

1976



2016

Posta Stamps
Faroe Islands

No. **27**
February 2016

ISSN 1603-0036



New Stamp Issues:

- Postverk Føroya 40 Anniversary
- Nólsoyar Páll 250 years
- Nordic issue 2016: Nordic Food
- Europa 2016: Think Green

Posta 
FAROE ISLANDS



FO 828



FO 828-829

Test proof

Postverk Føroya 40th Anniversary

When mailboxes turned blue

Postverk Føroya 40th Anniversary

When mailboxes turned blue

The human eye is a remarkable instrument. Apart from its obvious role of perceiving its surroundings, thus granting us a fairly safe conduct in everyday pursuits, it also has a form of reporting function to the dedicated brain processes. Without directly observing changes in our environment we are able to immediately register them.

We are in all likelihood equipped with an ancient instinctive defence mechanism: "Be aware, all is not as it used to be!" It was experience of this kind I once had on my way to the local grocery store in 1976. Amidst all the vivid and colourful impressions meeting the eye something did not fit. At that moment I could not put my finger on what it was and it only dawned on me when reaching for the doorknob: The elegant red mailbox from the Danish postal service which used to hang right next to the front door had disappeared. In its place there was a box of exactly the same design - but of light blue colour, decorated with a stylized white Ram's horn and the inscription Postverk Føroya.

In the next few days I saw mailboxes everywhere - but my brain soon grew accustomed to the sight of blue mailboxes and a new word was introduced into the vocabulary: mailbox-blue. The following years I saw more changes in the street scene. The distinctive yellow-coloured Renault 4 postal vehicles disappeared, being replaced with blue-painted vans, both large and small. Even one of Post Denmark's most recognizable icons, a mailman wearing a cap and bright red coat, ended up in the pastures of nostalgia. Instead we got mailmen in more fashionable dresses, blue and

black jackets with reflectors on the sleeve.

Yes, quite a few things changed in 1976, the reason for which could be traced some years back. After the parliament elections in 1974 the Social Democratic Party, "Javnaðarflokkurin", formed a government with the conservative People's Party, "Fólkaflokkurin", and the Republic, "Tjóðveldisflokkurin". A part of the government program was taking over certain affairs of state, among them the postal services which came under Faroese Home Rule. Negotiations started in 1975, and on April 1st 1976 the Danish postal services in the Faroe Islands were formally taken over by the Faroese government. The new institution was named Postverk Føroya and the Danish posthorn insignia was replaced with a Ram's horn.

Upon the takeover, two new departments created alongside the traditional postal delivery functions - a postal giro department, as well as the Faroese Philatelic Department which soon would become known to philatelists and stamp collectors all over the world.

Already on January 30th 1975 Post Denmark issued the first Faroese stamps in cooperation with the Faroese Philatelic Department. And on April 1st 1976, the day of the takeover, the first genuinely Faroese stamps were issued by the Philatelic Department. The motives were the Faroese flag, a Faroese rowboat in a boathouse and an old Faroese overland mail carrier. Since then the miniature perforated images from the Faroese microcosm have been issued regularly - and these two anniversary stamps have issue numbers FO 828 and 829.

Philatelic activity and stamp production in the Faroes has had substantial impact on society, partly through direct export revenues, partly by spreading information and knowledge about our tiny island nation and its



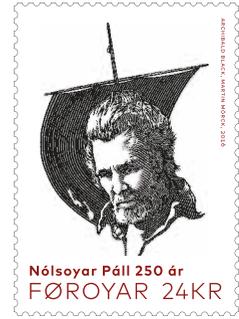
From red to blue. Some of the red Danish post signs hung up some time after the postal administration had become Faroese

The post office in Tórshavn at night 31 March 1976. A. G. Nielsen takes down the Danish flag for the last time

culture around the world.

There have been considerable changes made since the seventies. The development has been rapid and brought about many innovations. In 2006, the former Postverk Føroya was restructured and became an independent public limited company and in 2009 it got a new name and a new logo. The company's name is now Posta in short - and many of the traditional functions have been reorganized and adapted to the development of society. But Posta will continue to issue stamps as always, thanks to you, the collector of Faroese stamps as well to our Faroese customers who put Faroese stamps on their mail - and we are indeed grateful. Congratulations Posta with the past 40 years - your history has been most interesting and colourful. Ahead lies the future and many more anniversaries.

Anker Eli Petersen



FO 830

Test proof

Nólsoyar Páll 250th Anniversary

Poul Poulsen Nolsøe 1766 - 1808

How is a national hero created?

These are semi-mythical figures whose names are imprinted in the national consciousness and apparently survive changing tastes and political currents quite effortlessly. If you ask a Faroese whom he considers to be the national hero of our small island nation, the answer will almost certainly be: Nólsoyar Páll. And the reason is like winning the lottery - he was the right man at the right time, intelligent, combative and stubborn - along with the paradoxical fact that his worldview, ideas and behaviour were completely and utterly Unfaroese - at least in the eyes of his contemporaries.

Out into the big world

Poul Poulsen Nolsøe was born in 1766. In the following year a Copenhagen merchant, Niels Ryberg, built a transit warehouse in Torshavn to avoid trade restrictions imposed because of the American Revolution and the war between England and France. Ryberg's trade opened the door to the outside world in a society that had largely remained stagnant since the Middle Ages, dominated by monopolistic trade practices which severely affected growth and development in the country. In a twenty-year period ships arrived in the Faroes from all corners of the world

and this was bound to make its mark on the population. It suddenly became possible to be concerned with things other than mere subsistence agriculture, coastal fishing and the hunting of birds and pilot whales.

It was in this time of prosperity that Poul Nolsøe grew up. He received good education, studied navigation and eventually became a seaman. After a few years of sailing on the route between the Faroe Islands and Denmark, he went ahead and sailed across the seas for some years, serving for instance as an officer on Danish and American ships. In 1798 Nolsøe appeared again as a mate, and later captain, on monopoly vessels. He got married and had a daughter, but his young wife died just a few years later. The following year he married again and settled down as a farmer in Biskupsstøð, in what is now the town of Klaksvík. At that time, the Ryberg era was over and the Faroe Islands were slowly descending into the pre-1767 condition.

Royndin Friða

It goes without saying that an active and well-travelled man like Poul Nolsøe found it hard to adapt to the sluggish way of life as a farmer in a stagnant society. He quickly



„Royndin Fríða“.
Painting by Hans Skálagarð
Photo: Fotostudio

joined the company of like-minded people who wanted free trade, free access to foreign market, free enterprise and community growth. Together with two of his companions, Nolsøe wanted to purchase a vessel for freight and fishing. They were, however, unable to obtain loans for the purchase, so instead in 1804 they bought the wreck of a ship that had run aground at Hvalba in Suðuroy.

The wreckage was transported to Vágur where Poul and his brothers built a small ship in record time. It was 14.5 m long, 4.4 m wide and about 2.5 m deep. August 6th saw the launching of the first ship built in the Faroes since the Middle Ages. It was named Royndin Fríða (The Lovely Experiment) and that same month they did some exploratory fishing in Faroese waters. An eyewitness report in 1805 states that Royndin Fríða had been rigged as a schooner, and was in other respects “a masterpiece.”

Travels and Struggle with Officialdom

The launching of Royndin Fríða proved to be the inception of a bitter and turbulent dispute between Poul Nolsøe and his like-minded compatriots on one hand and government officials on the other. The Royal Trade

Monopoly enjoyed exclusive rights to import indispensable items as well as the rights to export goods specified in the tariff list. In 1805 Poul Nolsøe made two trips with Royndin Fríða, the first to Bergen carrying Faroese coal and the other to Copenhagen, also with a coal cargo. Due to the import restrictions they did not bring any cargo back to the Faroes.

At the end of spring fishing season the following year Nolsøe went on an actual trading trip. He would bring woollen sweaters, dried fish and cod-liver oil since these goods were not covered by the tariff list. Officials in Torshavn dispatched a letter of protest to the Danish authorities – forbidding him to bring any goods back home. Nolsøe protested and sought permission to bring freight home for his own account. He received a partial promise to do this, but time dragged on and he was in a hurry to return home for the summer fishing season. Finally he refused to wait any longer. He bought goods, declared them as freight to Kristiansand in Norway and set out to sea. The Danish authorities realized that he had provided wrong information and a message was dispatched to the Faroe Islands to the effect that the cargo of Royndin Fríða should be seized and Nolsøe brought before a court of law.



*Model of Nólsoyar Páll's farm in Klaksvík.
It is planned to rebuild the farm completely
Photo: Fotostudio*

This was the beginning of a bizarre and protracted litigation. It was difficult for the officials to appear convincing, since they themselves were involved in various semi-corrupt side affairs - and moreover were unable to prove that Nolsøe was a smuggler. He himself claimed that the goods had been transferred to a Swedish vessel on the open sea. In the end Nolsøe was convicted of breaking quarantine rules. He was fined 735 dollars for selling goods on the high seas but acquitted of black market trading. The authorities had not heard the last from Poul Nolsøe. He was an excellent poet - and in the winter of 1806-07 he wrote the brilliant libellous verse "Fuglakvæðið" (Poem of Birds) where he exposes his opponents, the officials, as rapacious birds of prey terrorizing and exploiting the country's peaceful bird population.

In June 1807 Poul Nolsøe sailed back to Copenhagen with a delegation wishing to apply for a trial period of free trade, negotiate fairer prices and more advantageous terms and conditions. These were troubled times. The war between France and England had entered a new phase and Denmark's neutrality was threatened. Crown Prince Frederik (later Frederik VI) who ruled on behalf of his insane father was staying in

Kiel in Holstein. The four Faroese delegates travelled to Kiel to submit their petition.

Crown Prince Frederik was much more accommodating than the treasury and the chancellery of commerce. He ordered that the seized goods be returned and the ship provided with freight to bring back home to the Faroes. Things looked promising for Poul Nolsøe and his delegation, but time dragged on. The crisis between Denmark and England deteriorated. In July the British sent a large naval and invasion force into the Baltic Sea to force Denmark to surrender its fleet which the British feared would end up in the hands of Napoleon. Despite intense negotiations, England sent forces ashore, besieged Copenhagen and bombarded the city until it surrendered and turned in all of the country's naval ships.

This humiliating treatment resulted in Denmark siding with the French in the war which would have disastrous consequences for the Faroe Islands. After the surrender, Nolsøe sought permission from the British admiral to sail back to the Faroe Islands with a cargo of grain. Royndin Friða came back home in early October and the grain was unloaded in Suðuroy.



Nólsoyar Páll
Statue by Hans Pauli Olsen
Photo: Ingi Sørensen

Nine months passed until the next ship arrived with grain supplies. Conditions deteriorated in the Faroe Islands, pirates ravaged the islands, pursuing cargo ships from Denmark. Despite the obvious hardships, Governor Løbner would not allow *Royndin Friða* to sail with cargo. Instead he wanted Poul Nolsøe to sail to Norway or Denmark bringing intelligence from the Faroes. During the first half of 1808, two English pirates caused havoc in the Faroe Islands and Governor Løbner had to surrender the garrison without striking a blow. The buildings on Skansin in Tórshavn were burned down and the monopoly warehouses looted.

The imminent danger of starvation persuaded Poul Nolsøe to take matters into his own hands. In late June he sailed to Copenhagen to pick up grain supplies. But *Royndin Friða* was seized in the strait of Skagerrak and the crew was brought to Gothenburg in Sweden. The ship had reportedly suffered severe damage and was no longer seaworthy.

In spite of everything, Nolsøe succeeded in getting in touch with two British admirals and inform them about the conditions in the Faroe Islands. The Faroese crew was therefore brought to London to explain the unintended consequences. With the help of the Danish

consul in London, Nolsøe established contact with the British authorities and made clear to them how bad things were in the Faroe Islands due to the British blockade and the rampage of the pirates. Both the Privy Council and the Department of Commerce were sympathetic. As a substitute for *Royndin Friða* Poul Nolsøe was equipped with a new ship, the *North Star*, and relief supplies for the population of the Faroe Islands.

In December 1808 or January 1809, the *North Star* sailed from England with supplies but never reached the Faroes. The ship was probably wrecked in a hurricane sweeping the British Isles at that time.

Nolsøe's bitter conflict with an obdurate officialdom and his attempts to alleviate the hardships of his countrymen created the martyr and national hero, Nólsoyar Páll. The title is by no means undeserved - he was an exceptional man of vision and courage, equipped with the will to accomplish his mission despite ferocious opposition.

Anker Eli Petersen



Nordic issue 2016:

"Hjallurin" - Faroese Food Culture

Nordic cuisine is the theme of the joint Nordic stamp issue this year. The Faroese contribution to this issue depicts some of the traditional Faroese specialties which are stored in the so-called "hjallur". This is the Faroese variant of the pantry, a drying shed ventilated by the wind all year round. Hjallurin serves both as cold storage and a setting for various forms of food preservation.

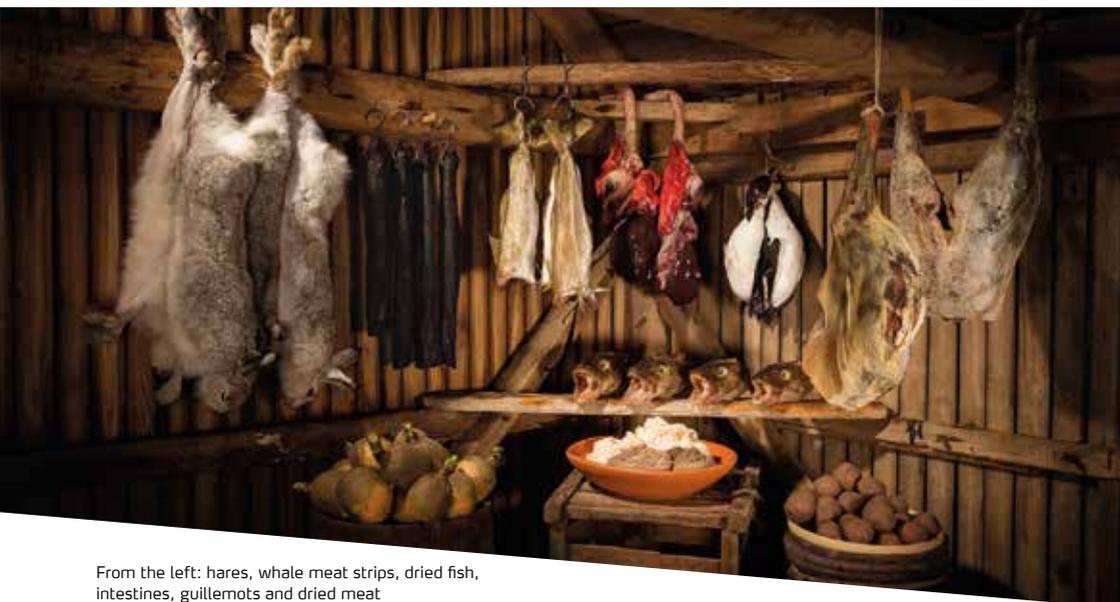
The location of the Faroe Islands in the middle of the North Atlantic has always had a crucial impact on food preservation and thus for the Faroese kitchen. For centuries the grassy treeless landscape has not been conducive to highly advanced agriculture. Grain cultivation was difficult - it is said that on average grain harvest failed every three years. To a certain extent the Faroese have always been dependent on grain imports, and in the former half of the 20th century the hope of grain cultivation was finally abandoned. Instead, potatoes were a solid crop after its introduction in the early 19th century. Along with sporadic cultivation of beets and imported grain, the potato became a basic staple in the Faroese kitchen.

On the stamp's left hand side four hares have been hung up for curing. The hare is the only land mammal hunted by the Faroese. It was introduced in the middle of

the 19th century, with its hunting in mind – and hares can now be found on most islands. The hare's reproductive cycle makes it suitable for hunting. They breed three times a year - and it is estimated that each year approximately 7,000 hares are shot.

Beside the hares there are four "*grindalykjur*", meat strips of pilot whale suspended to be dried by the wind. The pilot whale has always been of decisive significance as a source of meat in the Faroe Islands. In addition to being eaten fresh, cooked with whale blubber, "*grind*" has also been salted and dried. In a wilted state (semi-dry and slightly fermented) it can be boiled. This is especially true of meat of inferior quality, ribs, shoulder blades, etc. The wind-dried strips depicted on the stamp are eaten with whale blubber, which has either been dried or pickle salted –recognized, moreover, as a delicacy.

The stamp also depicts "*greipur*", which consists of wind-dried fish. Fishes are tied together in pairs, called "*greipa*", and then hung up in "*hjallurin*" for drying. At first a certain maturation and fermentation of the fish takes place, lending it a strong flavour. In this first stage the product is called "*ræstur fiskur*", fermented fish which is served cooked. Fat of either dried or salted whale blubber is used with the fish called "*sperðil*",



From the left: hares, whale meat strips, dried fish, intestines, guillemots and dried meat
 In the front: beets, sheep stomach, tallow and potatoes
 Photo: Fotostudio

a sausage made of sheep's tallow in a bowl, or "*garnatálg*" which consists of cleansed fermented sheep intestines. The intestines have been cured, then ground and mixed with fresh sheep's tallow. The result is a very strong-tasting tallow which is melted and poured over the dried fish and potatoes.

If the fish is left suspended for a longer period of time, it dries up, becomes very hard and should be beaten tender before eating. Dry or pickle-salted whale blubber or butter, and potatoes, are served with the fish.

A principle of the traditional Faroese kitchen is that everything should be utilized to the utmost. Therefore, "*mørur*" also forms a part of the foodstuffs in our hjállur. *Mørur* consists of the sheep's intestines and organs and is a part of the traditional diet in the autumn.

We will not dwell on the numerous varieties of dishes that can be prepared from *mørur*, only name a few.

"*Tálgalivur*" is sheep's liver filled with mutton tallow, most often with onions and peppers. "*Blóðmørur*" is a kind of blood sausage

with blood, flour, tallow, and sometimes raisins in cleansed sheep stomachs. The tallow and sheep stomachs are depicted in the bowl in the centre of the picture.

Other examples indicating that everything can be exploited to the utmost are the cod heads just above the bowl. If they are large enough, fish heads make for excellent dining. They can also be cut to "*kjálkar*", fish cheeks fried or boiled fresh or salted, and "*lippur*", gills consisting of the tongue and the fatty meat under the chin.

A few guillemots hang beside the "*mørur*". Traditionally, seabirds of various species have also been a part of the Faroese kitchen. Guillemots, razorbills, puffins and fulmars are the most common - and on the island of Mykines gannet is also a prized for its taste. The availability of birds is limited and varies with time. The hunting of birds is subject to very strict preservation regulations.

When sheep are slaughtered in the fall, almost all carcasses are hung to mature and dry. At first time a certain fermentation takes place, just like with the fish, but



"Hjallur" is the Faroese variant of the pantry, a drying shed ventilated by the wind all year round.

there are three stages in the drying process. After Christmas, the meat reaches a stage where it is called "ræst", i.e. fermented and semi-dry. "Ræst" meat has a distinctive strong flavour (and odour). It is a highly valued delicacy, served fried or boiled, also providing for a great soup.

After having hung for a few more months, the meat is dry and eaten without further preparation. Dried sheep meat is used as cold cuts on brown bread or the traditional "drylur" (unfermented bread). Most dried meat is eaten at this stage, but if it hangs to dry for a year, it becomes "skerpikjöt" which is drier and harder than regular dried meat.

These three phases of the drying process for mutton, "ræst kjöt", "turt kjöt" and "skerpikjöt", are by most Faroese considered to result in the finest delicacies in the traditional Faroese kitchen. Recent years have seen changes in the traditional serving methods and preparation of Faroese specialties. Star chefs have experimented with food, combined it in creative ways and with non-traditional garnish. This has given rise to a large selection of brand new tasting experiences, which even appeals to people outside the Faroes. The gourmet restaurant "Koks" in Torshavn is well

known for its successful fusion cuisine and gourmet artistry with cured raw materials.

It should be added that these cured and dried foods can only be produced thanks to the Faroe high and very salty air humidity, which prevents the food from rotting.

Lately experiments have been conducted, for instance with the aim of wind-drying Danish ham and cheese. These experiments have proved to be quite promising.

Anker Eli Petersen





FO 832-833



Test proof

Europa 2016: Think Green

Renewable energy

Renewable energy is on everyone's mind these days. There are definite limits to the earth's fossil fuel resources. Oil and coal-fired power plants are contributing excessively to the total CO2 emissions, already affecting the global climate to such an extent that we now are able to physically measure the negative consequences. Then there is the unsettling conclusion of Murphy's Law stating that "anything that can go wrong, will go wrong" – something that repeatedly has been confirmed by the otherwise efficient nuclear power plants.

In the Faroe Islands it was the topography of the country, the steep mountain sides and the vast amounts of rain, which from the very beginning spurred the interest in renewable energy.

The pioneer

Already back in 1907, Ólavur á Heygum, a farmer and a businessman, attempted to have a hydroelectric plant built in his hometown of Vestmanna. He had an idea of stemming the precipitous river Fossá, conducting the water down to a turbine located on the shore. Ólavur started a simple damming of the river, but lack of interest and funding meant that the project had to be abandoned. Until his dying day in 1923 Ólavur tried to win support for his plans, but political bickering

and personal bankruptcy due to his idealistic undertakings, put an effective end to his pioneering efforts.

In Botn

Instead, it was due to efforts by insightful local businessmen and the municipal council in Vágur in Suðuroy that the first hydroelectric plant in the Faroes was built. By damming up two mountain lakes in the mountains north of the village and conducting the water in pipes down to the turbines at the base of the steep valley "in Botn" on the west coast, an efficient power plant eventually started producing electricity for the entire island. The hydropower plant was commissioned in 1921 and is still operative.

In the same year that the hydroelectric power plant "in Botn" started producing electricity, an engine power plant was commissioned in Torshavn, where topographic conditions for hydroelectric plants are non-existent. In 1931 a hydroelectric power plant started operating "Norðuri á Strond", close to the booming fishing town of Klaksvík on Borðoy island. In the years that followed small and major water and engine power plants began operation in various locations – but it was not until after the Second World War that efforts were made to coordinate an effective production of electric power.



The wind farm in Húsahagi outside Tórshavn
Photo: SEV

SEV

In 1946 19 municipalities in the centrally located islands of Streymoy, Eysturoy and Vágur, founded a public electric production company named SEV. The company was tasked to coordinate and fund a joint effort in electric power production and in 1951 a large-scale project was initiated with the aim of realizing Ólavur á Heygum's vision of a hydropower plant in Vestmanna. Dams were built in mountain creeks and the water was channelled in pipes down to a power station on the banks of the river Fossá. On May 5th 1954, the Fossá power plant became operative. In a period of nine years following the Fossá project, two more hydroelectric plants were built at Vestmanna.

In 1963 power production capacities across the country were transferred to SEV, power producer and distributor. Consequently SEV assumed control over the local hydro- and engine plants. The distribution network was streamlined and smaller engine power plants around the islands were taken out of service. Throughout the sixties energy needs in the Faroes increased constantly, especially in the central regions. It was therefore decided to build a power plant operating on crude oil in the Sund region north of Tórshavn. In 1975, two large machines in the Sund power plant became operative. The plant was further expanded in the late seventies and early

eighties and now comprises five machines. Functioning mainly as a backup the Sund power plant is capable of supplying the entire Faroe Islands with electric power if, for some reason, the rest of the plants should become inoperative.

The Eiði Hydropower Plant

The Sund power plant turned out to be an expensive affair even before it was finished. The oil crises in the early and late seventies opened the eyes of the decision-makers to the fact that renewable energy was the way forward. A decision was made to further expand hydropower plants - this time exploiting major water resources in a mountain lake called Eiðisvatn, south of the village of Eiði in Eysturoy.

The project called for the construction of a power plant and dam to increase the capacity of Eiðisvatn. In addition, tunnels were drilled in several phases to rivers in the area. The first turbine in the Eiði power plant became operative in 1987, and in 2014 the power plant was finally finished with the installation of three powerful turbines.

Wind power

Already back in the seventies private experiments were made with wind power in the Faroe Islands. As strange as it sounds, wind power poses an array of complex predicaments



ments in the islands where there otherwise is no shortage of wind. The problem consists in the constantly changing wind speed - from gentle breezes to winds of hurricane strength, combined with violent gusts of wind caused by the rugged topography of the land. This calls for robust wind turbines and levelling techniques to match the surroundings.

In 1993 SEV erected a wind turbine in Neshagi in the south of Eysturoy. In 2003 the company made an agreement with the privately owned company "Røkt" to buy electric power from the company's three wind turbines at Vestmanna.

Two years later, in 2005, SEV erected three more wind turbines in Neshagi on a trial basis. These turbines were huge and could be seen from far and wide - immediately earning the place the colloquial nickname "Calvary". During a hurricane at the turn of 2011/12, two of these mills were destroyed. The third one was taken down, and in 2012 two new wind turbines were erected at the site, as well as three more, further south in the area. These new turbines are equipped with features that can withstand very high winds and produce energy in wind forces reaching up to 34 meters per second.

In 2014 the wind energy sector gained additional capacity when SEV's Húsahagi wind farm came officially online with 13 large wind turbines. Experiments are also made with battery capacities designed to reduce irregularities in wind energy supply. Technological progress has led to a greater yield of wind energy in the total energy production.

In 2015 renewable energy sources, hydro- and wind power, constituted 60% of the total energy production in the Faroe Islands - while the remaining 40% is based on fossil fuels. A 2014 study of energy production countries revealed that of all countries which do not have natural energy sources (as for example Iceland with its hot springs), Denmark was at the top of the list with a green energy production of 40%, followed by Germany with approximately 30%. That same year the Faroe Islands, which were not included in the study, had a hydro- and wind power production of 51%, which is significantly higher than that of Denmark and Germany. In just one year, an additional 10% was added to the production.

According to power producer SEV, the goal is that renewable energy production will reach 100% in 2030.

Anker Eli Petersen



From the left:
Gyðja Johannesen, Edvard Heen, Svanbjörg Manai

Children's Home in Tórshavn receives DKK 330,000 donation from the Faroese Christmas Seal Foundation

Every time you purchase Christmas seals from Posta, the proceeds go to the Faroese Christmas Seal Foundation, which supports various activities for children and young people in the Faroe Islands. This year, the Children's Home in Tórshavn received a donation of DKK 330,000 from the Christmas Seal Foundation.

With its donation to the Children's Home, the Christmas Seal Foundation sought to raise awareness about children who do not have a strong voice in society. The donation is also in recognition of the excellent work done by the Children's Home. The foundation noted that the financial framework of the Children's Home does not allow for positive experiences outside of the Children's Home, which are very important to children's well-being and development. In our neighbouring countries, similar institutions plan international trips once or twice a year. These excursions away from the children's familiar surroundings can greatly contribute to their development.

The Faroese Children's Home does not have the financial means to arrange international trips, so the donation is earmarked for a skiing holiday to Norway in March 2016. The

Children's Home in Tórshavn is the only institution of its kind in the Faroe Islands and is currently home to approximately 20 children.

The Christmas Seal Foundation wishes the children and staff of the Children's Home a great skiing holiday and thanks all of the international stamp buyers who help to support the Faroese Christmas Seal Foundation every time they purchase Faroese Christmas seals.

The board of directors of the Christmas Seal Foundation:

Joel undir Leitinum, chairman

Edvard Heen,
board member

Fróði Joensen,
board member



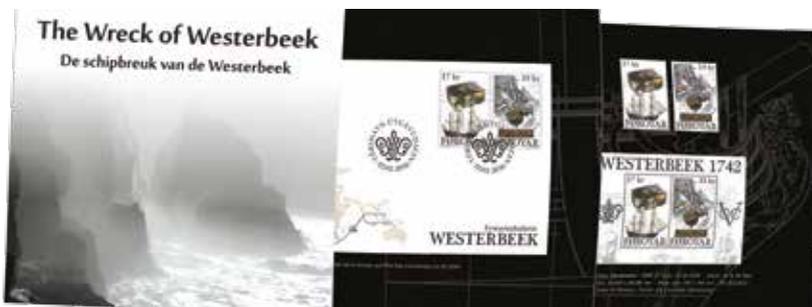
Christmas Seals 2015
Artist: Edvard Fuglø

Westerbeek 1742

In connection with the release "Westerbeek", a presentation was held at the Maritime Museum in Rotterdam on 19 February 2016 where descendants of Westerbeek fighters from both the Faroe Islands and the Netherlands were invited. The stamps were presented and additionally a special FDC and a special postmark were issued in connection with the event. A souvenir folder with Westerbeek products were also released. Order these products here or in our webshop at www.stamps.fo



Special FDC w/stamps and special postmark "Maritiem Museum"



Westerbeek folder /First Day Cover, minisheet and stamps

New Stamp Issues - 1 April, 26 April and 9 May 2016



Test proof



Test proof



Test proof



Test proof

New stamp issue: **40 Years of Postverk Føroya**
Date of issue: 01.04.2016
Value: 9,00 and 17,00 DKK
Numbers: FO 828-829
Stamp size: 34,7 x 46,33 mm
Mini-sheet size: 86 x 84 mm
Design: Posta
Printing method: Offset
Printer: Cartor Security printing, France
Postal use: Small letters inland and to Europe, 0-50 g

New stamp issue: **Nólsoyar Páll 250 Years**
Date of issue: 26.04.2016
Value: 24,00 DKK
Numbers: FO 830
Stamp size: 31 x 43 mm
Painting: Archibald Black
Engraving: Martin Mörcck
Printing method: Offset/gravure
Printer: La Poste, France
Postal use: Medium letters to Europe, 51-100 g

New stamp issue: **NORDEN 2016: Faroese Food Culture**
Date of issue: 26.04.2016
Value: 9,00 DKK
Numbers: FO 831
Stamp size: 55 x 33 mm
Photo: Fotostudio
Printing method: Offset
Printer: Cartor Security Printing, France
Postal use: Small inland letters, 0-50 g

New stamp issue: **EUROPA 2016: Think Green ***
Date of issue: 09.05.2016
Value: 9,00 and 17,00 DKK
Numbers: FO 832-833
Stamp size: 40 x 26,5 mm
Photo: Edward Fuglø and Doxias Sergidou
Printing method: Offset
Printer: OeSD, Austria
Postal use: Small letters inland and to Europe, 0-50 g

* also available as stamps in a self adhesive booklet of six (3 of each stamp)

Posta Stamps
Óðinshædd 2
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Faroe Islands

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