



ISLANDS *Kontakt*

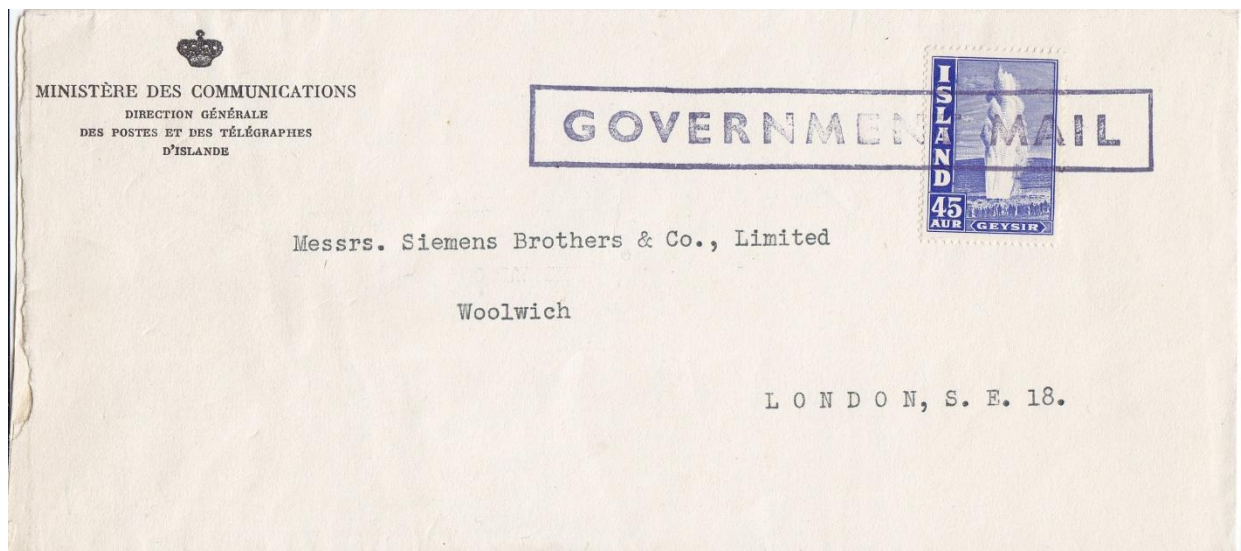
ISLANDSKLUBBEN I DANMARK

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Hvem mon skriver om expresbrevstakster?
Who writes about express letter fees?



Hvem skriver om government mail?
Who writes about Government mail?

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Næste nummer forventes at udkomme midt i april.

Deadline 1. april

Next issue is expected to be sent mid April.

Deadline April 1st.

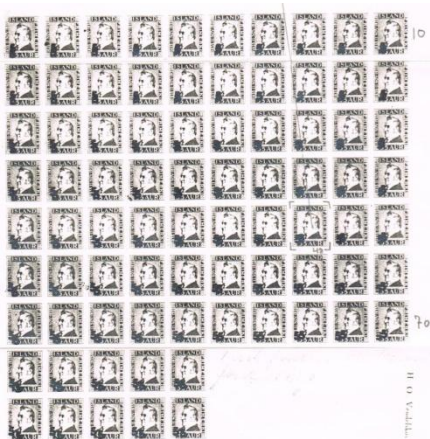


236 Ægte eller falsk? Læs alt om det i næste udgave
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Et andet eksemplar af de 100 dobbelt overtryk på Jochumsson

Det er selvfølgelig ikke tit, man ser et eksemplar af dette dobbelte overtryk. Vi ved jo, at det drejer sig om et enkelt ark og dermed kun 100 stk.

Mærket var til salg på Ebay med opråb lidt over 1000.- kr. Ikke så galt, da Facit sætter katalogprisen til 2200:- for et hængslet eksemplar. Det fremgik ikke om det aktuelle mærke var postfrisk.



Alle overtrykkene er mere eller mindre forskellige. Det interessante ved dette "makværk" er, at ingen af 5-tallene er placeret korrekt på hele arket. Lad mig vise nogle eksempel.



Nr. 1 i arket



Nr. 70 i arket



Nr 91 i arket

Der er ikke nemt at se noget tydeligt på min ret ringe kopi af en meget stor del af arket. Jeg viser her et par forstørrelser som beskriver den store forskel. Placeringen af overtrykket fortæller tydeligt om forskellen. Er du interesseret i en kopi af mit "ark", så bare send en mail. Jeg vil så scanne det til dig.

EXPRESS LETTERS Brian Flack

Until recently my interest in Express letters was purely as a source of unusual postal rates. The only written information at my disposal was a translation of Ólafur Elíasson's article "Något om avgifter för expressbrev" published in *Rapport* Nr, 99 September 1995. Lately I became curious to know why, out of all my pre-1960 express covers only one was domestic, the rest were sent from Iceland to other countries. I decided to investigate further. I am grateful for the assistance of Ólafur Elíasson, Ebbe Eldrup and Brynjólfur Sigurjónsson for their encouragement, and for translating old Postal Laws and UPU regulations. What follows is not offered as the final word on this rather obscure postal service, but it is as close as I can get, considering the incompleteness of official documentation, and the scarcity of inland express covers before March 1960 and to overseas countries before 1940.

ORIGINS

UPU agreements in the late 19th century provided for an accelerated mail service both for inland and between member countries who chose to participate. Thus express mail became possible from 1st April 1886, and a rate was fixed at 30 centimes which remained unchanged until 1921. The proposed system was that pre-paid express mail would be sent through the normal post as far as the office of delivery, but from that point a sequence of rules would apply which, if satisfied would result in the delivery of the item to the addressee by courier. Countries were allowed to adapt the rules to allow for local conditions with regard to inland express delivery, but all had to apply UPU rules for the delivery of overseas express mail. At the UPU Postal Congress in Washington on June 5th 1897 it is mentioned in article 13 that "*mail of all kinds may, in countries willing to do so, on demand from the sender be delivered at the address by a special messenger immediately after the mails arrival.*" It repeats the rate as 30 centimes with the full amount paid in advance, and in the case of overseas mail it states the amount belongs to the dispatching country.

INLAND

Thus the stage was set for countries to provide an inland express service as soon as they wished to do so. As a UPU member through Denmark, Iceland did so from 1st July 1902. The rules devised by the Icelandic postal authorities were set out in the Postal Laws of July and September 1901 and May 1902 as follows. ***The Postal Authorities are authorized to carry out other businesses such as delivering mail by urgent delivery and to deliver mail within the village or town. In such cases the Postal Authorities would decide rates for such businesses and the rules for this service.*** The particular rules applying to domestic express mail in Iceland must have been defined by the uniquely rough Icelandic terrain which made travel of any distance very difficult. The September 1901 Law makes the first mention of inland express letter charges in Iceland. It states :- ***From the post office in Reykjavik and other post offices it is now possible to deliver an express fee letter if there is no river to ford. The cost is 30aur for each kilometre calculated from the post office. The payment is made at the post office sending the express letter. Letters with express markings shall be treated by the post office according to regulations. The payment is made in postage stamps. The post office, which receives the express letter determines if the letter has enough postage to be sent as an express letter. If an express letter is found in a postal mail box with postage insufficient to pay the lowest express fee of 30aur it shall be treated as an ordinary letter. The delivery office may ask for extra payment from the addressee.*** (presumably this might apply if the distance was more than allowed for by the minimum 30aur fee). This is supported by a further regulation of 17th May 1902 where it is stated ***"In order that it can be done without cost to the mail service, post offices should inform the receiver when a postal item arrives for them, and if they want it, deliver it, if necessary at the expense of that person. Letters should be delivered to the receiver both on normal working days and on holidays and at any time of the day or night. In Reykjavik, letters parcels and money letters should normally be delivered to the receiver twice on normal working days, once on a holiday, as soon as possible following the notification by the postal authority."*** It might be reasonable to surmise that if the addressee was asked to pay an extra fee, it would be required in cash and not in postage stamps. Refusal to pay resulted in the letter being delivered with ordinary mail. The 30aur/1km domestic express rate was published for the first time in the rates tables effective from 1st July 1902. It is believed that domestic express covers may exist prior to 1902, but their status needs more investigation.

. Contrary to what was long believed, the Icelandic Postal Law of 16th November 1907 and the Regulations dated 7th March 1908 made no changes to the rules or the rates for inland express mail. However, Ólafur Elíasson has recently discovered an additional Regulation dated June 15th 1923 which makes a number of changes to the Regulations of 1908. Among the changes is the raising of the express fee from 30aur to 50aur in places where daily distribution of mail had been established. Where there was not daily distribution the fee was 60aur/km provided there were no rivers to cross. To complicate matters, Ólafur also found a rates table, "Burðargjöld og aðrar póstgreiðslur m.m." dated April 1923 in which the express fee is stated as 50aur/60aur. The Regulation seems to have followed the rates change instead of preceding it, unless we are missing something. Until new evidence is unearthed, I believe we should accept April 1923 as the start of the new two tier express system and new rates.

The June 1929 issue of Póstblaðið (Postmen's News) announced that postal deliveries could now be sent from the letter collecting offices (póstafgreiðslustöðum) with express mail. As before the rate was 50aur where daily delivery had been established, but 60aur per kilometre from the delivery office to other locations. Payment should be made in stamps at the place of origin. At this point it might be appropriate to mention a further instruction from the June 1929 issue of Póstblaðið, in relation to the treatment of express letters received from Denmark. It stated that this should be treated under the same delivery rules as for domestic express mail, with the exception that for express mail originating in Denmark only the express fee for one kilometre is to be paid by the sender. Therefore the recipient (in Iceland) shall be asked to pay 60 aur per kilometre should the courier need to go beyond the daily delivery postal route, or over one kilometre from the post office, or where daily delivery does not occur. If the recipient does not want to pay this fee he does not receive shipment, and the letter should be returned and the express fee counted as an unpaid postage fee.

The rates remained unchanged until 15th November 1942. The kilometre charging system continued for many more years until it was eventually dropped on 1st March 1960 in favour of a universal flat fee. I am showing below my only domestic express cover from the kilometre charging period. It would be very interesting if readers can send the editor any examples they might have.



An example of a domestic express cover during the period covered by the kilometre rule.

Inland rate 20aur + registration fee 30aur + express fee 50aur = Total 100aur. Almost certainly prepared by a collector who has used three of the four 1939 New York World Fair set on the first day of issue. Posted and delivered in Hafnarfjörður: therefore the 50aur/ 1km rate applied.

Domestic express rates

01.07.1902 to 1923	30aur per km	
April (?)1923 to 14.11.1942	50aur up to 1km	60aur per km (no river to cross)
15.11.1942 to 30.09.1947	100	125
01.10.1947 to 14.11.1949	125	125
15.11.1949 to 30.04.1950	150	125
01.05.1950 to 31.12.1951	250	125
01.01.1952 to 31.03.1956	250	250
01.04 1956 to 30.06.1958	300	250
01.07.1958 to 29.02.1960	500	400
01.03.1960 flat rate fee.	700	

Originally, the word *Express* or *Exprés* was written in manuscript for identification from ordinary mail. At some early stage red gummed *EXPRES* labels were introduced and in later years the design varied and labels can be found in shades of pink and red and even brown. Until the adoption of a flat fee, the cost for sending inland express mail was probably prohibitive, which must be the reason why examples of covers with a kilometre related charge are extremely rare.

OVERSEAS

Express mail from Iceland to certain UPU countries (not Denmark) from 1.4.1886 -31.3.1921

As previously stated, UPU agreements in the late 19th century provided an accelerated mail service between member countries, where a postal item might be delivered to the addressee by courier from the nearest post office. An extension of the quotation from article 13 from the UPU Postal Congress in Washington in June 1897 reads *"This mail, express mail, is subject to a special rate for delivery to the addressee. This rate is 30 centimes and should be paid in advance with its full amount in addition to the ordinary rate for the letter. The amount belongs to the dispatching country"*. Thus, as a UPU member through Denmark, Iceland had the possibility of sending express mail to UPU countries by agreement. The 30 centimes rate (= 25aur) introduced from April 1st 1886 did not change until 1st April 1921. The existence of express mail from Iceland to other countries during the 25aur period which ended on 31st March 1921 cannot be excluded, but they are unknown to me.

Express mail from Iceland to UPU countries outside Denmark from 1.4.1921

An 80aur express rate was announced in Póstblaðið Nr. 1/1921 and subsequent rates changes followed until the 1st March 1960, after which a flat rate fee applied. The June 1929 issue of Póstblaðið announced that express mail to other countries (but not Denmark) should only be delivered in places where letters are delivered daily. Examples of express mail to other countries before 1940 are very scarce. In various UPU Congresses we find a variety of rules regarding the amount of overseas express rates to be charged. For example, UPU Congress Madrid 1920, para.15 *"The express fee shall be 1 franc"*: UPU Stockholm 1924, para.40 *"The express fee shall be at least twice the rate for a normal single letter but max. 1 franc"*: UPU Congress London 1929, para.44: same as in Stockholm: UPU Congress Cairo 1934, para.45 same as in Stockholm, except the maximum fee which is now reduced to 70 centimes.

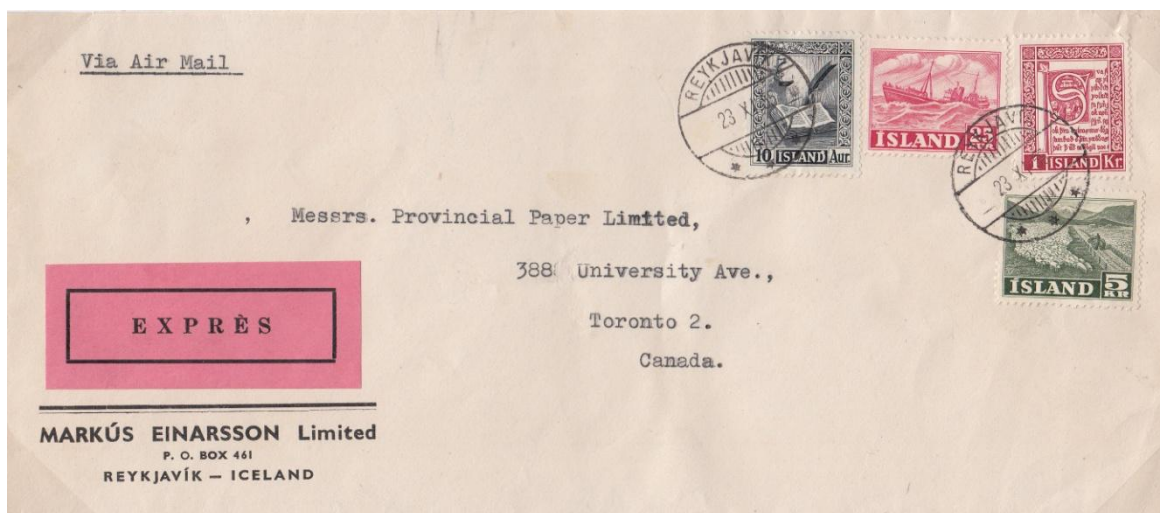


Reykjavík dated 28.V.30. UPU surface rate of 35aur, plus 80aur express fee. The letter rate applied 1.10.25 to 31.12.39 and the express rate was current from 1.4.21 to 31.1.35. TELEGRAPH 3.VI.30 ZURICH receiving cancel on reverse.

Rate from	01.04.1921	80aur
	01.02.1935	100
	01.01.1943	125
	15.11.1949	180
	01.05.1950	300
	01.07.1958	500
	01.03.1960 universal fee	700



Reykjavík 5.VII.46 to U.S.A. The cover is 60aur overpaid. The correct rates were 60aur surface, plus airmail supplement 90aur up to 5gm, plus express fee 125aur. Total 275aur. (In my opinion the sender misread the all-in rates table and applied the 150aur all-in rate for 5gm on top of the surface rate).



Reykjavík 23.X.55 to Canada. 175aur surface rate plus airmail for 10gm letter at 80aur per 5gm (80 x 2) = 160aur, plus 300aur express fee. Total 635aur.

Express mail to Denmark from 1.1.1920 and subsequently to other Nordic countries¹

This is first mentioned in the 1919 Postal Regulations for mail between Denmark and Iceland, valid from 1st January 1920. Before then express mail from Iceland to Denmark was not possible. Paragraph 4 states “Express mail shall be carried to places in both countries, where the post office participates in the local delivery of such mail.” Express fees amounted to 20aur for letters and 36aur for parcels. Charges continued to apply with increases at intervals until 1st March 1960 after which a flat rate charge applied regardless of destination.

¹ Norway from 1.6.1922, Sweden from 1.6.28 and Finland from 1.1.1935.

Rate from	01.01.1920	20 aur	01.04.1921	50	15.11.1942	100
	01.11.1949	150	01.05.1950	250	01.04.1956	300
	01.07.1958	500	01.03.1960	universal fee	700	



Reykjavik 4.XII.50 to Denmark. 180aur Nordic airmail rate plus 250aur express fee, total 430aur.

Period following 1st March 1960

After the adoption of a single express mail rate for both domestic and overseas, the use of the express service increased and covers are easier to find. Most have arrival cancels on reverse which is uncommon on other types of mailings. Examples of the various types of EXPRES labels used from 1960s to the present day are illustrated here.

Universal rates

1.3.60	7kr	1.9.61	8	1.1.63	9	1.10.63	10
1.1.66	13	1.1.69	20	1.11.70	25	1.7.73	40
1.4.74	50	1.1.75	100	1.10.75	130	1.5.76	160
1.1.77	210	1.2.78	300	1.5.78	340	1.1.79	390
1.3.79	440	1.6.79	530	1.2.80	580	1.5.80	670
1.8.80	730	1.11.80	800	1.2.81	8.80 new krónur		
1.6.81	9.50	1.9.81	10.30	1.12.81	11.20	1.3.82	12.30
1.6.82	14.00	1.9.82	16.50	1.12.82	19	1.3.83	21.50
1.6.83	27	1.9.83	32	1.7.85	50	1.2.86	70
1.2.87	80	1.7.87	90	15.1.88	130	16.7.88	150
1.9.89	165	1.11.90	195	1.2.91	200	1.10.91	230
1.11.92	250	1.6.96	285	10.7.01	350	3.7.02	400
1.5.07	450	1.5.09	495				



Reykjavík 10.IX.1962 to Canada. 400aur surface rate plus airmail supplement for 15gm letter at 150aur per 5gm (3 x150) plus 800aur express fee, total 1650aur. The SPECIAL DELIVERY cachet must be Canadian in origin.

<p>Afklippingur, (sem viðtakandi má halda eftir)</p> <p>Nafn og heimili sendanda:</p> <p>HERRBUDIN AUSTURSTRÆTI 22 RÚT</p> <p>hinn 14/1 1971</p> <p>107030000</p>	<p>Reykjavík 2</p> <p>000089</p>	<p>Fyrir númer</p> <p>EXPRÈS</p> <p>130. Ebl. 507</p> <p>2378</p>	<p>130. Ebl. 507</p> <p>Þeir þínirki</p> <p>LISTAÐIÐ I REYKJAVÍK</p> <p>ÍSLAND 50 KR</p> <p>LISTAÐIÐ I REYKJAVÍK</p> <p>ÍSLAND 50 KR</p>	
	<p>Þyngd kg 1.9</p> <p>1</p>	<p>Póstkrifa:</p> <p>Kr. 8020 au.</p>	<p>Verð:</p> <p>Kr. 7890 au.</p>	<p>ÍSLAND 10 KR</p> <p>1820 GRIMUR THOMSEN 1870</p> <p>REYKJAVÍK</p> <p>ÍSLAND 20 KR</p>
	<p>Innihald: FÖT</p>	<p>Nafn og heimili viðtakanda:</p> <p>TRAUSSA BJÖRNSSON</p> <p>SMÁRATUNN</p> <p>KEFLAVÍK</p> <p>75</p>	<p>107030000</p>	

Reykjavík 2 dated 14.I.1971. inland C.O.D. parcel card for 1.9 kg of clothes value 7890kr. Parcel rate 50kr up to 3kg, plus C.O.D. charges (1) C.O.D. fee 5kr. (2) C.O.D. up to 1000kr = 15kr, and (3) C.O.D. 5kr for each additional 1000kr (7 x 5) = 35kr, plus Express fee 25kr. Total 130kr.



Drangnes Type B6e 27.X.71 to Denmark. 10kr airmail plus 25kr express fee. The boxed label has no accent over the 2nd letter 'E'



Type B1a Núpur 6.12.77 to Holland. 60kr airmail to Europe, plus 100kr registration and 210aur express fee, total 370kr.



Hveragerði type B7b dated 28.5.1985 to Denmark. 650aur Nordic rate to 20gm, 1400aur registration and 3200aur express fee. Total 5250aur. The cover is 50aur overpaid. Rates applied 1.9.83 to 30.6.85. It arrived in København on 30 May and Haderslev on 31 May. The label has the Icelandic word HRADBOÐASENDING (Fast Delivery) but unlike the majority of these modern labels it has no post office logo.



Reykjavík 8 type B8b dated 19.7.1996. 55kr inland rate for 51-100gm plus 285kr express fee, total 340kr. Rates applied 1.6.96 to 31.12.99. The label has the post office logo.

Period following 1st March 1999.

From this date the inland express service applied only to registered letters. However the express service continued for both ordinary and registered mail to other countries.

From 9th July 2002 the inland express service for registered letters ceased, thus bringing to an end a century of inland express delivery service.

Finally, from 1st May 2007 the remaining express letter service to abroad was restricted to registered letters only.

(The Iceland Post office have agreed to correct the error on all their English language versions of the postal rates brochures since July 2002 which still show a domestic express rate instead of overseas only).

Other Fast Delivery Services provided by the Post Office from April 2000

In April 2000 an additional but different type of fast delivery service commenced, initially called PRIME Letter, (Later changed to POST EXPRES), and was available only for mail abroad and was restricted to 15 specific European countries which shared and accepted this service. A special envelope was provided and included in the cost. The service ceased in May 2006.

Rather confusingly, from 2004 the Post Office postal rates brochures show another fast delivery service called *Sendlaþjónusta* or in English “Courier Service”. This provides a courier service for letters and parcels up to 2kg, only within the Reykjavík Metropolitan area, but not presently to zip codes 116, 271 and 276. This guarantees delivery at the receiver’s address within 90 minutes of the collection from the sender’s address. A similar courier service now exists in Akureyri for postcodes 600 and 603. Both PRIME Letter and *Sendlaþjónusta* may merit an article to themselves.

Having approved the last version of the article, Brian sent this E-mail:

Ole,
The revelations concerning the modern history of Express mail since 1999 will require a lot of alterations to my postal rates book which goes up to 2009. **I will offer email revisions** eventually to any owners of a copy who want one. Hilsen, Brian

Brian’s E-mail address is, brian.flack@btinternet.com

Brevkort med delvist betalt svar v/ Leif Fuglsig

Den 12 7 1891 sender apotekeren i Seyðisfjörður et 5+5 aur dobbelbrevkort (1. tryk – Oplag 3500 minus ukendt antal I GILDI overtrykte) til Otterup med en forespørgsel.

Underligt nok benytter han ikke det portorigtige 8+8 aur DBK, men må opfrankere med et 3 aur frimærke. 3 aur 4. tryk ankom til Island 11 6 91. Sandsynligvis har Seyðisfjörður en måned senere endnu ikke modtaget 4. tryk, så mærket kan tænkes at være 3. tryk og kunne godt (med alle forbehold) ligne den "guldgule".

Men den glømsomme (eller nærige) apoteker sætter ikke 3 aur på svarkortet !

Kortet når København 23 7 91 direkte fra Seyðisfjörður og forsynes (kun) med ombæringsstempel. Otterup nås samme dag og ankomststemples bag på svarkortet.



Mere næste side.....

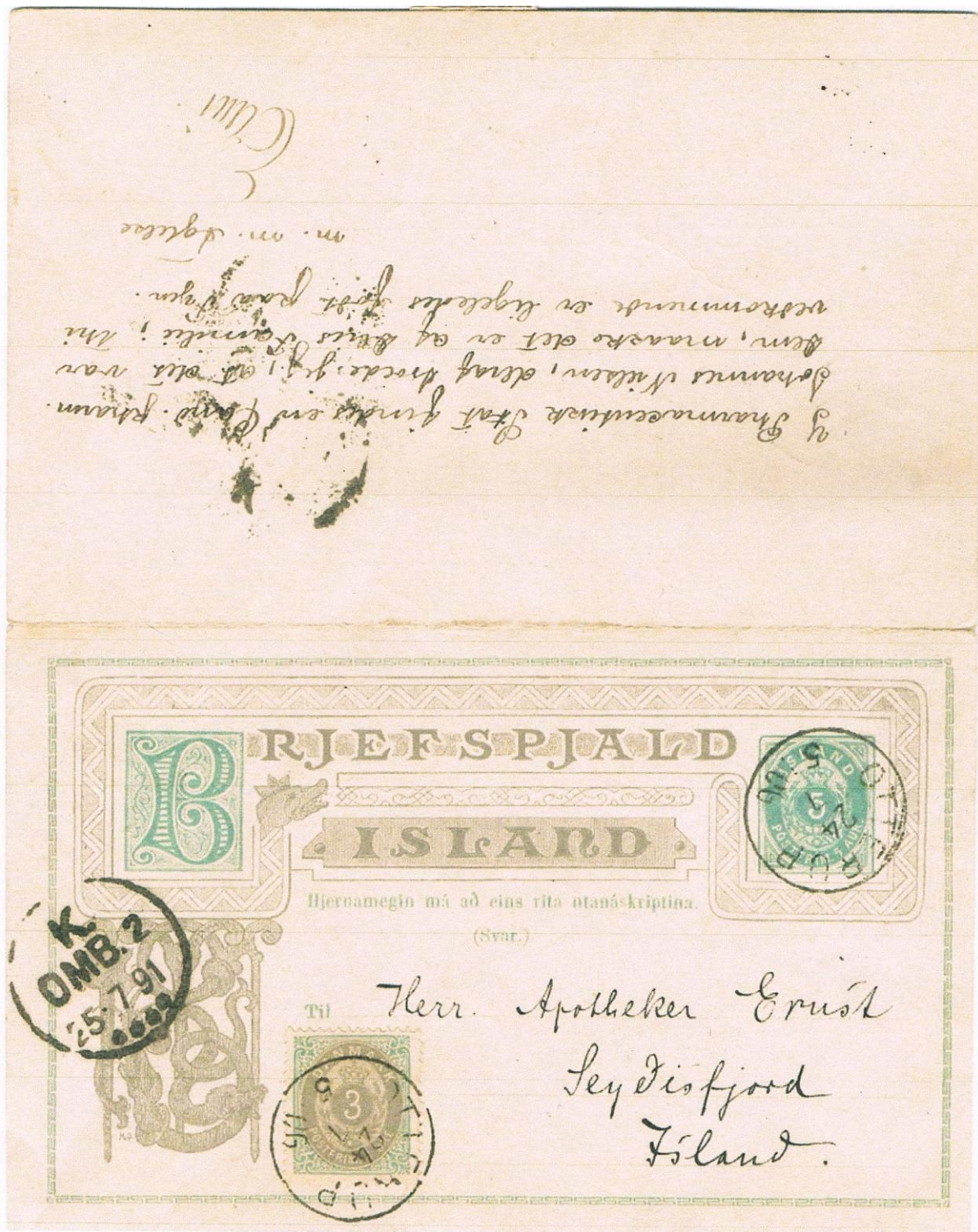
Men modtageren er dog ikke sur over at skulle bløde 3 øre (8. tryk – omv. ramme) for at svare, og det gør han prompte dagen efter. Afgangstempel Otterup 24 7. Dagen efter ombæringsstempel (igen) i København. Der ses ikke et Seyðisfjörður ankomststempel, med mindre udtværingen oveni skriften på spørgekortet er et mislykket sådant.

Binational blandingsfrankatur som svarkortet udviser var tolereret, derimod var det faktisk ikke tilladt at returnere dobbeltkort sammenhængende !

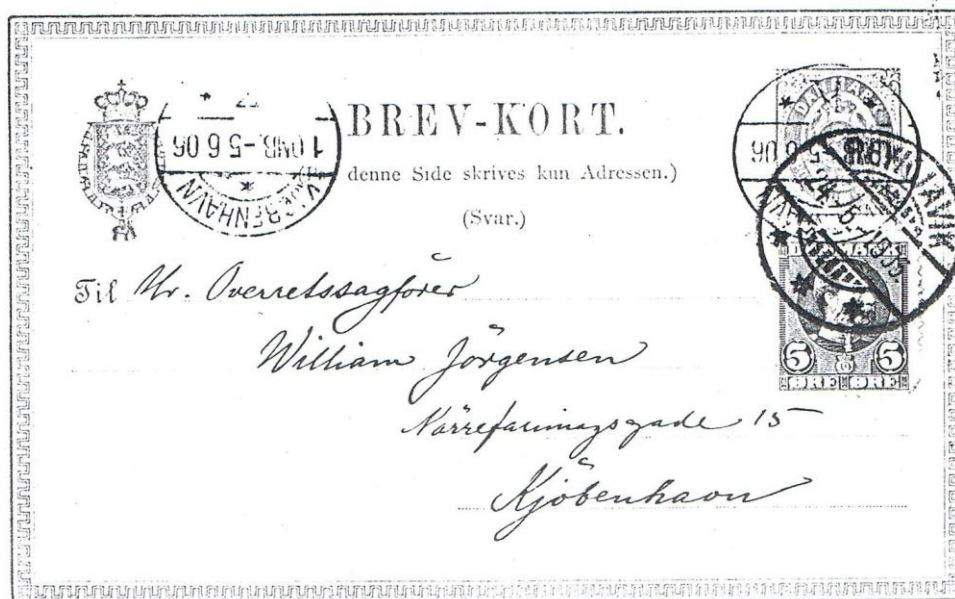
I "Udenrigs-Brevposttaxt" fra 1899 under "Reglementariske Bestemmelser" ses følgende:

"Svarbrevkort maa ved Tilbagesendelsen ikke have Hovedkortet vedhængende; de blive i saa Tilfælde som ubesørgelige at tilbagesende til Afsendelseskontoret med Tjenestemeddelelse".

Denne regel, som vel ikke var særlig praktisk, blev dog, som talrige eksempler viser, ikke taget alvorligt.



Et andet eksempel fra samme takstperiode er et dansk svarkort fra Reykjavik 24 5 06 og maskinstemplet København 5 6 06. Her havde afsenderen ikke mulighed for at vælge et portorigtigt kort. 8 øres kort fandtes ikke mere, og man måtte bruge enten 5+3 eller 3+5 kombinationen.



Et af de 2 kendte svarkort returneret fra Island

Teksten på bagsiden lyder:

"Reykjavik 24. Mai 1906.

Deres Forespørgsel af 7. Dennes angaaende Pengebrev stort 125,00 Kr. er Dags Dato modtagen og undlader jeg ikke at meddele følgende:

Bemeldte Pengebrev er indgaaet hertil 8. f. M., de bestilte Mærker ere afsendte med første afgaaende Pengepost den 30. f. M. og formenes at være i Kjøbenhavn 10de Mai.

Med Højagtelse S. Briem "

Posten tog sin tid dengang, og det synes som om Overretssagføreren har fået sin pakke kort efter at have sendt en rykker.

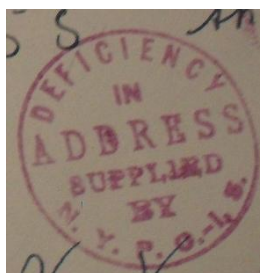
De eneste gyldige mærker på dette tidspunkt var Chr. IX serien, men I GILDI havde vel stadig nyhedens interesse.

DEFICIENCY IN ADDRESS



The marking is not dated.

Unusual markings can now and then be found, if you go through the huge amount of items at Ebay. Sender had on this letter used short for København as he wrote Kbh and the district "NV". "NV" is short for Nord Vest. The Icelandic postman must have read "NV" as being New York. The US postman took the cancel from the drawer and wrote København Denmark.



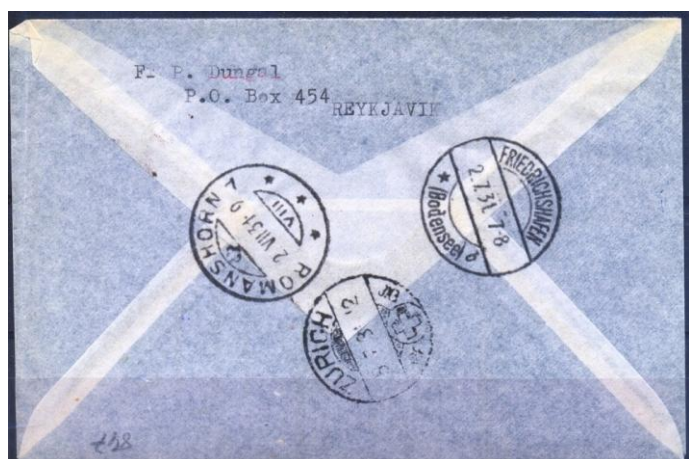
It was not an easy task to solve the problem, but it reached the addressee in the end.

Find fejlene !

Iceland - small Zeppelin cover 1931 to Switzerland - the stamps look genuine, may be a forged overprint - to check - sold all the ways as is, as forgery, false, fake, faux, falsch, falso...



Beskrivelsen af dette lot på Ebay var som du ser ovenfor. Startpris var 5 \$. Jeg kikkede nysgerrigt på brevet og kunne umiddelbart kun finde én fejl. Det var portoen. Et brev skulle frankeres med 2 kr. og anbefalingsgebyret var 30 aur. Overtrykket ser rigtigt ud.



Stemplerne kikker vi lidt på.
Mine Zeppelin forsendelser er afstemplet Reykjavik 30 VI 31.
Det viste brev er stemplet dato 1 VII 31.

Ankomst stemplet Friedrichshafen er på mine breve 3 7 31.

Det viste brev har været med "Speedy Gonzales Zeppelin" og er ankommet 2 7 31. Også bagsiden viser 2 stempler dateret 2 VII 31 medens Zürich stemplet viser 5 7 31.

Adressaten H.E. Sieger har modtaget mange Zeppelin forsendelser. Alle jeg hidtil har set har været adresseret til Lorch/Württemberg i Tyskland. Ifølge det viste brev er han nu i Zürich i Schweiz.



Det er da et mysterium, hvordan brevet er blevet til. Her kommer fantasien i spil. Der er sikkert flere "fejl", men det var, hvad jeg kunne finde.

Der var mange interesserede (7) og budserien endte på 46 \$ for dette "unikke" Zeppelinbrev.

Unusual postmark ?



Recently I found this København bridge postmark showing 3 stars and a small number at bottom. It is very similar to the postmark with Omk. at bottom. Another similarity to the Omk. postmarks is the small number low to the right. Exactly what is common for all the Omk. hand cancels. It is also the first cancel without “J” in København.



Prior to the postmark was the one ring postmark which was used as late as 1925.



The first known date to me for the Omk. handcancellations is 2 3 24.
Do you know of an earlier date? Send a word if so.

Question on red label.

54610000

Afklippingur (Coupon) sem viðtakandi má klippa frá (Peut être détaché par le destinataire)

Stimpill sendipósthúsins (Timbre du bureau d'origine)

Nafn og heimili sendanda (Nom et domicile de l'expéditeur)
Einar Óræðisheini
H. Heðmann
Reykjavík

Sendiland 654 Toldpostkassator
180 Reykjavík

Toll (Taxes)
bágg (colis)
tollsl. (déclar.)
vottu (certif.)

Upphæð p. (Montant du remboursement)
i bókstöfum (Les unités en toutes lettres)
i tölum (En chiffres arabes)

Til (A) Hans Óræðisheini
Hortvegade 69
Ålborg

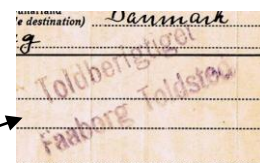
Ákvæðunarsalur (Lieu de destination)
Gata og húsnúmer (Rue et numéro)
Danmark

Þyngd (Poids)
Leið: (Acheminement)
Um (Voie)

Tollgjöld (Droits de douane)
Viðskiptagæði: (Bureau d'échange)

1) Reiturinn áfyllist af inngangspósthúsi eða tollgæzlu ákvæðunarlansins.
1) Cadre à remplir par le bureau d'entrée ou par le service de la douane du pays de destination.

The red label was attached in Copenhagen. Why is that? Do we have a former postman or customs officer among the members? Sender has obviously not requested any kind of insurance.

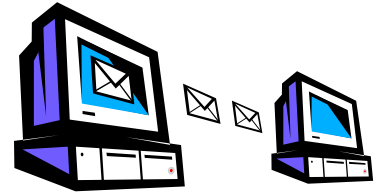


Toldberigtiget
Faaborg Toldsted

The shown inscription could imply that duties had to be paid.

Fra redaktørens postkasse

Fra Finn Johansson modtog vi denne variant.



Jeg fandt på at undersøge det helark jeg havde af 5 aurar provisoriet AFA 293.

Under dette gennemsyn opdagede jeg, at overtrykket på mærke nr. 21 i arket havde en defekt i det sidste R i AURAR, der nærmest ligner et L, men er nok et defekt R. **Har andre set den ??**

mvh Finn Johansson

Postkassen var ikke helt tom denne gang. Sørg nu for at sende lidt til redaktionen !

Antikva- og lapidarstempler på udenlandske mærker

Et forholdsvis lille samleområde. At fylde en udstillingsramme er næppe muligt. Lyder det spændende, så er der mærker på markedet. De viste eksemplarer er/var til salg på Ebay. Mindsteprisen på dem alle var 399 \$, men de blev, så vidt jeg er informeret, ikke solgt. Mærkerne kunne fint bruges i en dansk eller engelsk skibspostsamling. Stednavn er angivet af sælger. Et enkelt af dem ikke nemt identificerbart. Hvorfor er alle disse mærker klippet af brevene? Ja, det ved vi godt. I gamle dage var kun mærkerne interessante.



Akureyri



Akureyri



Seyðisfjörður



Eskifjörður ?



Reykjavik



Eskifjörður

Dagsorden for generalforsamling i Islandsklubben tirsdag d. 12. februar 2013.

Dagsorden til generalforsamlingen den 12. februar 2013

Dagsorden ifølge klubbens vedtægter:

Valg af dirigent

1. Formandens beretning.
2. Regnskab 2012
- 3 Forslag fra medlemmer
- 4 Valg af formand Arne Fahnøe (ikke på valg)
- 5 Valg af næstformand (ny skal vælges)
- 6 Valg af kasserer Jakob Arrevad (ikke på valg)
- 7 Valg af revisor
- 8 Fastsættelse af kontingent for 2013
- 9 Eventuelt

Formandsberetning

Det forgangne frimærkeår har på flere punkter været et spændende år. Der har på møderne været fortrinlige foredrag med forevisninger af spændende og sjældne mærker og breve.

Årets højdepunkt var jo nok messen/udstillingen i Roskilde, hvor klubbens 25 års jubilæum blev fejret på behørig vis. Klubbens første formand, Ebbe Eldrup, holdt her et foredrag om blandingsfrankatur med I GILDI og CHR IX og viste i den forbindelse en imponerende samling med blandingsfrankaturer, til glæde for et stort antal medlemmer fra indland og udland. Efter foredraget blev der serveret lidt godt at spise og drikke.

På samme udstilling modtog Orla Nielsen sin første guldmedalje for sin flotte samling Island. Orla var ikke alene om at blive præmieret, idet vores fortrinlige blad blev belønnet med en sølvmedalje i i klassen litteratur.

Som tidligere nævnt har der været fine foredrag og fremvisninger på møderne, men der har ikke været det store fremmøde. Dette giver stof til eftertanke. Skal vi sløjfe de faste mødeaftener og lade vores meget fine blad være vores samlingspunkt og så mødes på messer/udstillinger, som f.eks. Roskilde. Dette emne vil blive gennemdrøftet på generalforsamlingen.

Klubbens medlemstal er 60.

Desværre har klubbens næstformand meldt sig ud af helbredsmæssige årsager, vi ønsker god bedring.

Arne Fahnøe (formand)

Programmet for resten af foråret 2013.

Tirsdag den 12. februar: GENERALFORSAMLING.

Tirsdag den 12. marts: Albina Jensen fortæller om ”Akureyri”.

Tirsdag den 9. april: Ole Svinth fortæller om sine samlinger og har en lille quiz med.

Ukendte blækannulleringer?

Der er samlere, der i fuldt mål nyder at samle blækannulleringer. Jeg har set disse to på internettet. Du kan tage en kopi og tilføje disse to til din "kopisamling" af ikke stedfæstede markeringer. Måske tager jeg fejl i at de er ukendte, og at der findes oplysninger om dem.



Jeg håber du vil hjælpe læserne, hvis du har informationer om deres anvendelse.

Jeg har hos Jørgen Steen Larsen søgt information.

Hi Ole,

Den blækannulering, der ligner et "R", har jeg ingen ide om, hvor er anvendt ud over, at den nok stammer fra et brevsamlingssted med en stedbetegnelse, der begyndte med R.

Der er 10 brevsamlingssteder, der fik et kronestempel af typen C1 med et første bogstav R, så der er noget at vælge imellem.

Den anden blækannulering ligner et "E".

Mit gæt er, at den stammer fra Eskifjörður.

Vi kender således en del andre blækannulleringer, der sandsynligvis stammer derfra.

I min samling har jeg:

To eksempler på 2*5 aur 2. tryk 1884, "Eskifjörður". (fig. 1 og 2)

Et parstykke 5 aur 3. tryk 1891, "Ef". (fig. 3)

10 aur tk. 14 "Eskif 22/8". (fig. 4)

10 aur tk 12 3/4 "E.F". (fig. 5)

Det ville være interessant, hvis andre kunne supplere.



Fig 1



Fig. 2



Fig 3



Fig. 4



Fig 5

GOVERNMENT MAIL v/ Ólafur Eliasson

Der findes nogle få breve fra 1940-42 årene, frankerede med 45 aur Geysir og annullerede med et stempel med overstående tekst. Selv kender jeg til seks breve, fire af dem adresserede til London (fig.1) og to til New York (fig.2). Brevene til London er ikke blevet stemplede med et datumstempel og man kan bare ud fra frankeringen konkludere at de er blevet sendt i årene 1940-42. På de to breve til New York er der tilføjet et 2 cents USA frimærke og de er annullerede henholdsvis i februar og august 1942. Ingen af disse seks breve er blevet censurede.

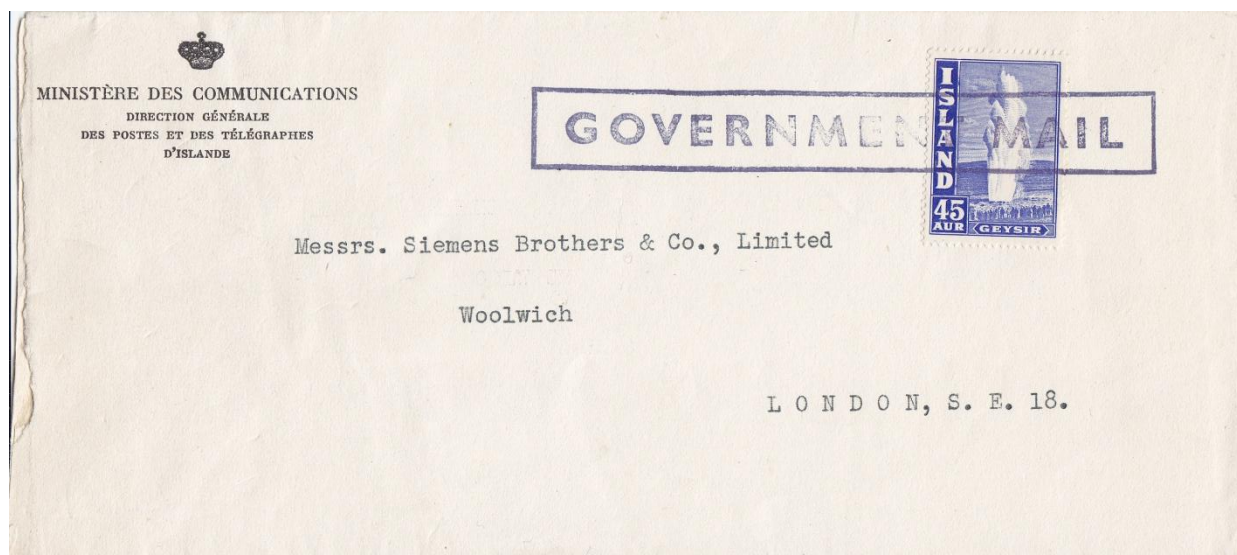


Fig.1

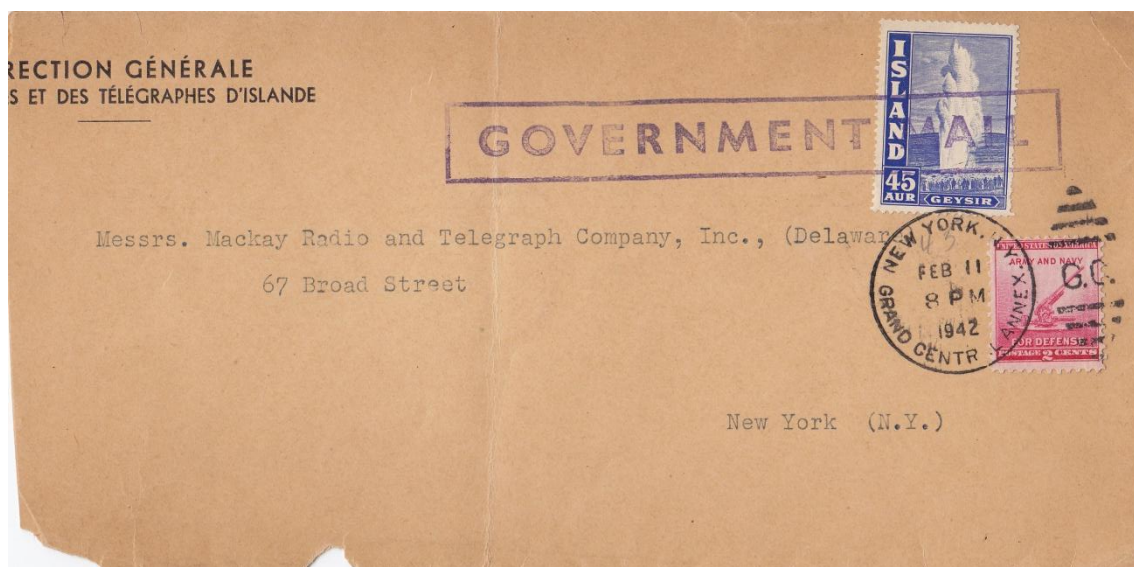


Fig. 2

De illustrerede breve tilhører Árni Gústafsson samling.

I postvæsenets arkiv findes der kopier af fire skrivelser der kan kaste et lys over brugen af dette stempel. Tre af disse er daterede i feb-marts 1940 og det fjerde i marts 1943. To af disse skrivelser er illustrerede her (fig.3 og 4). I brevet fig. 3 fremkommer at postsækken er mærket "GOVERNMENT MAIL" mens i brevet fig.4 omtales kun et enkelt brev.

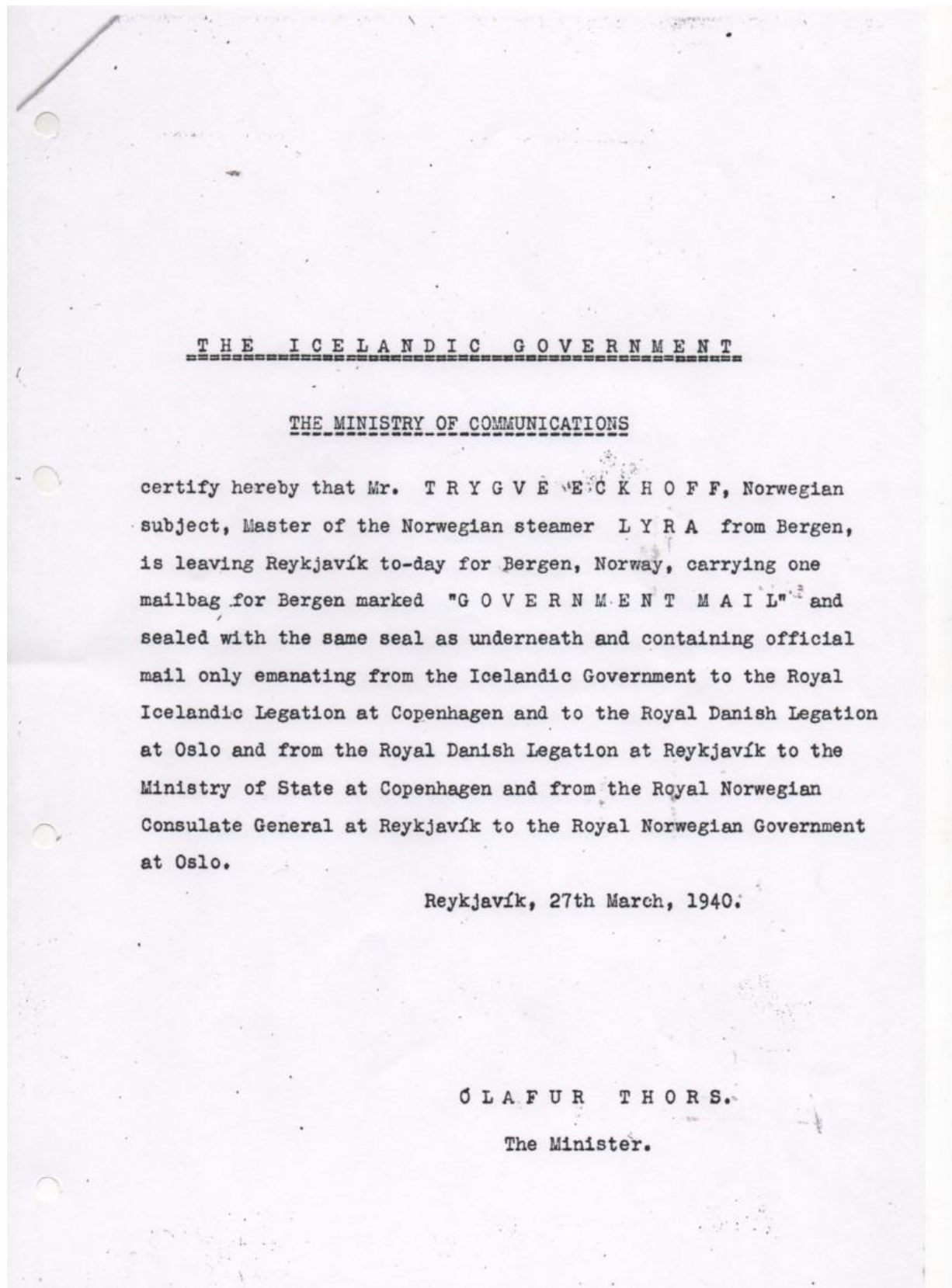


Fig. 3

THE ICELANDIC GOVERNMENT

THE MINISTRY OF COMMUNICATIONS

certify hereby that Mr. H. A. B. HANSEN, Telegraph Engineer of The Great Northern Telegraph Company, London, is leaving to day for England, carrying one letter for the Icelandic Legation, London, marked "GOVERNMENT MAIL" and sealed with the same seal as underneath and containing official mail from the Icelandic Government Post and Telegraph Administration.

Reykjavík, the 20th March 1943.

Director General.

Fig. 4

Denne side er „beskåret“. Det er en A4 side. Red.

Jeg anser det for sandsynligt, at ikke bare postsækkene men også brevene de indeholdt var afstemplede med stemplet "GOVERNMENT MAIL". Det fremgår i hvert fald klart af fig.4, at når det drejer sig om et enkelt brev, så er det annulleret med dette stempel. Jeg har lidt vanskeligt ved at tro, at alle de seks breve jeg har kendskab til blev sendt enkeltvis. Derfor formoder jeg, at alle breve i postsækkene blev annullerede med dette stempel.

Signeten som nævnes i brevene følger desværre ikke med på kopierne, men på de breve, jeg kender bagsiden af, findes der tre forskellige typer af signet fra Póst- og telefonvæsenet, to papirsignet samt et stempel (fig. 5-7).



Fig 5



Fig. 6



Fig. 7

Af det ovenstående kan man trygt konkludere, at det her drejer sig om kurérpost, og at den kendte brugstid er, rundt regnet, 1940-43. Men der er mange ubesvarede spørgsmål, f.eks. :

Findes der flere ankomststemplede breve?

Findes der hos samlere breve til andre lande end England og USA?

Hvorfor blev dette stempel overhoved brugt?

Rettelser, kommentarer og oplysninger imødeses. Skriv gerne til redaktøren.

Lille markedsorientering



WINNIPEG
105 kr



WASHINGTON
352 kr



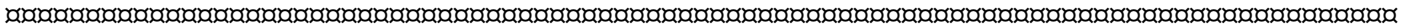
KLAKSVIG
302 kr



OSLO
392 kr

Her ser du nogle eksempler fra VF-auktionen. De 3 til venstre er usædvanlige destinationer. Angående Washington stemplet, ja så det er ikke et skibsbrev. Vi har tidligere set stempler fra byer i USA, som ikke er kystnære. Det mest sandsynlige er vel, at frimærket ikke er blevet stemplet "hjemme fra", og derfor er annulleret ved ankomst til destinationen. Desværre er Fra Island-stemplet på Klaksvig mærket meget udtværet. Oslo stemplet er ikke det mest almindelige norske stempel. Det overgås mange gange af Bergen og Stavanger.

Var der mærker, du skal have lagt i bankboksen ☺



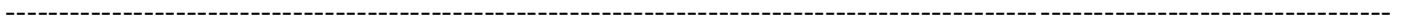
Mødereferat fra 8. januar.

Erik Jønsson om at samle Alting, med vægten lagt på varianter.

En udsøgt skare på 4 medlemmer gennemgik en flot og omfattende samling af Alting, med de to forskellige ægte stempler og det ene falske, med forskudte tryk, små og store varianter og tryktilfældigheder.

Det var som sædvanlig til stor inspiration at se alle de eksempler på "finurligheder", som man efterfølgende kan gå hjem og lede efter.

Referent Jakob S. Arrevad



Apropos Altingsudgaven

Jeg fandt lige to objekter på internettet til at fylde siden ud:



1930. SORTTRYK. 5 aur på hvidt papir uden lim.
Det var teksten. Opråb 200.-
Ikke solgt



7 aur tjeneste stemplet i Edinburgh
Stemplet udenfor kurseringstiden !
dog solgt for 77.- kr.

Alternativ rute – men var det en fejl?



Brev sendt fra Odense til Reykjavik 30 juni 1890 med 4 øre 56. tryk og et par 8 øre 56. tryk stemplet "Odense 30/6 1 POST". Transitstemplet Korsør 30/6, Leith A 3 JY 90 og Reykjavik 15/7 ankomststempel.

Dette brev fra Odense påskrevet "via Leith" men uden skibsnavn er via Korsør-Kiel overfarten, jernbane og kanalfærge nået til Leith på tre dage.

Ruten var usædvanlig for Islandspost, men har postvæsenet i Korsør puttet brevet i den forkerte postsæk? Jf. "Rejseliste for Kongeriget Danmark" årgang 1890 skulle DFDF skibet "S/S Romny" afgang fra København til Granton 4. juli med forventet ankomst Reykjavik 13. juli !! "Romny" var et reserveskib i "Laura-Thyra" perioden.

Ib Krarup Rasmussen skriver i NFT 1985/2, at Jernbanepostkontoret i Nyborg sendte en forespørgsel om taksten for post til Island via Storbritannien. Generaldirektoratet svarede 26-1-1892, at her gjaldt den almene UPU-takst, som var i kraft fra 1-7-1875.

Ib Krarup Rasmussen har dog ikke fundet bevis for, at offentligheden blev gjort bekendt med de to forskellige takster til Island.

I Island var man bevidst om, at man for en lille merudgift og med en påtegning "Via Leith, Granton etc." kunne forkorte transporttiden, idet tog og færger var hurtigere og sikrere end skibet fra Leith, som var afhængigt af vejrets luner.

Set fra den danske side var via Storbritannien egentlig kun interessant, når skibet var afsejlet, og brevet skulle indhente det i Leith.

Karsten Jensen har fra perioden 1875-1905 registreret 36 forsendelser DK - Island via Storbritannien, de fleste er fra den grovtakkede periode.

Leif Fuglsig.