to those covers, two of which are reproduced here. Does anyone know?



The B2c2 cancel was allocated in 1951 until closure in 1968. The Facit price of 200 SEK is curious as it implies the cancel is common. In my experience it is not so common. Apart from a 1968 cover to a well-known philatelist, I only have this 1959 Christmas greetings card shown here. Can readers show more postally used examples?

← B2c2 sent to Kópavogur. 1kr local postcard rate from 1.7.58 to 28.2.60



BLESUGRÓF

KÓPAVÖGUR



## Reykjavík B7e bridge cancels

Plenty has been written about the bridge cancels, ranging from B1 to B8 etc. What is surprising, at least to me, is that almost nothing seems to have been written about the B7e cancel, which is unique to Reykjavík. It is listed in the 2003 Þór Þorsteins' *Íslenskir Stimplar*, which allocates references R-38 to R-42 to the first five B7e types, along with a range of usage dates between 1958 and 1983, followed by R-43 to R-46, all of which are mysteriously described as "unknown". The only other listing known to me, appeared in an earlier 1991 booklet issued by *Klúbbur Skandinavíusafnara*. The following illustrations are taken from that book. For consistency, from now onwards I choose to use the *Klúbbur Skandinavíusafnara* reference numbers 50 – 58 instead of the R38-R46 used in *Íslenskir Stimplar*.

R-38  
R-39  
R-40  
R-41  
R-42



R-43  
R-44  
R-45  
R-46



ÞÞ records these four as "unknown"

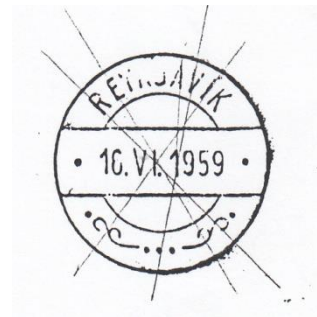
Jørgen Steen Larsen offers a system for identifying between types 50, 51 and 52. The following diagrams, a magnifying glass and lots of patience are necessary. It helps if your strike is a clear example. I am not aware of any guidance for identifying type 54.



50

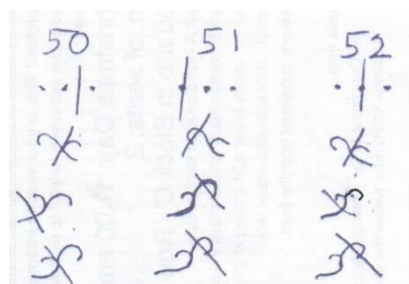


51



52

1. Line through V
2. Line through I
3. Line through E
4. Line through R



- 51 can be separated
- 51 can be separated
- 51 can be separated
- 50 can be separated

5. Line through A

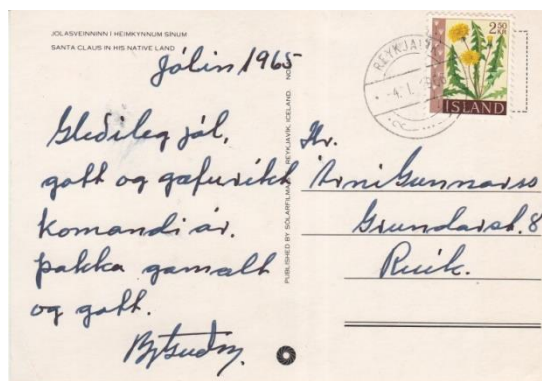
compare with position of 1 in year

In the distant past, from a source now lost in time, I made a note that R50 was used for Letter Delivery, R-51 for registration purposes, and R-52 for parcels section. I would hesitate to say that these claims are valid.

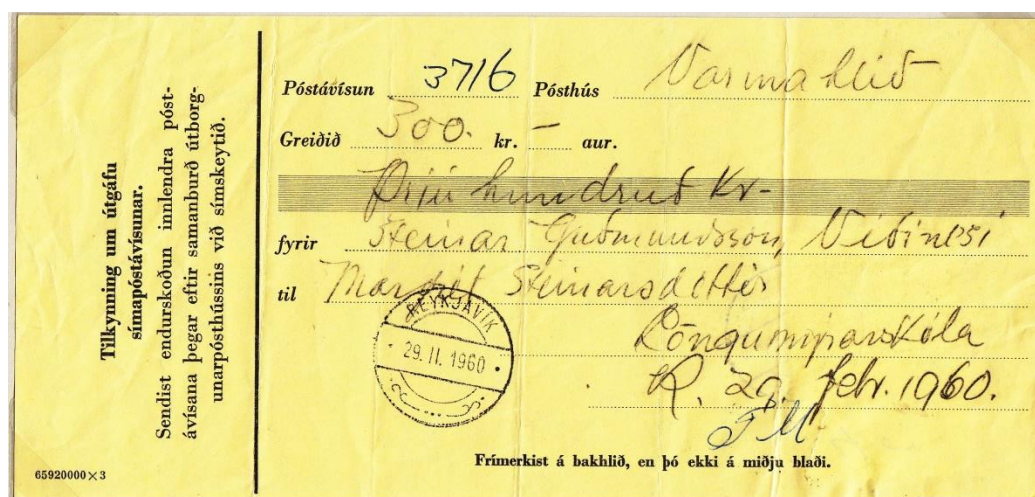
By far the most common cancel is the easily identifiable R53 with no dots and a smaller 27mm diameter. The less common R50, R51 and R52 with dots are probably all 28mm. Here is a word of warning from Jørgen in respect of the use of his system. *“Even with guidance it is difficult to separate the 3 cancels. In my experience one has to draw all the lines and then find out which of the three (i.e. 50, 51 or 52), that has the best fit with each of the lines.* The different periods of use for the various B7e types are shown in ÞÞ’s manual, and this does help a little to narrow down the choice of identification, e.g. B7e 52 was not used after 1962; 54 was not used until 1971. I think, but am not certain that the two examples below are type 51.



1962 philatelic aerogramme B7e (51?) 16.1.1962



B7e (51?) local postcard 4.1.1966



B7e (52) dated 29.II.1960 on notification of the issue of a postal money order for 300kr issued to Varmahlíð.



Thanks to Jørgen we can see this Póstavísanir form. The fee was 200kr up to 100kr plus 100kr for each additional 100kr – total 400kr. Rates applied 1.7.58 to 29.2.60. The stamps were always applied to the reverse side. I have never seen one of these forms before. Jørgen (and the editor) would be pleased to see other examples held by readers.

Finally, although Reykjavík bridge cancels may not be a particularly popular collecting area at the present time, they have a place in Iceland’s postal history. Can anyone provide the answer to why types B7e 55 to 58 were apparently never used? If anyone can add anything to the study of type B7e?



## Facit 510 Varieties *Henk Burgman*

Herewith are what I hope are new found varieties on Facit 510. Look at stamp nr 4 and stamp Nr. 20.



We all know that in the 1973 jubilee stamp set (100 years Icelandic stamps) we can find some perforation and printing varieties, such as displaced black print in the 10 and 15 Kr. values; stone in front of the wheel with the 40 Kr stamp; dot in 8 on the 80 Kr stamp etc. Some time ago I found on Facit 510 two different varieties that I have not seen before. I have different copies stashed somewhere but forgot where they are. Recently I did get a sheet of this 10 Kr. stamp and both varieties were, to my surprise, in this sheet. Look at stamp nr 4 and stamp Nr. 20. The sheet bears, in the left hand bottom corner, print issue number 1B. I have another sheet with the same numbering but without the varieties! So it seems that the varieties occurred somewhere during the printing of these sheets.

I don't know if there are sheets with other print issue numbers with these varieties. So my questions are : Who has seen these varieties before? If they are found in complete sheets I like to know which print issue numbers they have.

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## Iceland Revenue Stamps, the 1932 Greiðslumerki Overprints (IPM Issue 5 2016)

*Fred Arnason*



The two varieties referred to in this article are about the bar left edge and bar right edge aligning with the outer edge of the letter O. I have two stamps in my collection which may be of interest to readers. I hope the clarity is acceptable.

The stamp on the left appears to be the 'bar left' variety while the stamp on the right could possibly be a third variety? The right edge of the bar does not align with the outer edge of the O and appears to have shifted away to the right of the outer edge of the O.

Also, can anyone help to identify the cancels? The one on the right appears to have a triangular shape.

Thank you for your great magazine! Fred Arnason

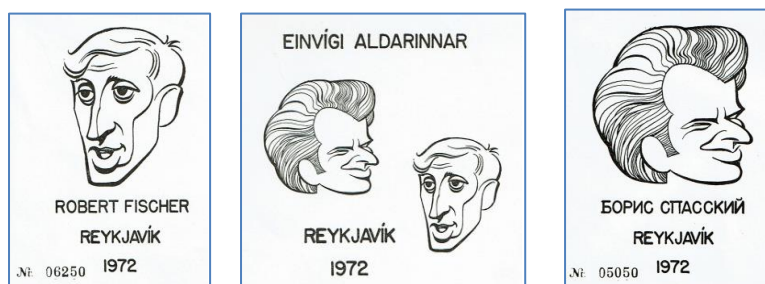


## Chess Questions *Mike Schumacher*

Wondering if any Icelandic Collector friends could help in identifying who may have created/published the following cachet covers during the 1972 World Chess Championship and in what quantity were printed. Two of them do indicate number printed. Any information would be greatly appreciated and would help immensely with the resource book on the subject. Hoping to complete the project in time for the 50<sup>th</sup> anniversary in 2022. Thanks to anyone who can help with information!

Cachets with

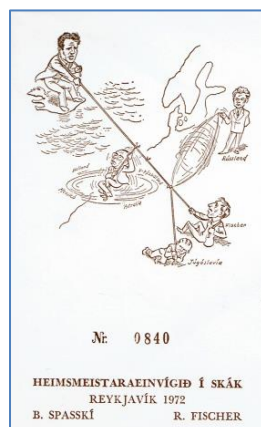
### 1. Spassky and/or Fischer facial profiles



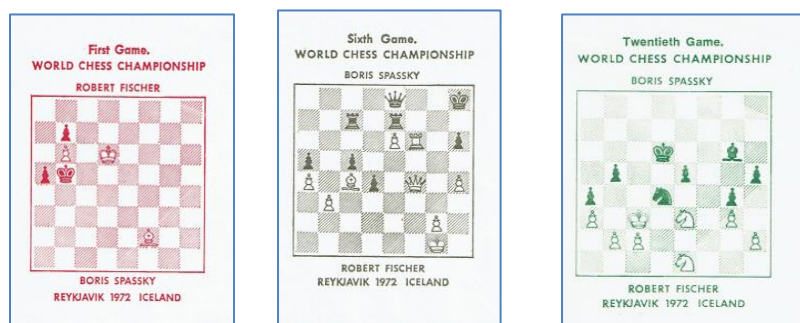
### 2. Laugardalshöll on Chess Board



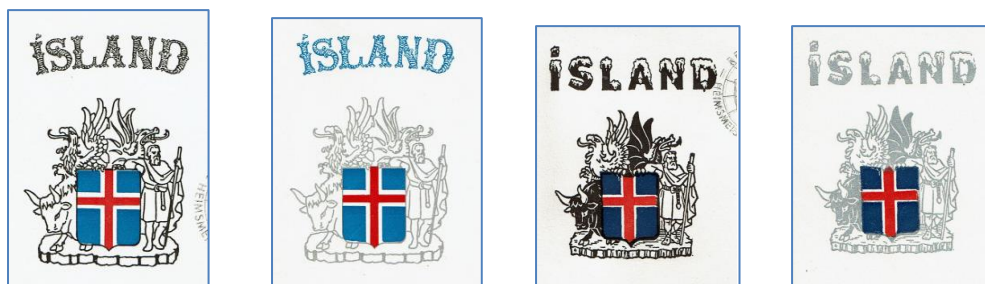
### 3. Heimsmeistaraeinvígi I skak "Location, Location"



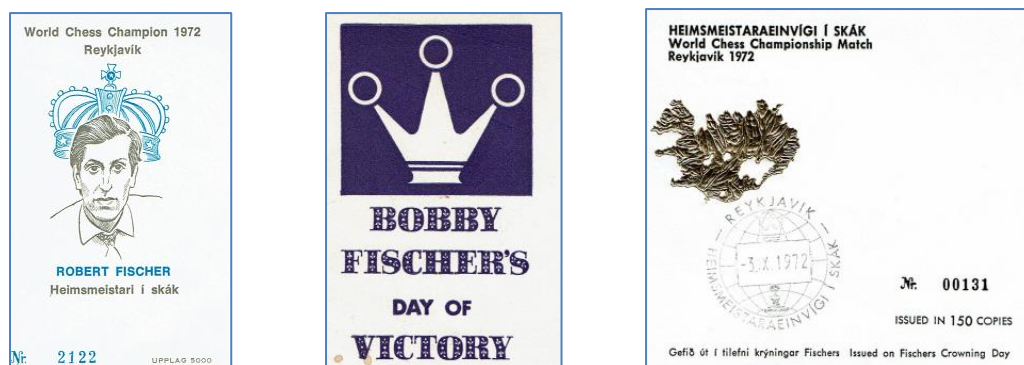
### 4. "Final Pieces Position" set of 21 cachet covers



5. ISLAND with Icelandic Coat of Arms (variety of colors & some snow capped)



6. Robert Fischer World Chess Champion 1972 / Day of Victory / Crowning Day



7. Spassky/Fischer Reykjavik 1972 8. Iceland Viking



Thanks to anyone who can help identify who created/published these cachet covers in 1972!

Another question please for our readers: On the large postcards that have the "Final Pieces Position" cachet like the envelopes, it says "copyright G.J.S." This is possibly a good clue to who did the cachet. Does anyone know who G.J.S. is?

Thank you,

Mike Schumacher

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## GRAMS THINGEYRI ??

The auctioneer described this as "Upright and centric oval-canc. in purple colour "GRAMS THINGEYRI". I am taking a risk by asking if anyone can say what this is. I expect someone will reply, "it is obviously.....". Another question, surely it cannot be from an Icelandic source, as TH is used instead of Þ?

