

Posta Stamps

Faroe Islands

No. 50

November 2021



- Franking labels 2022: Public transport
- HM Queen Margrethe II - 50 years on the throne
- William Morris in the Faroes 1871
- Kalsoy: Filming location
- Northern lights



Svanbjørg Manai, former department manager, on the left and Ingun Nolsøe Olsen, Posta Stamp's new manager.

News from Posta Stamps

A new head at Posta Stamps

It gives me great pleasure to present Ingun Nolsøe Olsen as the new Head of Posta Stamps.

Ingun started working for the Philatelic Department in January 2016, having formerly worked as a department manager at Boots in Manchester. Ingun holds a Bachelor degree in Business Economics and Tourism and a Master's degree in Business Management from the University of Manchester.

From the very beginning Ingun was slated to take over as my successor in the Philatelic Office, an excellent choice in my opinion.

Ingun is the perfect fit for the position. She has a keen eye for all matters relating to

philately and is interested in art, culture and history, which is of great importance when it comes to including all aspects of Faroese society in our philatelic work. She is a skilled leader and has a clear vision.

Starting December 1, I will be working half-time and continue to work on matters related to philately and other postal assignments.

I and the entire staff at Posta Stamps wish Ingun all the very best in her new position as Head of Posta Stamps.

Svanbjørg Manai

Expected postal rates 1 January 2022

Inland letters		
Weight	Letter	Small parcel
0 - 100 g	19 kr	43 kr
101 - 250 g	29 kr	43 kr
251 - 500 g		43 kr
501 - 1000 g		61 kr
1001 - 2000 g		69 kr

International letters		
Weight	Letter	Small parcel
0 - 100 g	29 kr	79 kr
101 - 250 g	47 kr	79 kr
251 - 500 g		79 kr
501 - 1000 g		122 kr
1001 - 2000 g		222 kr

Registered letter: 50.00 DKK + postal rate.

From 4 to 3 shipments per year

In 2022 our Philatelic Office will be issuing fewer stamps annually.

This is primarily due to the fact that usage of postage stamps has been decreasing year by year. Everything is getting more expensive in the community, including mailings. With this in mind, we are now adjusting the issuing schedule and will be shipping our stamp issues three times a year instead of four. There will be two shipments in the first half of the year and one shipment in the second half. The last shipment of the year in October will include this year's Christmas issues, ie. the Year pack, the Yearbook and the Christmas seals.

We look forward to presenting our subscribers with fascinating stamp issues in the coming years.

A preliminary stamp program for 2022 can be read on page 7 in this magazine. Please

note that the stamp program is subject to changes.

The January issues will be shipped together with the February issues in late February 2022.

Franking labels moved to January

Our annual issue of franking labels will be moved to January instead of October, the reason being that postage changes always take effect as of January 1st which makes issuing the labels in January the most appropriate course of action.

In the beginning this results in two franking labels being issued within a period of 3 months. Both issues will be current and in use throughout 2022 until new franking labels will be introduced in January 2023. All future issues of franking labels will be issued in January.



Test proof



Franking Labels 2022

Strandferðslan - Physical infrastructure in the Faroe Islands

The era of the ferries

After the abolition of the royal monopoly in 1856 - and the transition from a medieval peasant society to a modern fishing nation had begun, the need for better transport options arose in the Faroe Islands. There was call for a combined cargo and passenger ship was that could sail the coasts of the Faroe Islands.

After ten years of tug-of-war with the Parliament to provide a public coastal freight and passenger service, the management of the Faroe Islands' largest company, A / S J. Mortensens Eftf. lost patience. They simply had a steamship built in Sweden and had it delivered to the Faroes in December 1895. The ship was named Smiril - and in January 1896 it started sailing regular routes between Tvøroyri, serving the communities in Suðuroy, and Tórshavn, serving the larger communities in the rest of the country.

When A / S J. Mortensens Eftf. had shown that investing in coastal sailing in the Faroe Islands was profitable, other private players immediately joined the fray - and soon small cargo and passenger ships were sailing between the islands.

The country's coastal ships

In 1917, the Faroese County Municipality took over the operation of Smiril and founded the public coastal shipping company 'Strandfaraskip Landsins', popularly called Strandferðslan. For many years, Strandferðslan's official activities only covered the operation of Smiril - but gradually this public shipping company took over the unprofitable routes, while private players continued operating the profitable ones.

In the sixties and seventies, Strandferðslan took over all the ferry routes in the Faroe Islands. The aging fleet was constantly being replaced and renewed - and the youngest sprout on the trunk was the small catamaran ferry 'Erla Kongsdóttir', which is the motif on one of the franking labels. Erla Kongsdóttir served as a replacement ship being deployed when one of the active small ships needed to be inspected and repaired.

The era of the tunnels

The first automobile came to the Faroe Islands in the early twenties - and could not drive very far off Tórshavn's small streets. There were simply no significant country



One of Bygdaleiðir's blue buses on a route in Tröllanes. Photo: Ólavur Frederiksen

roads. Soon others followed, especially buses and small trucks - and primitive road networks were gradually being developed. Private bus routes were established in connection with the ships' ports of call, carrying passengers and light cargo to the neighbouring towns and villages.

In the fifties and sixties, many of these local roads were connected - and in the early seventies, a more systematic overhaul of the overall road network began, significantly improving the overall standard.

The big breakthrough came when the two largest islands, Streymoy and Eysturoy, were connected by a bridge. A long tunnel was built through the mountain over the bridge in Norðskáli on the west side of Eysturoy, ending in the valley on the far side of Skálafjørður - thus significantly reducing the distance to Skálafjørður, Eysturoy's eastern towns and villages and the northernmost islands.

A few years later, a tunnel was opened between Kaldbakbotnur and Kollafjørður, which further reduced the distance - and made the old and rather unsafe mountain road from Tórshavn superfluous.

The next major breakthrough came with the construction of the extensive underwater tunnels, first between Streymoy and Vágar and later between Leirvík on Eysturoy and Klaksvík on Borðoy. These large and complex underwater constructions may seem a little overwhelming, but the investments have actually made four expensive ferry routes superfluous.

In 2020, the third and longest underwater tunnel was added, connecting Skálafjørður directly with the capital area. The function of this tunnel is to further shorten the travel distance between Tórshavn, Skálafjørður and the northern islands. At the time of writing, drilling is still in progress under the seabed between Streymoy and Sandoy. Once that project is over, drilling of the final



Erla Kongsdóttir. Photo: Regin Torkilsson.

tunnel under the seabed from Sandoy to Suðuroy will begin. When completed, it will be possible to drive from Sumba, the southernmost village in the Faroe Islands, to the northernmost Viðareiði - without ever having to board a ferry on the way.

The era of the buses

In 1980, the public bus company 'Bygdaleiðir' was founded and actual bus routes established. Bygdaleiðir was later taken over by Strandferðslan. This has made it considerably easier to travel overland by bus, especially on the long routes between Tórshavn and Vágar Airport, or between Klaksvík and Tórshavn. Bygdaleiðir is represented by the blue bus depicted on the franking label.

The red bus, on the other hand, is one of the city buses in Tórshavn. These buses are operated by the municipal company 'Bus-sleiðin', which was established in 1979. In the seventies, the capital grew - and it

became necessary to establish public bus transport in the city, foresightful move which was made at the right time. Since the day these iconic red buses started rolling out for the first time, Tórshavn has more than doubled in size.

In 1980, Strandferðslan also expanded its business with a helicopter route. You could now get to the central destinations significantly faster - but, more importantly, the small and often inaccessible outlying islands have a much more stable connection with the main population areas than when there were only scheduled ferries to rely on.

In 1994, the helicopter services was taken over by the Faroese airline Atlantic Airways, which maintains regular scheduled flights to the islands, and takes care of emergency ambulance transport when the need arises.

Anker Eli Petersen

Stamp issue programme 2022

3 January **Franking labels 2022: Public transport.** 4 motifs. Artist: Janus Guttesen.

14 January **H.M. Margrethe II - 50 years on the throne.** 1-stamp mini-sheet. Blackprint and Souvenir folder containing a mini-sheet, blackprint and FDC. Artist/engraver: Martin Mörck.

28 February **William Morris visit to the Faroe Islands in 1871.** 1-stamp mini-sheet. Layout: Kim Simonsen.

Kalsoy - filming location. 2 stamps, self-adhesive booklet with 6 stamps and 2 postcards. Photos: Jákup Brúsá.

Northern lights. 2 stamps. Photos: Thomas Vikre and Árni Øregaard.

16 May **The first Faroese book 200 years.** 2-stamp mini-sheet. Artist: Ole Wich.

Europa 2022: Stories & Myths. 2 stamps and self-adhesive booklet with 6 stamps. Artist: Anker Eli Petersen.

Organic art. 6 stamps. Artists: Astrid Andreasen, Jórunn D. Poulsen and Tita Vinther.

Sepac 2022: Local beverages. 1 stamp. Artist: Anker Eli Petersen.

24 October **'SALT' - Sound Art Live Theatre.** 2-stamp mini-sheet. Photos: Fotostudio.

Christmas stamps. 2 stamps, self-adhesive booklet with 6 stamps and 2 postcards. Artist: Heiðrik á Heygum.

Christmas seals, Yearbook and Year Pack

NB! Reservations are made for changes in the programme and layout.



Test proof



H.M. Queen Margrethe II - 50 Years on the Throne

The year 2022 will be one of the great anniversaries of the Danish Royal House. On January 14, 2022, Queen Margrethe II will be celebrating her 50th anniversary as a reigning Danish monarch.

Many preparations were made for the celebration of the Queen's 80th birthday on April 16, 2020. All these events were, however, cancelled as Covid-19 hit the world like a thunderstorm. No wonder, therefore, that this remarkable anniversary is now being met with great enthusiasm.

In connection with this anniversary, Posta, the Faroese Postal Service, is issuing a miniature-sheet depicting Queen Margrethe II in front of the Faroese Cathedral ruins - colloquially referred to as the Wall - in the village of Kirkjubæur. The Queen is wearing the Faroese national costume, surrounded by verdant landscape and the blue sea. In this way, the mini-sheet also attests to her love for the Faroe Islands, its history, culture and nature.

The Queen studied archaeology in England in 1960-61, and archaeological research has shown that the Wall was completed around the time when Margrethe I started her reign as the Queen of Denmark in 1375. Just a few years later, in 1380, the Faroe Islands, together with Norway, became a part of the Danish/Norwegian kingdom. When the celebrations commence early next year the Faroe Islands have been part of the Danish Kingdom for 642 years, fifty of which have seen Queen Margrethe II as a sovereign.

The only king who has occupied the throne longer than Margrethe II is Christian IV. He was crowned as king of Denmark already in childhood and ruled for sixty years - from 1588 to 1648. Should Queen Margrethe II be able to celebrate sixty years as regent in 2032, she will set a record as the longest-reigning monarch in one of the oldest kingdoms in the world.

Queen Margrethe already holds another astounding record. Since the first official royal



The Queen visiting Tórshavn in July 2021.

visit to the Faroes in 1874, no regent has visited the Faroe Islands more frequently than Margrethe II. To commemorate the first royal visit more than a century ago, a memorial - a so-called King's Monument - was erected on a conspicuous hill in Tórshavn.

No memorial has been erected for Queen Margrethe II in the Faroes and no memorial is indeed needed. This became clearly perceptible when the Queen visited the Islands in 2021. In one Faroese town, care was taken to ensure that the Queen would stand in exactly the same place as when she visited the Faroe Islands as Crown Princess with her parents more than 60 years ago.

For many older people, this became a very special occasion reviving memories of times long past. These stories vividly show that the Queen does not need anyone to erect her a memorial in these shores. Having visited the Islands so many times, she herself has erected a proper Queen's Memorial in

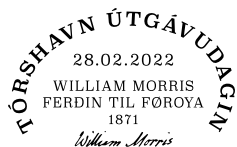
the minds of most Faroese. The Queen's husband, the now deceased Prince Henrik, strongly supported her in this official capacity and no one could entertain any doubt about his delight whenever he visited the Faroe Islands with the Queen.

The great interest shown by Queen Margrethe II in the Faroe Islands and Faroese culture has greatly enhanced her popularity in the Faroe Islands. Although not everyone agrees about the significance of the Danish Royal House in today's society, one is bound to respect and admire a queen who has both learned the Faroese language and to dance Faroese chain dance. In addition, she wears the national costume with pride, has great insight into Faroese art and has visited almost every corner of the Faroe Islands. Even after so many visits, Margrethe II is just as heartily welcome to the Faroe Islands today as she was fifty years ago.

Erling Isholm, historian



Test proof



William Morris in the Faroe Islands in 1871 - 'The Pure Torshavn Weave Fabric'

William Morris (24 March 1834 – 3 October 1896) was an artist, designer, craftsman, writer and socialist, who dramatically changed the fashions and the ideologies of the era. Educated in Theology at Oxford, soon he also trained as an architect inspired by his friends, the Pre-Raphaelite artists, Dante Gabriel Rossetti and Edward Burne-Jones. Later Morris became the leading figure in the Arts and Crafts movement.

William Morris

- The maker of beautiful things

Morris gained a focus in designing tapestries, wallpaper, fabrics, but also furniture, and stained glass windows.

In 1871 and in 1873 he travelled to Iceland and the Faroe Islands, twice he landed in the Faroes in 1871. Morris reacted against the rapid industrialisation and pollution, cities with cramped living conditions. His hometown of Walthamstow, once a quiet

village in the Essex countryside, had become a part of London's urban sprawl.

The trip to the Faroe Islands in 1871

When arriving in Faroe Islands in 1871 he was taken by his first sight of a Nordic country. His trip to Iceland and the Faroe Islands was a prolonged version of his search to find a world not destroyed by industrialism, colonialism and greed; he wanted to find communality and kindness.

As a designer, Morris was fascinated with the design of the boats, houses, clothes of men and women in the Faroe Islands. In Kirkjubøur village he found a great number of carved church art and bench ends.

His view of the people was positive and the 'socio-scape' of Tórshavn were different to those of most travel writers before him. He was also affected by seeing well-known flowers in such a strange place:

"... a most beautiful and poetical place it looked to me, but more remote and melancholy than I can say, in spite of the flowers and grass and bright sun ... (Ibid. p. 15)."

Morris had an excellent understanding of architecture. His view of the people was positive and the 'sioscape' of Tórshavn were different to those of most travel writers before him:

"...the houses were all of wood, high-roofed, with little white casements, the rest of the walls being mostly done over with Stockholm tar: every roof was of turf, and fine crops of flowery grass grew on some of them... the people we met were very polite, good-tempered and contented looking: the women not pretty but not horrible either, and the men often quite handsome, and always carrying themselves well in their neat dresses ... (Ibid. p. 13)."

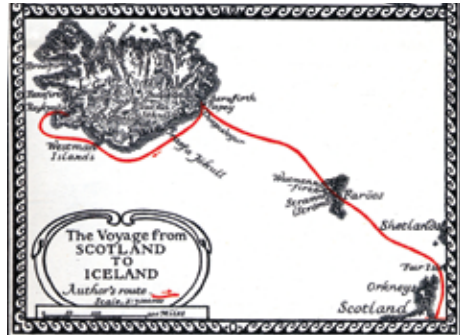
When his ship, the Diana came around the base of the island of Streymoy into the narrow channel of Vestmannasund, the passengers saw people come running out to look at them, and always there's the abrupt cliffs and high peaks as backdrops. A few days later, in a letter Morris spoke of their last few hours in the Faroes:

"I have seen nothing out of a dream so strange as our coming out of the last narrow sound into the Atlantic and having the huge wall of rocks astern in the shadow less mid-night twilight; nothing I have ever seen has impressed me so much (Morris, in Aho)."

The tapestry

– 'Pure Tórshavn Weave Fabric'

Morris left a tapestry designed on his travels in Tórshavn. He made many



Map illustrating Morris' journey from Scotland to the Faroe Islands and Iceland.

observations, the colour scheme he returns in the Faroe Islands are grey; the grass is grey – so no wonder the designed weaved tapestry by Morris turned out true to these observations and the fabrics are only found in two scales of grey as opposed to the myriad of flowers and colours of the Arts and Craft movement.

Kim Simonsen
Ph.D. MA.



Test proof

Kalsoy – Filming Location

James Bond in the Faroe Islands

In late summer, especially in the northernmost islands in the Faroes, you will see mountains that seem to be plunging into the sea like the legendary Seal Woman. At this time of year, the mountains can be so magically emerald green that they appear twinkling in greenish-blue tints and shades above sea level, forming an illusionary dramatic whole with their vibrating colours.

It therefore attests to a life-affirming fact that the most recent James Bond film, “*No Time To Die*,” has been shot in this very area.

Although the Faroe Islands were among the first countries in the North Atlantic to acquire a good cinema, remarkably few films have been shot in these distant islands. A Royal visit was filmed as early as 1907 when *Nordisk Film*, the world’s oldest film company, was on site to record the event. But when the King visited the Faroe Islands in 1927, the Faroese themselves owned the cameras and filmed the event in Tórshavn and in Tvøroyri.

In addition to high-profile visits by the King and other celebrities, several Faroese individuals have also filmed everyday life. Long-distance fishermen bought

film cameras, both to show the big outside world to those at home - and to film the latest events in their own country, so that memories would be preserved and even viewed out on the fishing grounds.

This historical reality has laid the foundation for the cultural-historical interest in observing all things big and small on film, both outside and at home.

Here in recent times we have also come up with excellent stories about brave heroes and the very worst villains. However, the same stories have been told in heroic ballads, legends and fairy tales for the last thousand years. The accounts of the centuries have not changed in other ways than in prevalence and propagation.

We who have lived such isolated lives here at furthestmost confines of the Gulf Stream are now being visited by the big outside world, because movie makers want to use our natural scenery for their current stories, where good confronts evil - and the valiant hero demonstrates that the world is in good hands.

While man-made challenges may seem quite gloomy, there is always a light at the end of the tunnel, and final redemption is



Kalsoy. Photo: Jákup Brúsá.

in the hands of the hero. And who knows, maybe one day the hero will be a woman, like the Wonder Woman who saves the globe from destructive forces bent on conquering this materialistic world, just like the white male heroes have done so far in the movies.

It is therefore particularly gratifying that the Faroe Islands have drawn the greatest cinema hero to their shores in making his 25th film, *"No Time To Die."* Although the scene is measured and will hardly be noticed by us who live here, it has significance as an object of fascination in the outside world, because the attraction of mountains and sea is strong and seductive. Despite being distant in reality, we are present in the movies because it is there we open up to adventures.

Therefore, it is imperative that we take good care of this God-given jewel, ameliorate and refine it so that we do not end up as a meaningless backdrop overrun by tourists.

The first challenge is to obtain the natural part of commercial film productions, so that we can develop our competence as a film nation in the North Atlantic. The second challenge is just as big because movies, being the most seductive medium, can encourage people from the outside world to visit our most favourite locations where there is only room for a few at a time.

Alongside local actors, farmers and the tourist industry, it is crucial to create lasting ties and a common perception of tourist experiences as more than just sharing a tax-technical cake on the drawing board.

The world's most enduring accounts have never been closer than at present. In front of the international movie screen, we must acknowledge that this is exactly where our biggest challenge lies today.

Birgir Kruse, film critic



Northern lights - Aurora borealis

Sometimes in the late sixties, perhaps very early in the seventies, one of my classmates asked if we had seen the colourful lights in the sky the night before. "They signify the end of the world," he continued, somewhat annoyed that his gloomy message was met with a shrug.

"Such nonsense," he was told, "you saw the northern lights. Is this the first time you see the northern lights?"

"No," he insisted, "it was much worse than that. The northern lights are green, but these lights came in all kinds of colours!"

We looked at each other and shrugged. There was nothing to be done when our classmate was in this mood. We went away and left him with his doomsday musings. Outside the schoolyard, however, we talked about the breathtaking northern lights that we obviously all had witnessed. They were an awesome and extraordinary spectacle.

Dancing Lights

This same evening the northern lights appeared again, this time even more beautiful and violent. There was something awe-inspiring about them in their grandeur - and as we stood there in a group, gazing at this overwhelming spectacle, we could well understand our pious and terrified classmate. But ten wild horses would not

have been able to drag such a concession out of us.

Long filaments of multi-coloured light danced, twirled and gyrated across the sky - the colours alternating from almost yellow-greenish to luxuriant green, blue and red. In the starry night, it was as if you could feel lights sparkling and crackling - almost like static electricity when you pull a nylon T-shirt too quickly over your head.

Solar Storms and Suchlike

This happened either in the late sixties or early seventies, when children were interested in everything having to do with space. So even though we were not entirely clear about the actual processes, we knew that the northern lights occurred when solar winds grow in energy, especially during powerful eruptions emitting the so-called solar flares.

The solar wind is a stream of charged particles and when these particles hit the earth's magnetic field, northern or southern lights appear at the poles, aurora borealis and aurora australis.

The fiercer the solar wind, the more powerful the northern lights. They occur at altitudes of 90 to 300 kilometres, when the intensity of the solar winds in the form of charged particles is deflected into the Earth's magnetosphere, forming a belt

around the earth's magnetic poles. During strong solar activity, fierce solar storms for instance, the northern belt widens and the northern lights can be seen further south.

The Process

The process itself consists of energy-rich protons and electrons in the solar storms smash into atmospheric molecules, increasing their energy states for a moment. The molecules and atoms then release excess energy or recapture displaced electrons which decay to their ground state. It is this emission process that creates the aurora borealis - and different wavelengths create the different colours. The colours of the aurora depend on which gas is being excited by the electrons and on how much energy is being exchanged. Oxygen emits either a greenish-yellow light (the most familiar colour of the aurora) or a red light; nitrogen generally gives off a blue or purple light. Blue, red and purple are also colours are seen less frequently and tend to appear when solar activity is high. In all cases, the colours are caused by particles colliding with our atmosphere.

Ymer's Eyebrows – Middle-Earth's Fortress

Yes, I know these actual processes can seem boring in print - but I can guarantee that for us boys and girls standing in the dark and watching the northern lights dancing in the sky, there was nothing dull or trite about this sight. I've often seen northern lights, both before and since, but nothing comes close to the cosmic spectacle that unfolded over our heads that night in the sixties.

It truly riveted our imagination - and we were not the first to feel certain awe and humility at the heavenly display. Our ancestors, the Vikings, had their own explanation for the aurora phenomenon:

When Odin and his brothers had killed the enormous giant Ymir, they created the visible universe out of his dead body. In the midst, they built Middle-Earth, the world of men, and around it they built a bulwark to protect against giants and other monstrosities. The fortifications were made by Ymir's

eyebrows and occasionally you can see the eyelashes flickering like light in the distance - this is what some termed the northern lights.

Greenlanders, our neighbours to the west, have inherited legends from their ancestors that are no less colourful. The ancient Inuit knew that the northern lights were actually the souls of the dead playing ball in the sky.

And Yet - the End of the World?

"It's a sign of the end of the world," said our nervous classmate that memorable night. Neither he nor the rest of us had the slightest idea that his words were about to come true.

On May 23, 1967, panic took hold of the U.S. Army Command. The Cold War between the Eastern and Western powers was at its height when American radar systems suddenly lost power. The Americans believed that the Soviet military was jamming their radars and were convinced that a Soviet nuclear attack on the United States was underway. All alarm bells started ringing and a massive retaliatory attack with nuclear weapons was being prepared when some bright head got the brilliant idea of consulting scientists on atmospheric disturbances. Astronomers who had recently taken interest in solar activity. They stated that a huge solar eruption had just begun and the earth had become the target of a violent solar storm severely affecting electronic equipment across the globe, including the American Early Warning systems.

The retaliatory attack was cancelled and the impending nuclear Ragnarok averted - but only at the very last minute.

As far as I can remember, the violent solar storm and the consequent spectacular northern lights that struck us with awe and wonder that evening came later than 1967 - but I'm not sure. At least I'm happy our classmate did not end up as a prophet that unforgettable night.

Anker Eli Petersen

New Issues on 3 and 14 January, and 28 February 2022



Test proof



Test proof



Test proof



Test proof



Test proof

New stamp issue:
Date of issue: 03.01.2022
Value: 4 x 19,00 DKK
Size: 55,0 x 22,5 mm
Design: Janus Guttusen
Printing technique: Flexoprint
Printer: Limo Labels, Denmark

New stamp issue: **HM Margrethe II - 50 years on the Throne**
Date of issue: 14.01.2022
Value: 50,00 DKK
Numbers: FO 971
Stamp, size: 31 x 52 mm
Mini-sheet, size: 100 x 70 mm
Design/Gravure: Martin Mörck
Printing technique: Intaglio/Offset
Printer: La Poste, France
Postal use: Recommended letters
Other products: A black print and a souvenir folder

New stamp issue: **William Morris in the Faroes in 1871**
Date of issue: 28.02.2022
Value: 61,00 DKK
Numbers: FO 972
Stamp, size: 65 x 44 mm
Mini-sheet, size: 93 x 70 mm
Design: Kim Simonsen
Printing technique: Offset
Printer: Bpost, Belgium
Postal use: Letters abroad, 101-250 g.

New stamp issue: **Kalsøy - Filming location**
Date of issue: 28.02.2022
Value: 19,00 and 29,00 DKK
Numbers: FO 973-974
Stamp, size: 56 x 25 mm
Photos: Jákup Brúsá
Printing technique: Offset
Printer: Cartor Security Printing, France
Postal use: Letters inland and abroad, 0-100 g.
Other products: A self-adhesive booklet with 6 stamps

New stamp issue: **Northern Lights**
Date of issue: 28.02.2022
Value: 19,00 and 43,00 DKK
Numbers: FO 975-976
Stamp, size: 40 x 30 mm
Photos: Thomas Vikre and Árni Øregaard
Printing technique: Offset
Printer: Cartor Security Printing, France
Postal use: Letters and maxi-letters inland, 0-100 g.

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