



ISLANDS *Kontakt*

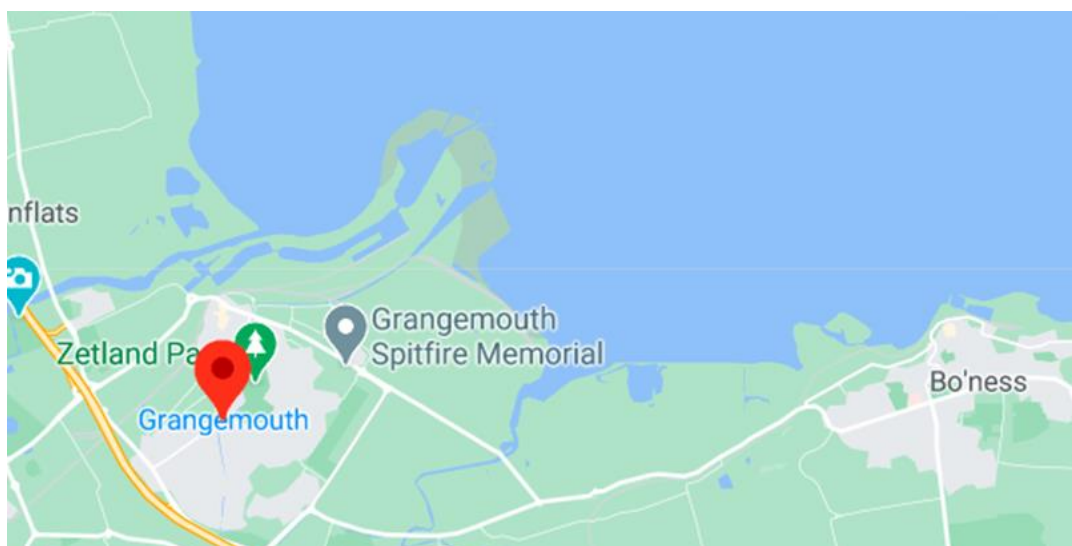
SPECIAL # 27 – 2022 V1 – GRANGEMOUTH

This is a part of a series published which summarizes, supplemented by recent discoveries, information published over the years in IslandsKontakt and elsewhere. We must all be grateful for the sustained efforts of all those who, over the years, as Editors¹ or Authors have contributed to the gathering and dissemination of information relevant to the philately of Iceland.

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

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GRANGEMOUTH



“Grangemouth was founded by [Sir Lawrence Dundas](#) in 1768 as a result of the construction of the [Forth and Clyde Canal](#). Originally referred to as *Sealock* by workers brought in to labor on the canal digging and lock constructions,^[4] the name referred to the Forth and

¹ Among editors are highly reputable philatelists: Ebbe Eldrup, Jørgen Steen Larsen and Ole Svinth.

Clyde Canal connection to the sea and where it flowed into the [River Forth](#). This township name was never approved by the founders.



A map of Grangemouth from 1945

The settlement was also named *Grangeburnmouth* for a period and then finally to *Grangemouth*. A map held at the National Library of Scotland dated 1817 by John Grassom, records the town as Grangemouth.^[4] This more properly refers to its location at the mouth of the *Grange Burn* which flows into the River Forth at this time even though originally it flowed directly into the River Carron in the late 18th and early 19th centuries.

As canal and general shipping traffic came to the town the area became more prosperous. This was aided by the high tariffs at the port of [Leith](#) which caused more traffic to pass through Grangemouth instead. Additionally, the dredging and a major re-alignment of the River Carron for deeper draught vessels and the founding of collieries to the North of the town saw the increase in trade to and from the Baltic States. Being downstream from the world-famous [Carron Company](#) also increased the volume of shipping to the town as cast iron products and armaments were transported around the globe.

Until 1810, duties had to be paid on cargoes through the customs house at Bo'ness which benefited from the duties paid and involved a journey of some four or five miles each way. With poor roading between the towns, ships captains and agents had to undertake multiple journeys by foot or by horse and cart to register cargoes and pay their duties in weathers fair and foul. After years of appealing Grangemouth was granted its own Customhouse and a fine three storied stone building was erected on the Northern side of the harbour.

The 1830s saw 750 ships in port and over 3,000 trade journeys using the canal. The local shipyard had a graving or drydock built by the Earl of Zetland in 1811 and commenced building larger and larger vessels.

The harbour and the river were unable to handle the volume of shipping and larger vessels had to rely completely on the tide to reach wharves on the riverbank.

A new dock was commissioned to be built and dredging and further re-alignment of the River Carron were undertaken. 200 men dug out what is now called the Old Dock and lock gates were built, allowing vessels to enter the port at any time and tide. A canal link to the south west was named Junction lock and it was also connected to the canal. This allowed timber logs from Scandinavia to be floated in rafts right up to the sawmills almost a mile inland.

Over the next 50 years the docks would be increased in size fourfold or more with a major land reclamation in the late 1890s pushing the entrance of the docks to the River Forth and

avoiding the Carron with its limited depth and width. There was also [Grangemouth Dockyard Company](#) established in 1885.

In November 1914 the Admiralty requisitioned Grangemouth Docks and they were banned to merchant shipping for the remaining duration of the [First World War](#). During this period the dock was referred to as HMS *Rameses* in military circles.” (Wikipedia)

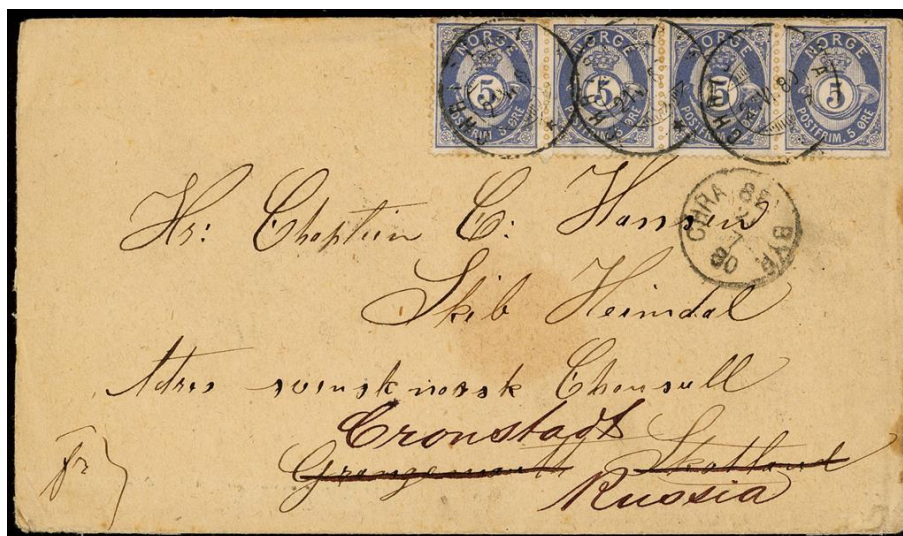
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1868

Orla Nielsen deal with prephilatelic from Iceland in IslandsKontakt # 77 and a comment to a letter from 2end June, 1868, send with the mail steamer “SS Anglo Dane” leaving Reykjavik on 4th June for England. It is written by Oddur Vigfús Gislason, being both a priest and a tourist guide! In the letter he mentions in the beginning, that the ship will dock in Granton instead of as earlier Grangemouth. It don’t have any sign of Granton but on the back EDINBURGH JU 9 68.

1880

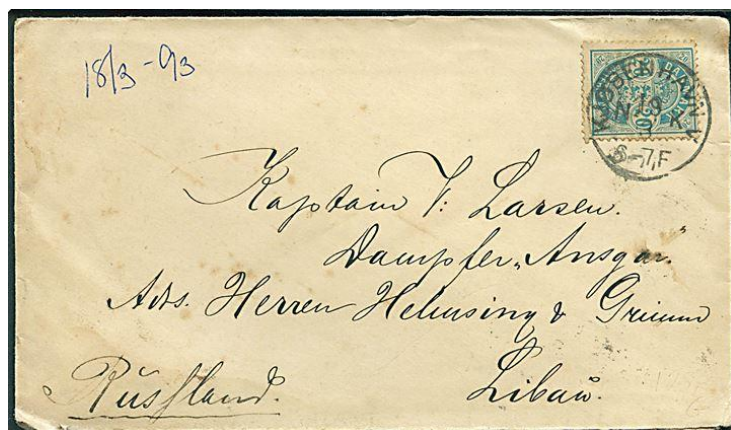
No cancellation at Grangemouth but addressed to captain² Hansen on “Heimdal” in Grangemouth:



1893

Also the captain (Larsen) for S.S. Ansgar get letters from his wife – her in liturania:

² It is for a great deal correspondence between wife's and seaman:

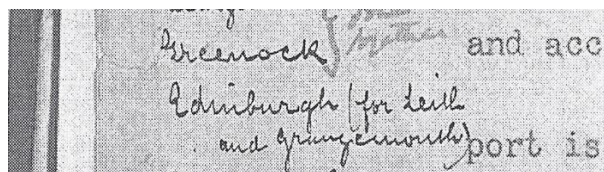


And later that year: Letter send from Denmark to the Captain (Larsen) of S/S "Ansgar" in Grangemouth, see further 1898.

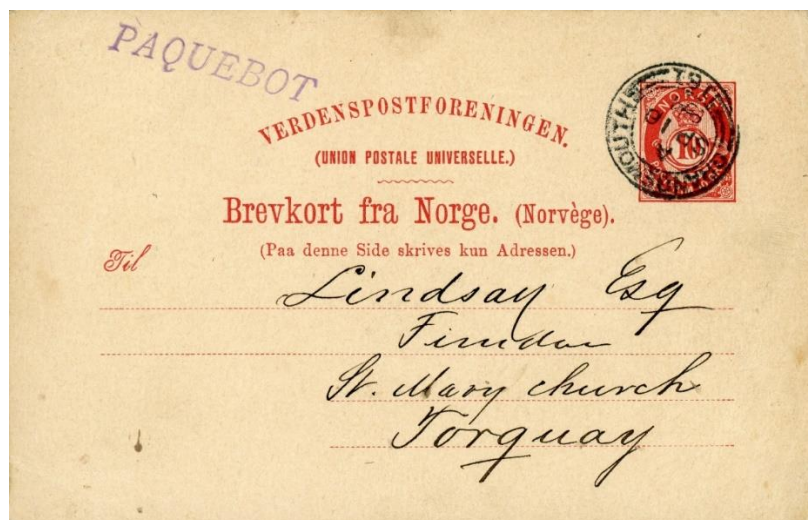


1894

The omnibus paquebot was send to Grangemouth on January 9th, 1894.



I do not look like it has been used many time – but.³



GRANGEMOUTH 8th September, 1894 - usage of the Norway 10 øre Red Postal Stationery PC (commercial message ref. fishing season; corner creases clear of marks and printing) from "Egersund" to Torquay. Cancelled by a very fine 2-ring "GRANGEMOUTH/161" c.d.s. with the very fine purple Omnibus-type Grangemouth "PAQUEBOT" mark.

The following went over Glasgow and it is canceled SP 26 94



³ Mike Dovey & Keith Morris: "Paquebot Cancellations of the world" (Hosking 4. edition) 1894 until 1910

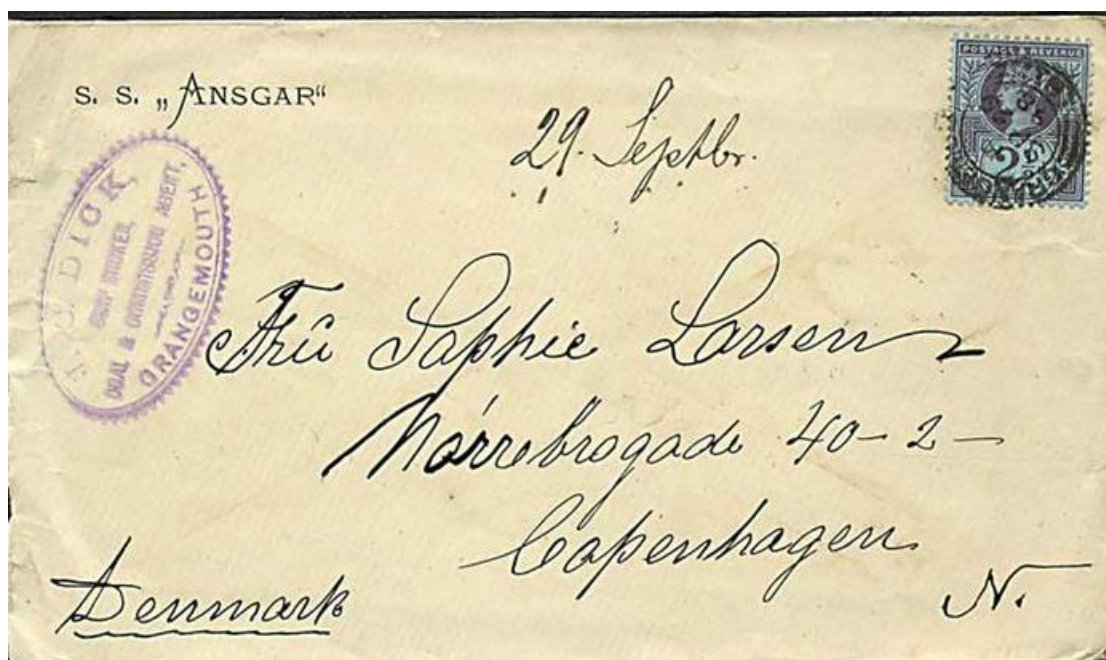
1898

SHIP	DEPART	FRO M	ARRIVAL	TO	COMMENT
		Isafjord	28.07.1898	GRANGE-MOUTH	⁴



10 aur postcard from Isafjördur to Copenhagen with ship canc. "GRANGEMOUTH B JY 28 98". Postiljonen # 203.

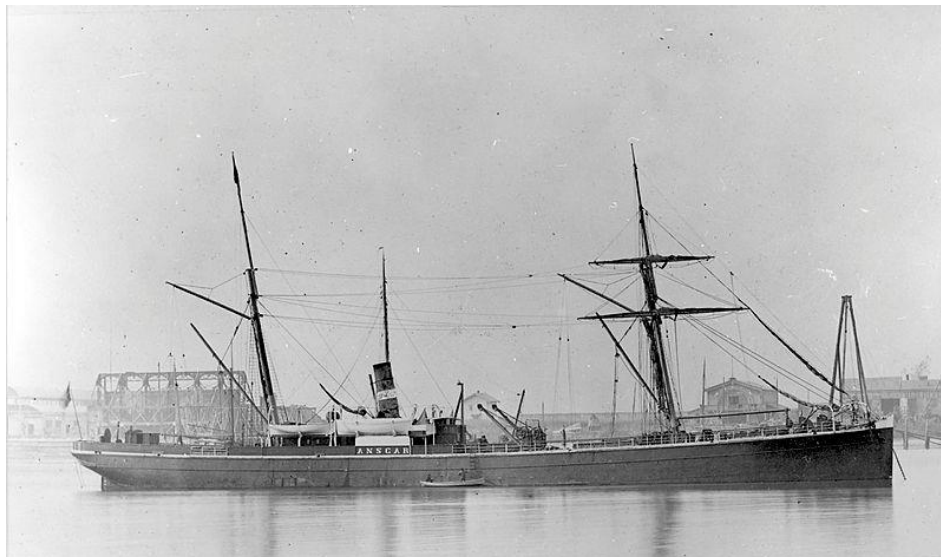
No copy: 2 x 3 A orange and 4 A grey/rose, mixed franking on picture postcard from REKJAVIK, 30.7.1903, along with boxed "PAQUEBOT", British transit cds GRANGEMOUTH, AU 8 03, addressed to Landro in South Tyrol Austria and redirected to Vienna



⁴ Þór Þorsteins has compiled a list of sailings from Iceland.

2½d Victoria on letter from Grangemouth 29 September 1898 to Copenhagen. S.S. "Ansgar" printed on the envelope. See the recipient on the letter from 1893; Captain Larsen om S.S. "Ansgar" – now writing back to his wife?

S.S. Ansgar was built at B&W in 1879



1899

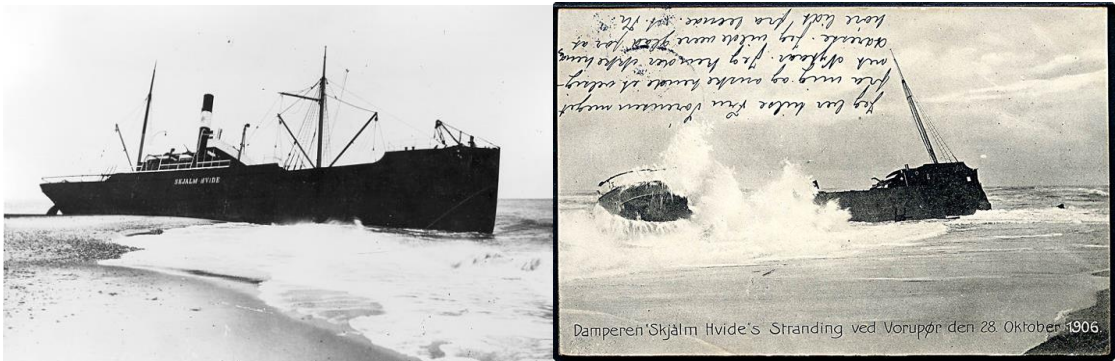
Kurt Bliese. "Skilling und aurar-Marken im Oval» - Handbuch 1991 page 23 a letter from London to Sandefjord, Norway make a "roundtrip" over Iceland and from Ísafjörður back to Grangemouth MY 13 99 and then to Norway.



1900



Letter to Grangemouth att. The captain of “S.S. Skjalm Hvide”. She ended at the cost of Jutland 28 October 1906.



1903

PERWIE	21.12.1902	REYKJAVIK	JA 13 1903	GRANGE-MOUTH	
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From Postiljonen # 203 10 aur stationery card opt. Í GILDI sent from “REYKJAVÍK 22.12.1902” with transit mark “GRANGEMOUTH JA 13 03” to Denmark with “KJØBENHAVN 15.1.03” arrival canc. Endorsed “MED PERWIE”.

Postiljonen # 232 10 aur red í GILDI perf. 12 ¾ on picture postcard from Reykjavik 30.7.1903 sent via GRANGEMOUTH AU 03 03 to NORDBY arr. 10.0.03

FANNY	01.08.1903	REYKJAVIK	08.08.1903	GRANGE- MOUTH	2KR.
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It is the first use of the new PAQUEBOT



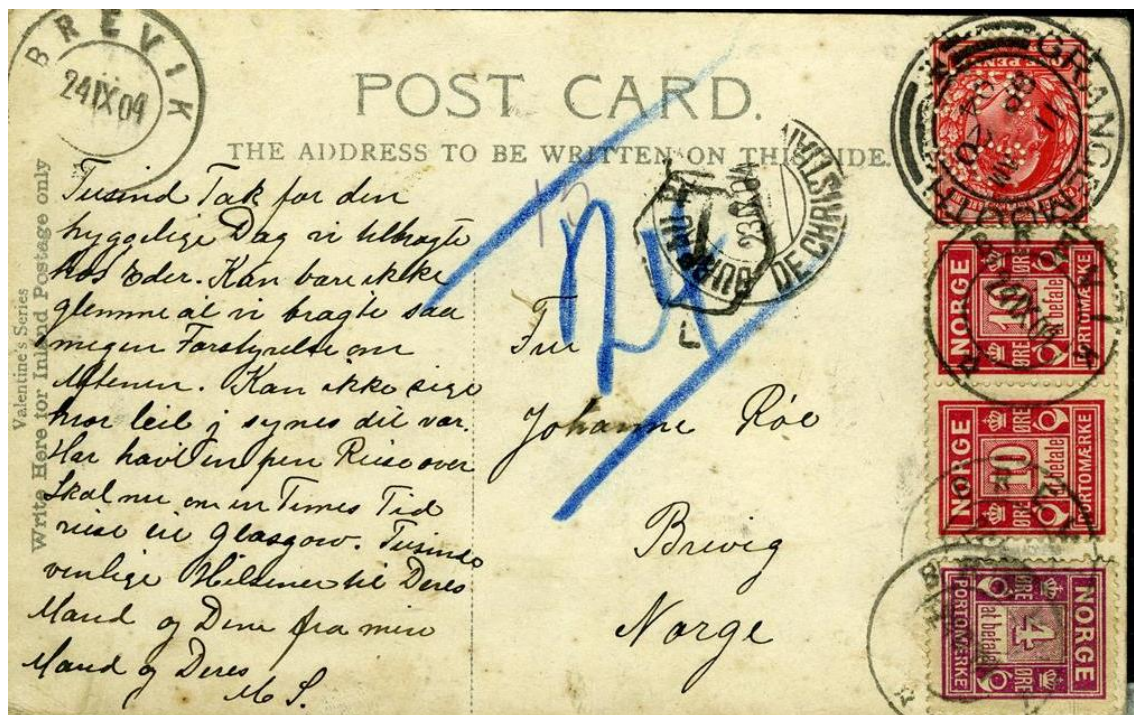
1904

			7 MY 04	GRANGE-MOUTH	
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	12.07.1904	Isafjord	20.07.1904	GRANGE-MOUTH	
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⁵ Mike Dovey & Keith Morris: "Paquebot Cancellations of the world" (Hosking 4. edition) "delay the first use until 1904. The last 1993 and again 1967-97."





D/S "Bjørn" in the Harbour of Grangemouth.

Part of the text is: "Dear little unknown girlfriend. Receive the most deepfelt thanks for the Christmas present and wishes for a happy New Year"

1906

	13.05.1906	Isafjord	22.05.1906	GRANGE-MOUTH	
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⁶ Se Robertson: "A History of the Ship Letters of the British Isles" E.100/A



And the text on a picture of S:S. Norway in Grangemouth harbor:



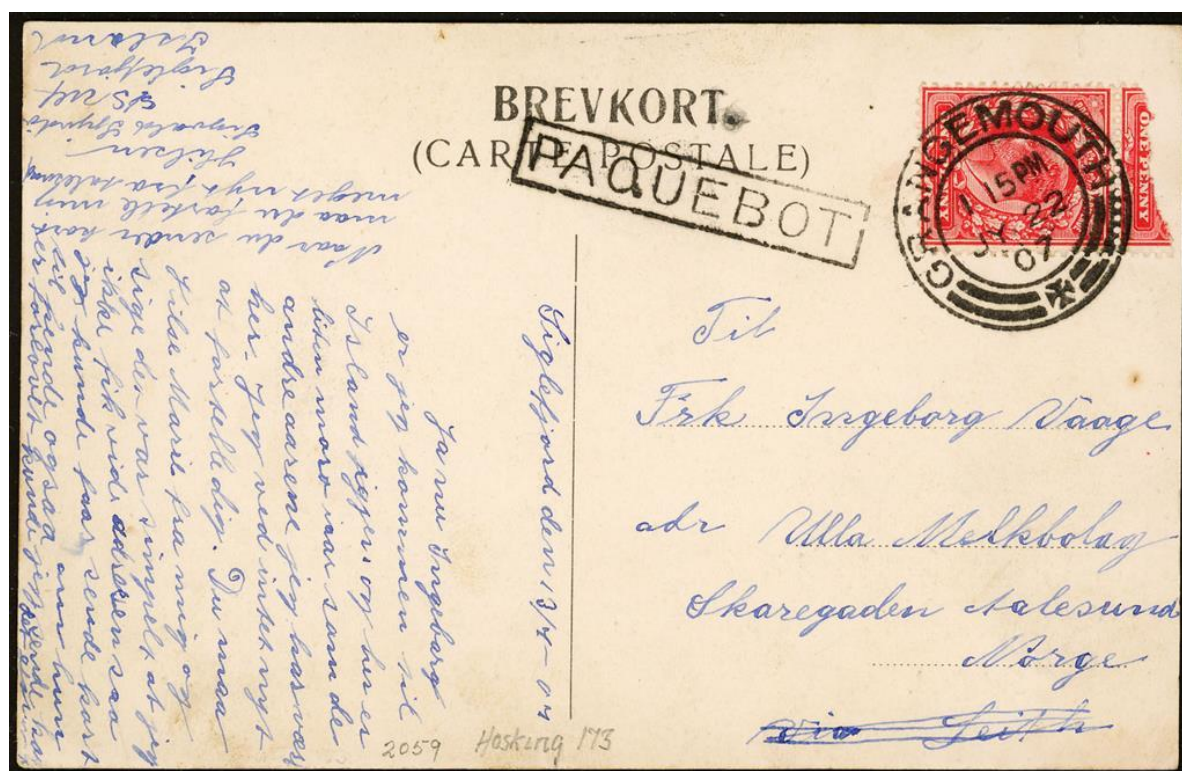
S/S Norway from Fred Olsen Line was used from 1892 until 1913 as the first part of the emigration trip to US – Christiania, via other to Grangemouth.

HÓRDA	13.11.1906	REYKJAVIK		GRANGE-MOUTH	7KR.
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1907

ELISABETH	23.03.1907	REYKJAVIK		GRANGE-MOUTH	1KR.
ALECTO	03.07.1907	REYKJAVIK		GRANGE-MOUTH	1KR.

			JU 17 07	GRANGE-MOUTH	
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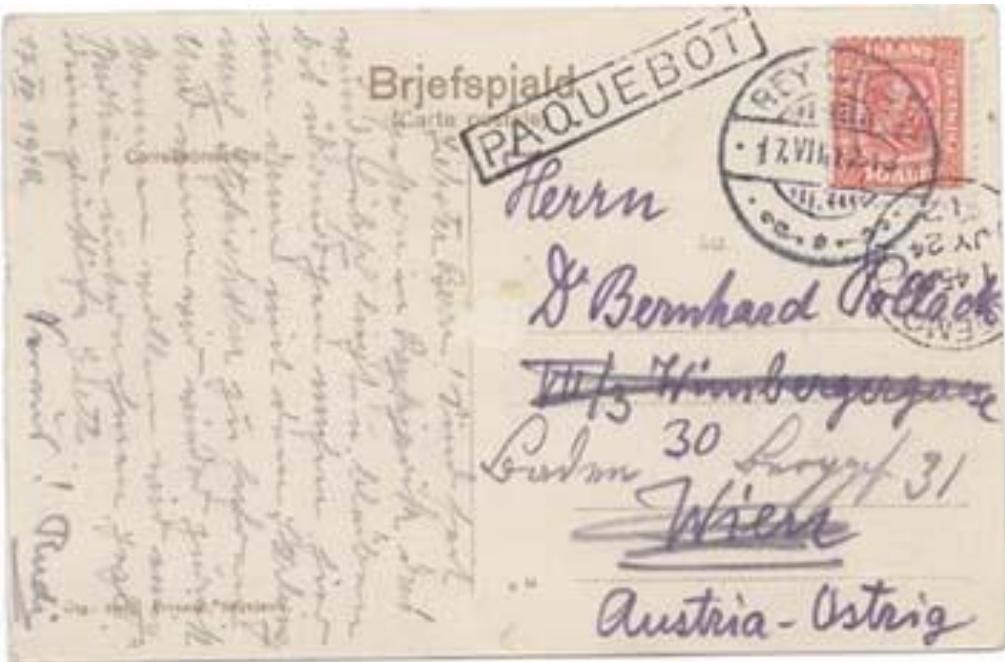


1908
From Iceland with UK stamp to Norway

			MY 30 08	GRANGE-MOUTH	
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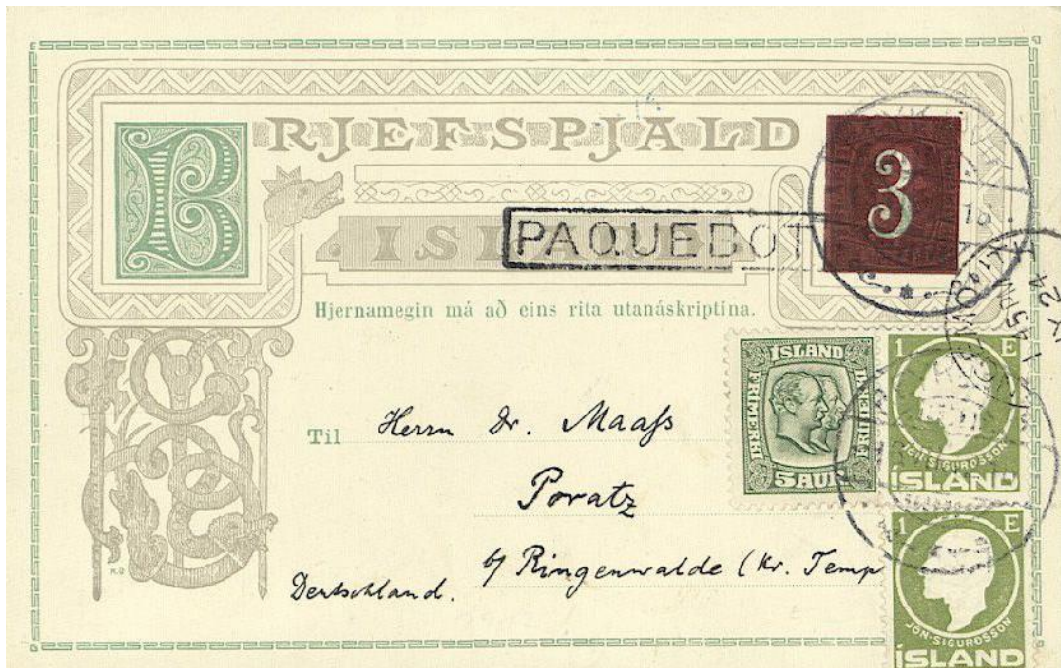
1910					
VERA	14.06.1910	REYKJAVIK		GRANGE-MOUTH	1KR.



1911

		Thorshavn	JU 24 11	GRANGE-MOUTH	Paquebot
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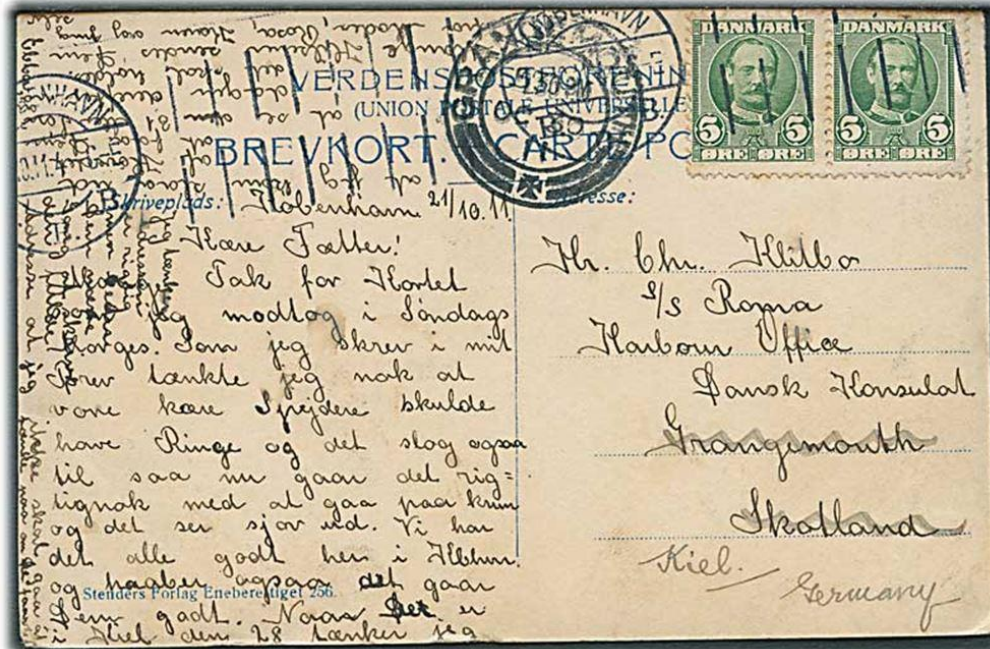
		Reykjavik	JU 14 11	GRANGE-MOUTH	Paquebot
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⁷ Shilling: "Fremde Auslandsstempel auf Islandpost" (1996)

From Denmark

	xx.10.11	Copenhagen	OC 30 1911	GRANGE- MOUTH	
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1912

	17.07.1912 18.07.1912	REYKJAVIK		GRANGE- MOUTH	
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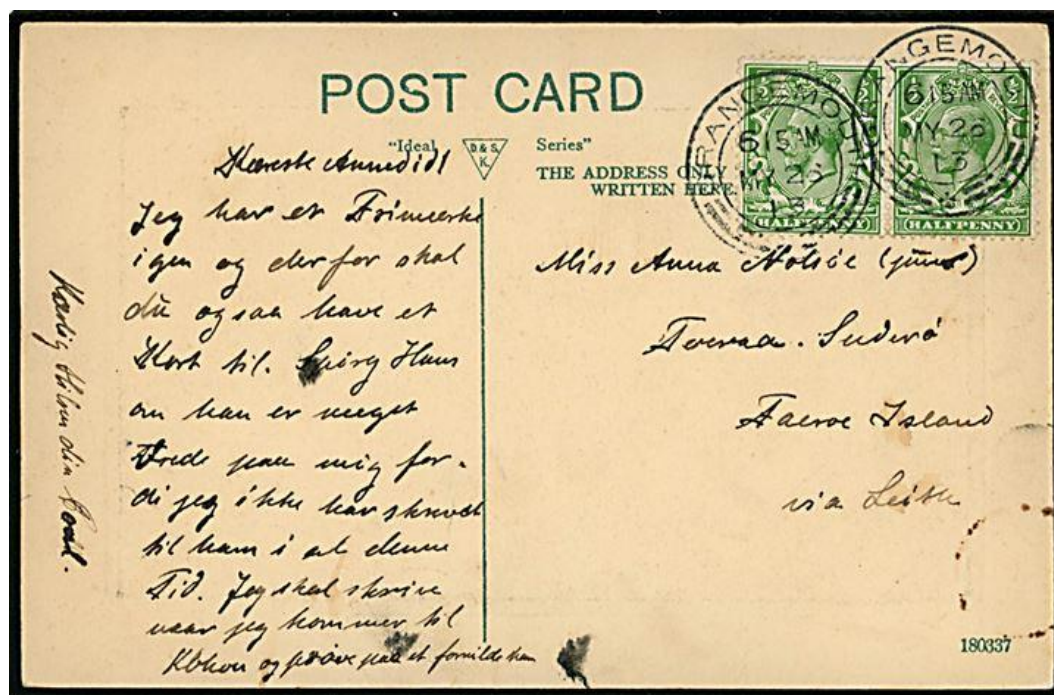
10 aur Two Kings stationery card sent from "REYKJAVÍK 18.VII.12" - transit marks "GRANGEMOUTH JY 24 12".



No coopy: 10 aur Two Kings, red on postcard to Vienna, canc. "REYKJAVIK 17.VII.12" via "GRANGEMOUTH JY 24 12", framed "PAQUEBOT". Postiljonen 188 #424

1913

	28.05.1913	GRANGE-MOUTH		FAROE ISLAND	
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			14.11.1913	GRANGE-MOUTH	No copy
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1914

	GRANGE-MOUTH	28 JU 14		HELSING-BORG	Sweden
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1938

In 1938 the cancellation has changed.

Here on a "Sunday-letter" from Grangemouth to Kolding Denmark with 2½d George VI Grangemouth d. 1.7.1939 (Saturday) and Danish 15 øre Caravel from a seaman onboard S/S "Polly"



References:

Alan W. Robertson: "A History of the Ship Letters of the British Isles" E.100/A

Shilling: "Fremde Auslandsstempel auf Islandpost" (1996)

Mike Dovey & Keith Morris: "Paquebot Cancellations of the world" (Hosking 4. edition)

Kurt Bliese. "Skilling und aurar-Marken im Oval" - Handbuch 1991

Þór Þorsteins list of sailings from Iceland.