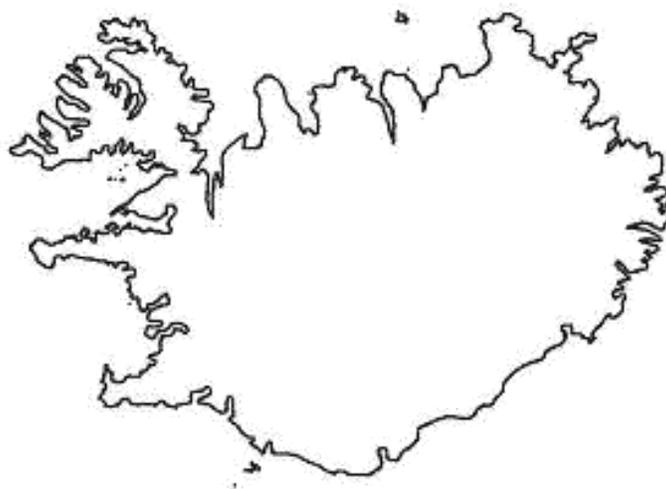
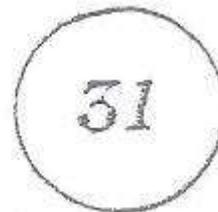


# ICELAND PHILATELIC MAGAZINE

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 out at the end of May. Do not worry about writing in English; the editor will help where necessary.  
flackbp@gmail.com

## News/Comment

From the beginning of the 'Iceland Philatelic Magazine' enterprise, it was said that the magazine will be published in English as the preferred language. However an invitation was also extended to subscribers who may be more comfortable writing in their own language, to send their comments or articles in Danish or Swedish, and we would provide the required translations. In the months which have passed since then, I am delighted to say that the number of Icelandic subscribers has reached 19. I invite any Icelanders who are more comfortable using Icelandic rather than English to send their comments or articles to the editor in that language. A translation will be provided ☺ in the magazine.

oo

### Danish or Norwegian 237? Again (from Issue 5)

Hallur Þorsteinsson wrote to say that this mystery was no mystery at all, and the philatelic origin of this cover was settled between collectors some time ago and published in Islands Kontakt. I can see that it was in ISK88 and again in ISK91, and although there was no real answer given for how it was created, it was accepted in the second issue that it was philatelic. Possibly this 237 cover has also been discussed elsewhere with a more specific conclusion reached as to its origin. Anyway the matter is closed.

oo

### Crown Cancel Corner (from Issue 3) answers from Ron Collin



Is there a better image of Crown cancel EIRIKSSTADIR?

Try this one



You asked about the "O" missing in HOLAR. Here is my copy with the "O" missing.



Finally, You asked about the missing accent above the I in GRIMSSTADIR. I can't help. I do not have any with the accent missing.  
Hope this Helps, Ron



## More fun with aerogrammes

Whoever invented the aerogramme deserves a medal. I know I have said it before, but they are the closest we can get to the old 19<sup>th</sup> Cent. Entire, a letter on a sheet of paper folded over and posted before the invention of the envelope. The sender “Herrmann?” has written in German on every available blank space, not just inside but on the fold-over flaps as well. If anyone has the patience to decipher enough of the message to give me a general idea what it is all about, I would be grateful.



I wondered how the postman delivered it with such a brief address “Ski Station Noregur”.

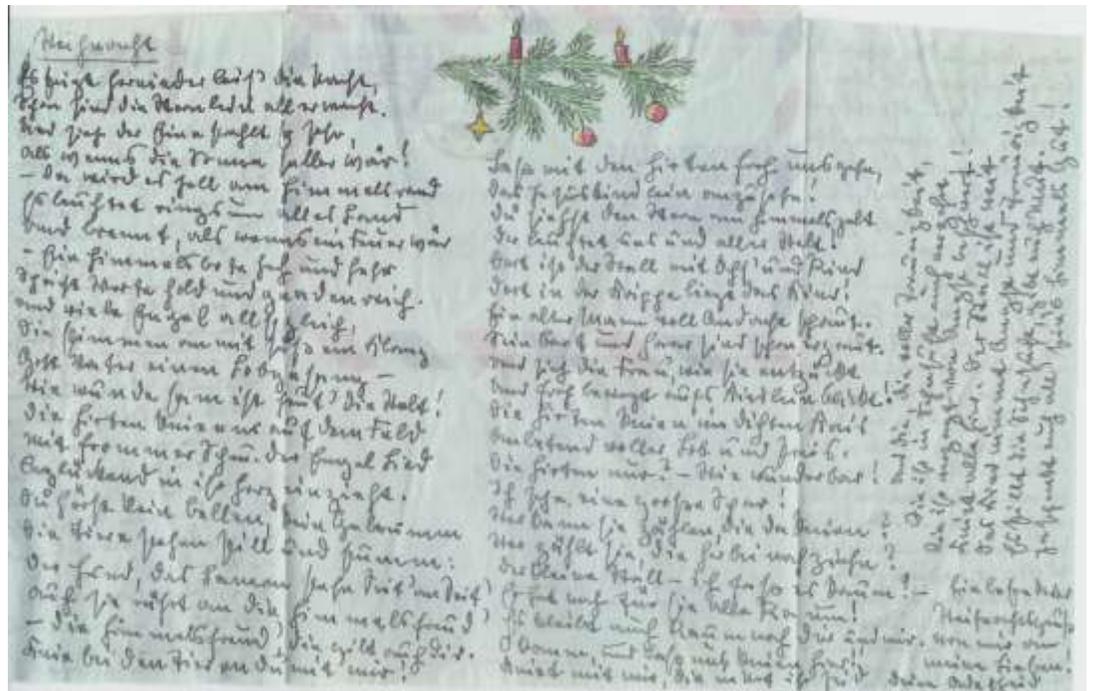
Wikipedia came to my rescue. Ski Station or Stasjon in Norwegian is a railway station located in Ski, Norway and is on the Østfold Line 24kms from Oslo.

Cancelled with Selfoss B1a dated 30.11.54, the 175aur aerogramme rate applied from 1.10.53 to 30.6.58

Where does the message begin and end?

Christmas decoration?

A bit early surely.







## From the auctions

Drat! I missed this one in a USA auction. Described as 1873 4s Dark carmine and 8s Brown, perforated 14 x 13½, two singles of the former and a single of the latter, all tied to a unique "parcel" cover to Reykjavik by very rare antique type "Völlur" town postmark. The only known inland parcel letter franked with skilling stamps. It only reached \$60,000. I will just have to wait for a Völlur on cover.



With my head still in the clouds, here is another exotic. Fortunately I have Hraungerði cancel so was not tempted to bid on this one which went for only \$6,500.



Described as a spectacular used block of four from the 6th and 7th vertical row in the sheet, with the top two stamps with small type, while the bottom pair with large type, well centered, each stamp in the block with central strike of "Hraungerði/5.11" town c.d.s, top right stamp with just the faintest trace of a thin spot at the edge (if at all), very fine and eye-appealing; as stated in previous lots, the "3 prir" surcharges on the perforated 14 x 13 1/2 issues are extremely rare, to find a used se-tenant block of four containing two of each type size is truly amazing, in fact to our knowledge **there is only one other similar used block known**



Two SON numerals sold on Ebay 89.95USD and 179USD

## From the sale of Indriði Pálsson's collection

The former issues have shown some very nice crown/posthorn cancellations. We too can show a few top-cancels from Postiljónen's auction in March. All achieved prices in Euro.



350



450



280



950



2200



500

Maybe most of our readers have seen the catalogue, but I imagine only a few have bid on these beautiful items. Take a look before it's too late. I have taken the description directly from the catalogue.



### Description

Unique 16 Sk. Cover a fantastic double rate cover to Copenhagen with contents dated Djúpivogur 11th June 1874 mentioning that an accompanying letter was enclosed, explaining the higher rate. It is the only cover recorded with this value in perf. 14 x 13 ½. With the excellent and rare "DJÚPIVOGUR 19.6" it is also unique with this canc. Only 269 copies of 16 sk. in

both perf. were sold in this village. On the back arr. pmk "KIÖBENHAVN 26.6" and a black seal. One of the very few covers without faults from this period in private hands, 14 covers recorded or 16 if official covers are included. Certs Møller & Grönlund. Illustrated in Jón A. Jónsson: *One Hundred Years of Icelandic Stamps*, page 71. Provenance: Holger Crafoord, Large Gold SUPERB & GREAT RARITY

Sales price for this cover was 130000euro

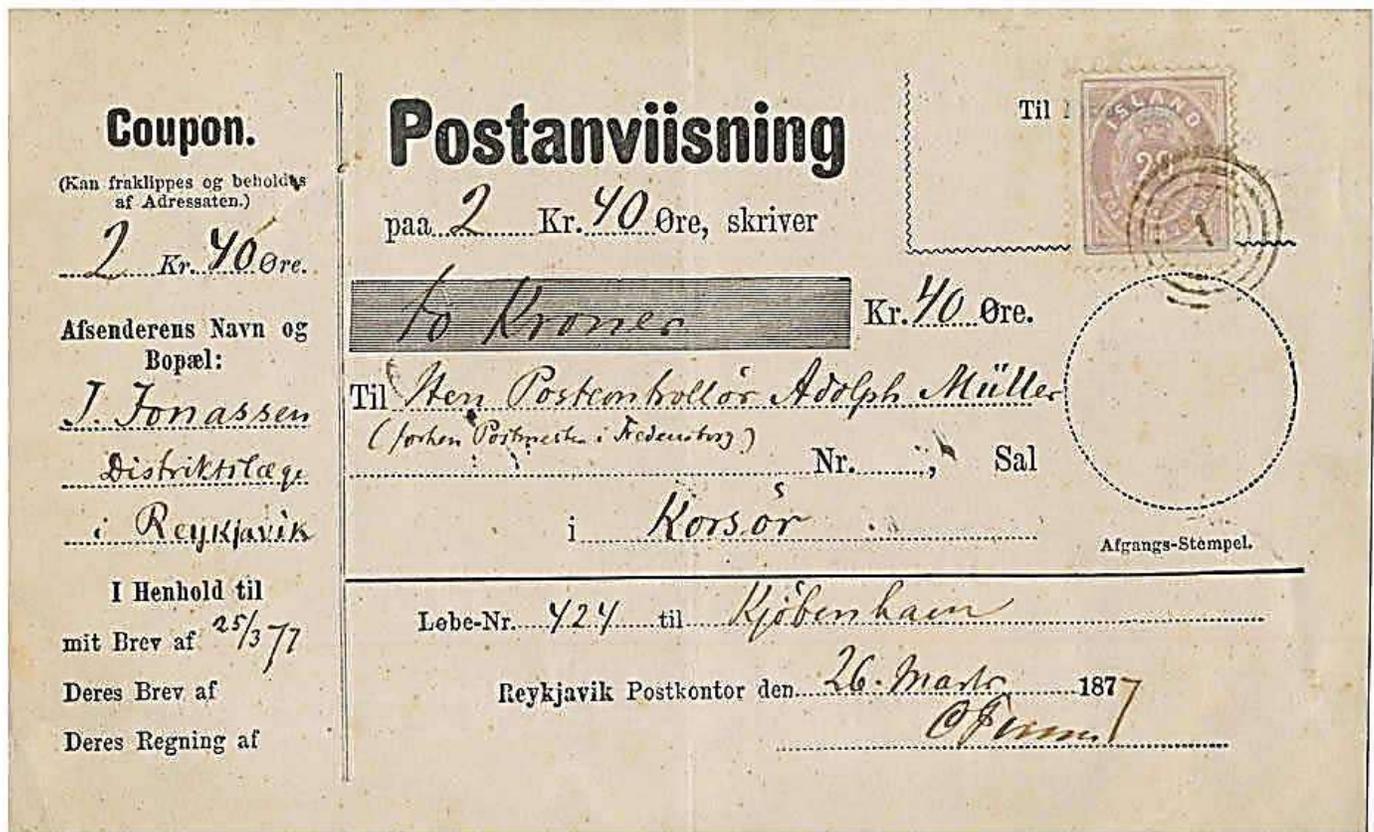
This is not a normal letter. It's an old kind of parcel card worth showing.



*Description*

An exceptional domestic parcel cover accompanying a money bag, correctly franked with 345 aur consisting of e.g. two copies each of 100 aur and 40 aur light lilac canc. "HRAUNGERÐI 1.3". Both 100 aur stamps with some faults. ONLY FIVE COVERS KNOWN WITH 100 AUR IN PRIVATE HANDS.

Final bid was 6200



*Description*

Exceptional COD formula dated Reykjavík March 26th 1877 franked with 20 aur pale violet sent from Reykjavík canc. with Danish three ring numeral "1" of Copenhagen. Arrival canc. "KORSØR 9.4" as well as numeral "37" on back. Cert. Møller. A UNIQUE EXHIBITION ITEM.

Final bid 125000euro



## Flugfélag Akureyrar

In April 1938, Flugfélag Akureyrar, a new airline founded on 3<sup>rd</sup> June 1937, started regular passenger and postal flights between Akureyri and Reykjavík using a seaplane, a Waco YKS-7 seaplane, known as “The Eagle”.



The first aircraft of Flugfélag Akureyrar, a Waco Seaplane YKS-7, TF-ÖRN.

There is no question that this brief air service carried mail between Reykjavík and Akureyri. But despite searching every copy of *Póst-og Símatiðindi* from 1937 to 1939, I was disappointed to find no reference at all to this company. I had hoped to find guidance for postmen and some details of the sort of postal items to be carried apart from letters. The air service ceased in late 1939 when the seaplane capsized while taking off. In 1940, the company was reorganized under the name Flugfélag Íslands (Iceland Airways). It acquired another Waco float biplane and the rest of its history is well known.

Some time ago I asked readers of *ÍslandsKontakt* for any knowledge of postal items carried by this airline between its creation and the loss of its only plane in late 1939. I did not receive any response then, so I thought I would appeal to the Icelanders amongst our readers to see if they can provide details of the mail carried by Flugfélag Akureyrar between Reykjavík and the Capital of the North.

I suppose it would be fanciful to expect to find evidence of covers with a Flugfélag Akureyrar label, but in my opinion, surely any inland letter with an airmail label posted between the two places in that short period must surely have been carried on one of their flights?



In my IslandsKontakt article, I did suggest that this 1939 cover cancelled 22.1.39 at Akureyri addressed to Reykjavík with airmail stamps might just possibly have been carried on one of the flights. OK, there is no supporting airmail sticker, but as they did not charge an airmail supplement anyway (it was withdrawn from 1<sup>st</sup> October 1930), I did not see that an airmail label would have served much purpose.

However, I did not subsequently receive (or expect) any encouragement to believe it was flown!



B1a Akureyri dated 22.1.38. 20aur inland letter rate.

And then recently, Ole asked me what I thought of this second cover, which I dimly remembered having seen before in an article somewhere. Sure enough, there it was in IslandsKontakt nr. 104 p.9, entitled “A Strange Route”.

Ole had written - *A possible scenario: The letter was urgent. The ship bound for Denmark has just left. A ship for Denmark was leaving Akureyri next day, and the letter could reach this ship before departure. (A wild guess).*

Maybe this was not such a wild guess by Ole at all, and this cover (but probably not my top one) is an example of a 1938 inland airmail from Reykjavík to Akureyri carried by Flugfélag Akureyrar. Dated 25.V.38, it falls nicely into the operating period of that short-lived airline service.



OK, the 55aur postal rate is wrong, as it should have been 20aur Nordic surface rate plus 30aur registration. We know there was no internal 10aur airmail surcharge after 1<sup>st</sup> October 1930.

In the second part of Ólafur Elíasson’s article *Flugpóstgjöld 1928-1939* in Frímerkjablaðið No.2, Ólafur shows an illustration of a cover dated 02.05.38 cancelled at Reykjavík bearing an airmail label and 20aur inland postage addressed to Akureyri.

Can any reader offer an alternative suggestion for the reason Ole’s cover travelled with an airmail label in 1938 endorsed “Via Akureyri” to Denmark, other than that it was indeed carried by Flugfélag Akureyrar?

## Local Posts with a difference

In all my years of collecting local post rate covers, I have yet to find a single one franked higher than the basic letter rate. One day it might happen, but here anyway are a few local covers with a difference, i.e. they are registered.



10aur local letter rate plus 30aur registration cancelled 30.III.39.

Local rate applied 15.5.21-14.11.42

After I had shown this cover in Scandinavian Contact March 2006, Wilbur Jónsson told me that Gísli was a stamp dealer. For what purpose was the envelope produced in such a professional manner? Was he the recipient of the letter from another business with whom he had dealings? Did he send it to himself, and if so for what purpose and why use registered mail? Has anyone seen similar envelopes?



Reykjavík B7c dated 2.VI.1966. 400aur local letter rate plus 600aur registration.

Local rate applied 1.1.66-31.12.68

Áburðarverksmiðjan í Gufunesi is a fertilizer plant in the Grafarvogur district of Reykjavík.



Kópavogur and Reykjavík were regarded as local to each other, and here is a 250aur letter with Kópavogur B8e dated 28.VIII.1961, plus 300aur registration. Rate valid 1.3.60 to 31.12.62



Again Kópavogur with B8e dated 18.VII.1963. 300aur local letter plus 450aur registration. Rate valid .1.1963 to 9.10.1963. *Ekki vitjað* means “Not claimed”. There appear to have been four attempts to contact the intended recipient before returning to the sender. Maybe it is not surprising considering the contents from the Kópavogur Savings Bank which state: - “Your attention should be drawn to the fact that if the bill is not paid immediately, this shall be put in the hands of a solicitor and billed to your account”

## Unusual rate *Ole Svinth*

Now many years ago I had a bunch of postcards sent from Iceland. Mr. Gunløgsson wanted to be sure of the arrival and therefore demanded (on my request) a postal receipt returned from Denmark. This “document” is of course not in my possession. It required a special fee of 16 kr. Making the odd amount 102 kr.



Registered express cover to Denmark cancelled Reykjavik 19 10 1971. Postage 100-250 gr. was 21kr. Airmail (3kr pr. 20 gr.) was 24 kr. Express fee 25 kr. R.A. 16 kr.

I was not very quick in obtaining the cover which was presented October 21<sup>st</sup>. The letter was sent to my clinic and this week we had closed for “efterårsferie” Fall Holydays in Denmark. Letter was collected at the post office on October 28<sup>th</sup>.

+++++

### Well known Danish numeral “73” on 16 skilling. *O. Svinth*



At 59 USD this item was recently bought at eBay. The cancel was originally placed at the post office at the town “Lemvig”. Occasionally we meet this postmark on skilling stamps and on yellow 3 aur official. The postmark was added later when the cancel was in depo at the postal authorities in Copenhagen. It is an example of a “Bøgh” cancellation.

Bøgh was a stamp collector in Copenhagen.

## Why so few printed?

I saw a 60aur Industry stamp on cover recently described as very scarce. It was produced as part of the Industry set on 12.10.1950. As it happened a 60aur stamp would have been in great demand for a number of tariffs for fully 6 years after it was issued, and I will not waste space here listing them all. The only other current 60aur stamps were the 1948 Hekla and two 1949 charities, both of the latter with small printings. It seems odd that this Industry stamp was not reprinted following the initial 200,000 printing. The legacy of this decision (?) is that any cover or card is sold at a premium.



Reykjavík B5c dated 18.XII.51



M2 machine cancel 19.X.1951

The above examples cover the inland printed matter rate and the inland postcard rate both current for over 6 years until 31.3.1956. For a contrast to the normal single use, I am grateful to the Icelandic legal firm who scattered no fewer than 6 copies of the 60aur over this registered cover to their fellow lawyers in New York



Surface rate to USA up to 40gm	= 240aur.	
90aur per 5 gm airmail (5 x 90) for a 25gm letter	= 450aur	
Registration fee	= 200aur	
<b>Total</b>	<b>890aur.</b>	<b>Rates applied 23.3.50 to 30.9.53</b>

## The Issuing of Charity Stamps *Ólafur Elíasson*

Translated from the Icelandic by Þór Þorsteins and edited by Brian Flack. Published in Frímerkjablaðið Nr. 22 2010 and reproduced with their permission.

An article which Mr. Gísli Sigurbjörnsson wrote in the Morgunblaðsins of 2nd April 1933, gives an account of what Einar Stefánsson, captain of S.S. Dettifoss had pointed out, that postage stamps with excess values, paid to the Life Saving Association, would be useful to help the society's work on behalf of the Nation. Similar stamps had been issued by many countries, intended for different humanitarian causes, and proved a great help to such causes. Gísli seems to have taken the initiative, and as he was a well-known dealer in the stamp world, he established and organized a preliminary committee to put this idea into effect. The committee produced regulations for a fund which became known as The Charity Fund of Iceland, and took over the preparation of stamp issues. e.g. by having drawings made for the first stamps.

The Charter of the fund is dated 22nd March 1932 and was published in the Government Gazette. The principal ideas are as follows:

The purpose of the fund is to give financial support to all kinds of charity in the country, especially life savings, children's homes, elderly people's homes and similar undertakings.

The administration of the fund would allocate up to 80% of its earnings per annum. The balance is to be paid into an account and the capital is only allowed to be reduced every 6th year. Then up to 50% of the capital may be used for new schemes.

Among the initial management were Captain Þór Þorsteinsson, Professor Ásmundur Guðmundsson and Jón Pálsson head cashier of the National Bank. The management was appointed by the Government and its work was performed without any salary.

### The 1933 Charity Stamps



On 28th April 1933 four stamps were issued with additional values which would go to the Charity Fund of Iceland. The total sale prices were 1kr.95, and of this, 80 aurar was on behalf of the fund. This seems to be a small amount, but considering that the daily wages of a harbour labourer in Reykjavík during the years 1931-1936 was 1kr.36 per hour, and then it was necessary for him to work nearly 1½ hours for one set of stamps. The board members of the fund and several others wrote articles in the daily newspapers and urged people to buy the stamps

and thereby support a good cause. They indicated that the stamps would increase in value during coming years and would therefore be a good investment.

The sales during the first year were high and the fund's share was 3,260kr, after deductions had been made for production expenses and postal sale fees as allowed by the Charter. During the following years sales were slow, but increased during WW2 1940-45, which is considered to be mostly due to the presence of foreign armies stationed in Iceland. In 1947 an upsurge in sales of the stamps resulted in them being nearly completely sold out, and the fund's share of the sale was close to 40,000kr. The following year the income was only 2,000kr

with sets sold out. It is tempting to connect the high sales in 1947 as being linked to the withdrawal of banknotes which took place at the yearend 1947/48.

The expectations and the predictions of the members of the Charity Fund of Iceland of an increase in stamp values have not come true. There is no shortage of the stamps and prices are low, either for mint or used stamps. Most of the used stamps found have the appearance of being CTO cancelled from whole sheets. Stamps on covers are seldom found. The stamps were valid for postage until the end of the year 1958.

### The 1949 Charity Stamps



Five stamps with additional value were issued on 8th June 1949. Total value was 3kr30, and of this 1kr. went to the Charity Fund. Proportionately this value was much cheaper than the stamps from 1933. A labourer had now to work only ½ hour to buy the set. A good sale took place during the year of issue resulting in much higher income than expected and had never been higher. This was mostly because of sales to collectors and dealers. Later sales were much reduced and the set sold out in 1964. These stamps are all common, but are seldom found on postally mailed covers. They were valid for postage until 1<sup>st</sup> July 1981.



Postcard to Sweden with two stamps from the 1949 set.

## The 1965 Charity Stamps



The Rev. Sigurbjörn Á. Gíslason wrote an article in Morgunblaðið on 13th August 1965 where he explains the work of the Charity Fund. He states that in addition to the income the fund received from the charity stamps in 1933 and 1949, the Post had paid to the fund 51,080kr during the years 1955-61. It was additional to the stamps which were overprinted for the Hollandshjálp and issued

on 1st January 1955. The Rev. Sigurbjörn further states that when the third issue of charity stamps (Ptarmigan) occurred on 1st January 1965, the stamps sold so well that the Post could pay the fund 100,000kr in July that year.

### Final Word

There exists a record of institutions and societies which the National fund has assisted from the very beginning up to the end of 1964. The total allocated is 451,100kr to 25 different parties. The biggest contribution is to Slysavarnfélags Íslands, 115,600kr, and next to the Skálatún home 54,000kr and to Solheima í Grímnesei 44,500kr.

I have been unable to trace the connection of the National Fund of Iceland to charity issues after 1965. It is possible though that the issues of 1967 and 1972 are connected to the fund. Most of the information has come from Morgunblaðið from the years 1933-65.

### From the Editor.

Ólafur chose not to include the 1967 and 1972 issues for the reasons stated above. However, in order to complete the picture regarding officially issued charity stamps I am adding the following. Images courtesy of *One Hundred Years of Iceland Stamps. J.A. Jónsson.*

### The 1963 Charity Stamps

The surcharge on these stamps went to the Iceland Red Cross



### The 1967 Charity Stamps

Charity connection unknown



### The 1972 Charity Stamps

The surcharge on these stamps went to the Icelandic Charity Fund.

In the next issue we will see more examples properly used on mail.

## From a collection of Geysir stamps *Ole Svinth*

On kind of "request" from Brian I shall show a few items from my Geysir pages. Besides a few pages of nice postmarks I have the following more or less informative items for you.

It was after a few years I recognized the significance of the post mark on this cover. It was a first day cover! I have long time ago stopped collecting these covers, but this one made my happy. Old FDC's are not that common.



**First day letter** to Denmark cancelled Reykjavik 1 IV 38. Letter rate to Denmark was 20 aur 0-20 gr. Letter was obviously falsely delivered and was returned into a letterbox and cancelled København 12 4 38. Address lightly crossed out. Kassebrev = found in mailbox.

I have chosen these postmarks mostly because the foreign postmarks are my area.



Bergen (N) 1938    København (DK) 1939    København (DK) 1938    Hamburg (D) ???



And finally the re-use of the antiqua postmark of Grenjaðarstaður without date.

This cover has Geysir stamps as complementary postage. COD cover from this period is rather uncommon.



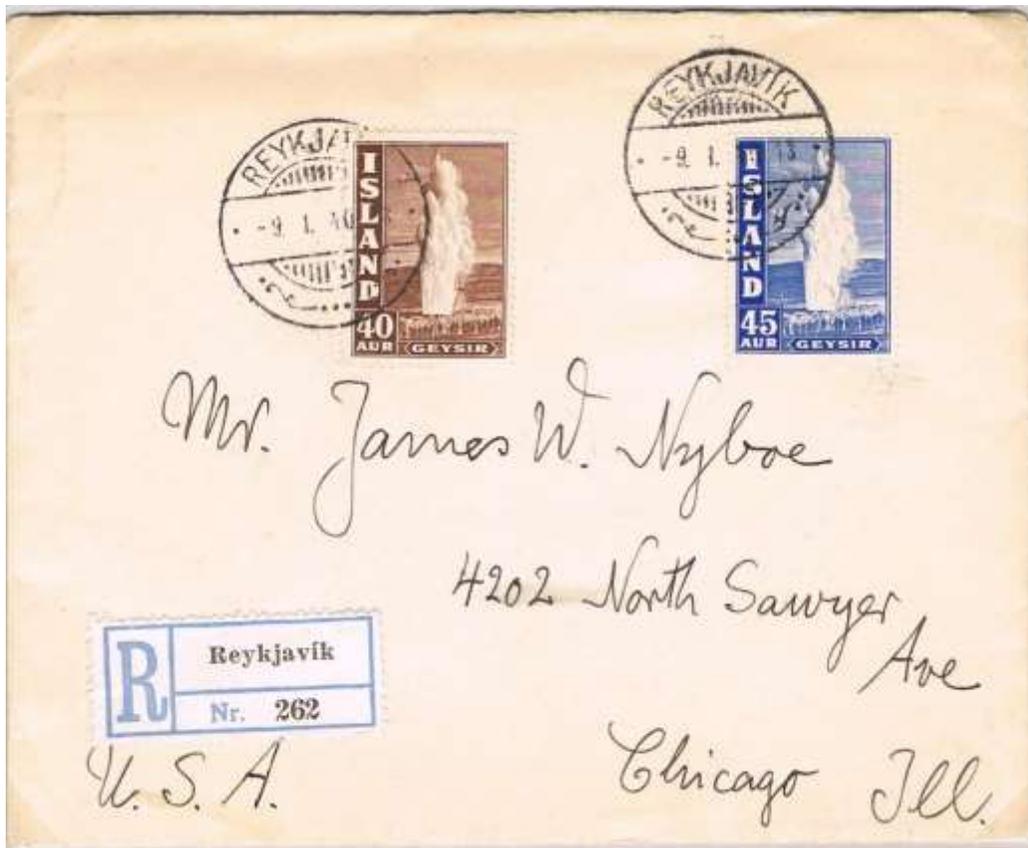
Inland registered COD cover to Akureyri cancelled Reykjavik21 XI 38. Postage 0-20 gr. 20 aur. Registration 30 aur. COD 20 aur + 60 aur 0-100 kr.+ 160 aur (20 aur each 100 kr.).Total 290 aur.

The 60 aur perf 11½ is rather hard to get in Scandinavia as the 60 aur rate was for letters outside Scandinavia. Maybe it is easier to get in GB.



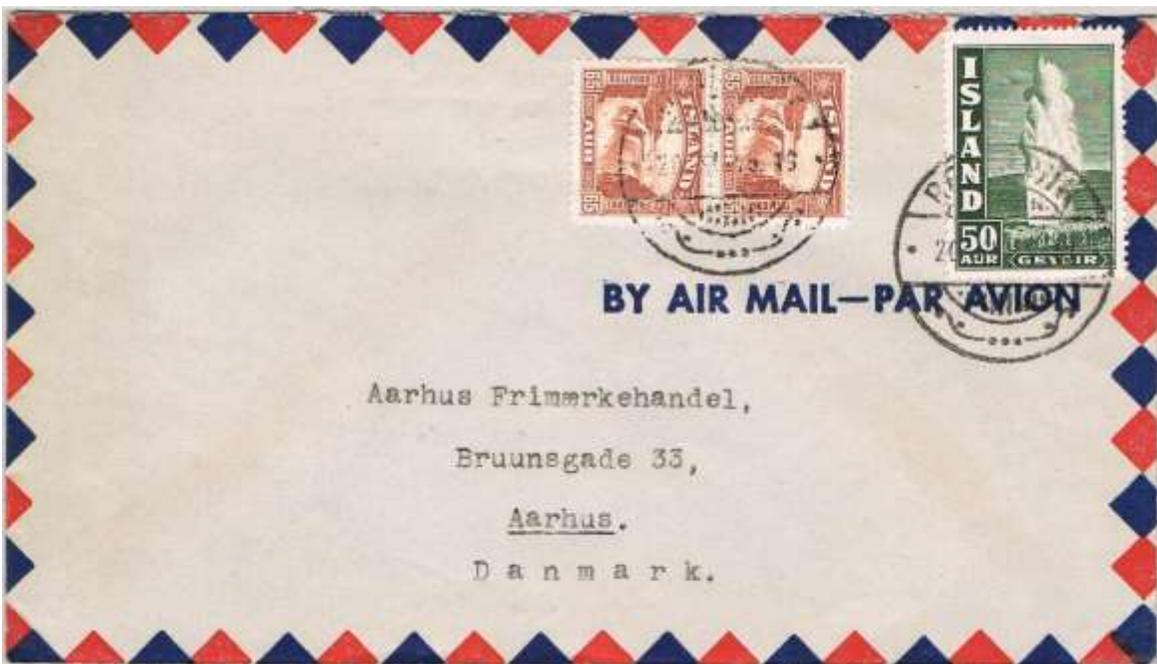
Letter to England cancelled Akureyri 28 2 48. Letter rate 60 aur 0-20 gr.

Another wartime cover bearing the rather seldom seen 40 aur. The single value is hard to get.



Registered cover to USA cancelled Reykjavik 9 I 40. Letter rate 0-20 gr. was 45 aur. Registration 40 aur. On back New York 22 I 40 and Chicago 23 I 40

Postwar letter just after the end of WW II when airmail transport was getting common.



Air cover to Denmark cancelled Reykjavik 20 XI 45. Letter fee 0-20 gr. 50 aur. Airmail 120 aur pr. 20 gr.



Covers treated by both British and German censorship are a little hard to find. During WWII not many commercial covers went from to Switzerland from Iceland. I imagine the Germans had a censor office in France as the letter passed here.

Part of back.



Cover to Switzerland cancelled Reykjavik 8 V 44. Foreign rate 60 aur 0-20 gr. Cover went via Portugal and has both British and German censor labels. The red machine cancel might be Portuguese.



Green marking says 2<sup>nd</sup> delivery that day. Air cancel applied by the Post office

Airmail cover to Denmark cancelled Reykjavik 19 XI 51. Letter 0-20 gr. was 1 kr. Air fee 80 aur pr. 20 gr.

Around 1970 I found two parcel cards in a shop in Copenhagen. In those days it was very hard to find letters for my collection. Now I know that the letters were there, however, they were hidden away.

As far as I remember I paid 1000 DKK each. I had never seen the 10 kr. Viking on card before. Now they are on eBay from time to time.

At that time I knew all about the letter rates, but parcel rates was not found in the literature. A great help nowadays is Brian's book. The 1 kr. Geysir was needed here to make correct postage 21 kr.

In order to find the postage you must acknowledge the faint cancel on the parcel label. It is a "BÍLPÓSTUR" cancel.

The rate for 10-15 kg parcel to Denmark was 14,80kr. The extra fee for "bílpóstur" was 6 kr. 10-15 kg.

It looks as if we have a 20 aur over franking. Is it possible that the rates were not easy to understand to the clerk, or are we falsely informed on the rates?

114510000

**Afkliippingur (Coupon)**  
sem viðtakandi má klyppa frá  
(Peut être détaché par le destinataire)

Stimpill sendipósthússins  
(Timbre du bureau d'origine)

AKUREYRI  
22 2 48

Nafn og heimili sendagæðs  
(Nom et domicile de l'expéditeur)

VERKSMÍÐJAN DRIFAL  
AKUREYRI

Sendiland (Pays d'orig)  
**ÍSLAND** 925 Akureyri

Ísl. \_\_\_\_\_  
kr. \_\_\_\_\_

Tilgreint verð í bókstöfum  
(Valeur déclarée; les unités en toutes lettres)

Í tölum  
(En chiffres arabes)

**FYLGIBRÉF (Bulletin d'expédition)**

Tala (Nombre de)   
 - böggla (cois) 1  
 - tollskrá (déclarations en douane)  
 - vottorða eða reikninga (certificats ou factures)

Efni umbúða (Nature de l'emballage)  
Pakkinn þalgeska  
Kjarnhavs löldbod  
14. MAR 1946

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

Til (A) Fa. Carl Sæmundsen & Co.  
Hólbergsgade 15  
København K. **Danmark.**

Ákvörðunarland (Lieu de destination)  
Gata og húsnúmer (Rue et numéro)

Ákvörðunarland (Pays de destination)  
Danmark.

Stimpill (Timbre de douane)  
KØBENHAVN  
15.3.46. 3.00  
K. 8

Þyngd (Poids) 10 200  
Leið: (Acheminement):  
Um (Voie) 435  
Viðskiptapósthús: (Bureau d'échange):

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

How did this happen. I take it for a fact, that the cancellation took place at the post office. I wonder if the letter had all stamps cancelled in this way.



Things happen, and the philatelists have a problem never to be solved.

## How to make a presentable copy of a faint cancel. Ron Collin

Ron Collin brought this interesting Ebay item to my attention and rightly said there is need for some similar process to bring out very light cancels. I am sure it is crown cancels which are uppermost in Ron's mind. They were notorious for producing barely legible strikes due to the nature of the materials used, and probable lack of care by some postal officials sitting in Arctic darkness in 1897.



The German on the certificate says. "The stamp pictured ...with weak but very rare violet Crown and Posthorn cancel. At the top the stamp has a short tooth. For better illustration of the cancel a false color image is attached"

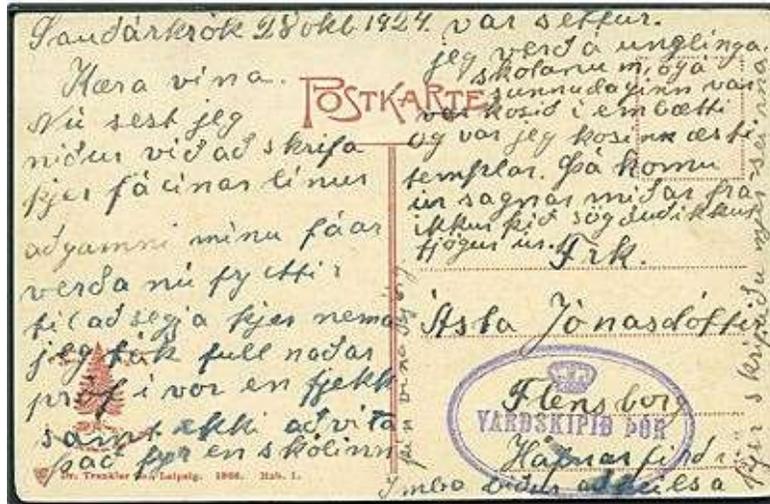
The background colour is cleverly altered to present an image of a desirable cancel with a high catalogue value.



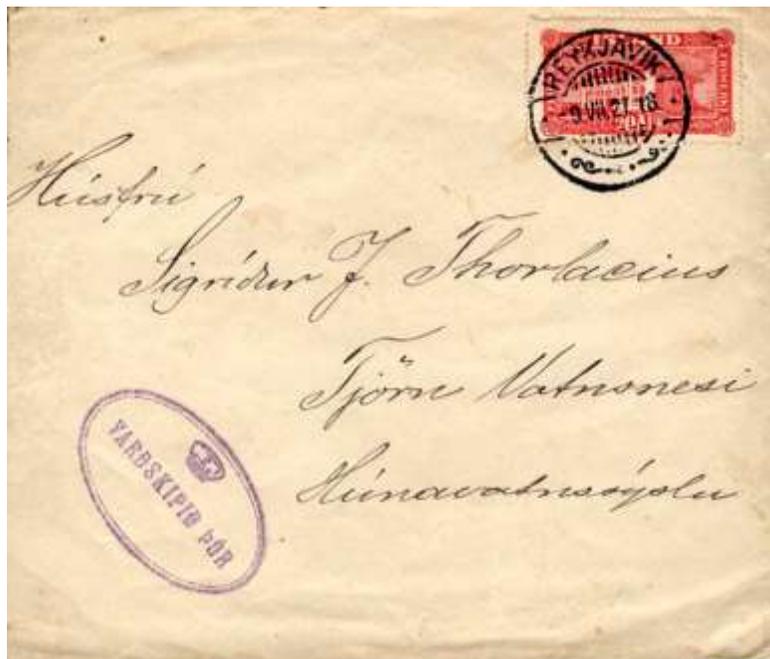
(Editor) You do not have to believe me, but this is a strike of the Tjörn í Svarfaðardal crown cancel. It is possible that it might also benefit from sitting next to an image produced by the same process applied to the Grímsey cancel. It would be interesting see how much more of the cancel might magically appear to the naked eye. Maybe some of our readers are practitioners of this magic art, and can let us into the secret?

## Warning *Ole Svinth*

During the last 3-7 years we have seen this cancellation from the coast guard ship Þór. Almost all seem to be of a strange nature. I am not sure that this vessel carried mail. The latest item shown below was recently noticed offered on a Danish auction at 300DKK. I am not able to read Icelandic. Maybe we could have a translation? I admit that the cancel is genuine but where is the stamp and postmark? I truly suspect that the cancel is in the hands of a private person. I have earlier shown most of the items in the “Kontakt” magazine, but would like to show the warning to another “audience”.



In 2009 the 20 aur cover was for sale at a Danish auction. The description was in Danish and I have tried my best to translate.



1925 Landscape 20 aur red on shipletter with oval with ship mark “(crown) **VARÐSKIPIÐ ÞÓR**” cancelled Reykjavík 9 7 27 to Húnavatnssýsla. The inspection ship “ÞÓR” (1899) was originally a trawler in the Danish-Icelandic fishery company, which in 1907 was taken over by the agricultural ministry as an ocean inspection ship. Hereafter it was handed over to Iceland in 1922 as a fishing control ship. Stranded and wrecked in 1929. A rare letter.

This usage of the ship cancel might be OK.

All the later markings look to me as being added later.



These two illustrated items were for sale on the internet a few years ago. The registered cover went for 79\$!

The postage was correct, but why were all the stamps not cancelled by the regular Reykjavik bridge cancel? It looks a little suspicious to me. Stamps cancelled 1945.



This cover has the ship mark but to me it looks as if it is added later, as well as the handwritten "VIA BORGARNES". You may judge yourself, if the use of the ship mark is from the original sending.

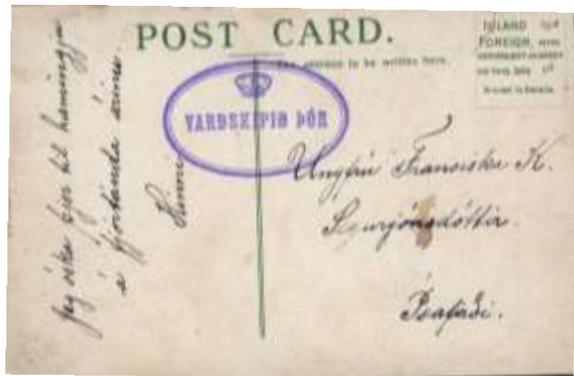
The cover was for sale at 135 \$ and remained unsold.

My conclusion is that somebody has (or had) this canceller and have made imprints on a number of covers and cards to increase the value.



These three items were offered as a lot on another auction. Starting bid was 150 DKK.

Here, it is obvious to me that the ship mark is added later. Two local Items in Reykjavik and a "Postcard" without stamps.



Finally two more on next page

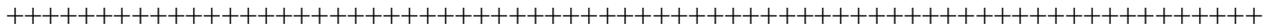


Why would a local cover in Reykjavik need to be transported by Vardskipid Þór?



Front of card

The illustrated post card was carrying no message!  
 This shows that the cancel in this case has not been used with any kind of transport. Anyway, you are now able to judge for yourself about the usage of this cancel.



### Harbour excursion with "LAGARFOSS" in 1946 ??



As we are close to the subject "ship markings", I should like to introduce a cover from an internet auction some years ago.

Here we have a ship marking from a commercial ship. The strange thing is that the letter never left Stockholm. Why on earth has it an Icelandic ship marking?

I really don't think that this ship has ever visited Stockholm. Anyway not on January 24<sup>th</sup> 1946 as the postmark says.

I want you to use your common sense when you find ship markings on cards and covers. This one is easy to recognize as an item in the category "nice try". Others might be more difficult to classify.

Icelandic Airmails go International David Loe



At the World Stamp Show in New York in May this year the RPSL is holding a celebration of 148 years of its existence and invited members to send in an item from their collection. 1934 was free and I was keen to showcase Iceland - this is my contribution. I don't really specialize in airmails but this has a few things going for it. You're only allowed 100 words of description in New York so here I can go a little longer.

First the basics, posted Reykjavik 2.9.1934 to Vienna (back stamp 8.9.34 1pm) via Copenhagen, Hamburg (with cachet) and Berlin (back stamp 7.9.34 11pm). Quite quick considering it first went by sea to Denmark.

The stamps are straightforward enough, but they were **only first issued the day before this cover** on 1<sup>st</sup> September 1934.

The rate of 60a was made up of 35a UPU rate and 25a supplementary airmail rate (for letters under 20g – this is endorsed 9g) as described so well by Brian on page 98 of his book. That rate came into effect in April 1934.

So I consider 1934 the first year that overseas airmail destination and rates were advertised.

## More on BAKKI Crown and Posthorn Cancel from Issue 5

In Issue 5 Ron Collin reports what appears to be differences in the form of punctuation following the name BAKKI. These are the clearest examples I can find; and as far as I can see, one (on CHIX), might be an example of the colon Ron refers to.



Dot



Dot but could be colon



Dot?



The closest I can get to a colon



**Genuine cancel or CTO?**

Brian, your 4sk Strandasýsla cancel looks genuine enough to me. (That’s what I want to hear!)

**Crown cancels on cover**

Mýrar - page 7: I wonder what the date on the cancel is? If it is 1<sup>st</sup> January then it is safe to assume that all the cancels were applied by sea post as opposed to overland routes, impassable at this time of the year. Perhaps the cover started its journey in Mýrar rather than Flateyri? Otherwise I can’t explain the routing. Finally, here is a crown cancel cover from my own collection.



Reykjavík dated 21.3.1907, via Hraungerði (same day) to a store keeper in Stokkseyri.

Ooo

**More on Snæfjöll (Issue 5 p.27) Ron Collin**



Brian,  
Issue Number 5 of IPM, Page 27 shows an image purported to be the full strike of SNÆFJÖLL.  
This image was to answer the question of any existence of a full strike of the town name, since it already exists with the Ö missing.  
This stamp pictured in IPM #5, Pg 27, was Lot #5702 in the 27 October 1999, Thomas Hoiland's Part 1 Sale of Gene Scott's Iceland material. I did not buy that item then, because I felt the legitimacy of that item to be highly speculative. In looking at the image, I concentrated on the area where the Ö should be, and instead I found what appears to be an upper-case U. If you look at the image, you will note that the U appears to be much larger than the J or L on either side of it. After looking at that image, now even 17 years later, I still find the cancel suspect. Ron

Editor – Maybe the letter ‘O’ was on the move in a southerly direction before it fell off? Is it possible the postal official tried to replace or repair the O? In either case the effect might produce this result. Opinions please?