

Presentation prepared for  
**DJURSLANDS FILATELISTISKA HÖGSKOLA**

## **Denmark 1927-1952**

### **The Caravel Postal Stationery**

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**6 February 2015**

# The History of the Square-Rigged Sailing Vessels

A square-rigged sailing vessel is defined as one having rectangular sails set from yardarms, easily catching the wind

This collection has been developing for over 30 years and much of the philatelic material in this collection is philatelically important.

## Exhibit Plan "The Outline"

### 1. Origins ...

- a) ... The Legends
- b) ... Defining the Square-Sail and the Rig

### 2. The most simple form of constructions ...

- a) ... was initially a craft with a paddle of a flattened piece of wood
- b) ... demanded the presence of a further factor to catch the wind to propel floating bodies in the water
- c) ... required the invention of a means for directing the unwieldy craft; which became the paddle used as a rudder

### 3. The width of crafts provided the means of employing the principles of constructions ...

- a) ... during the transition period of hull design
- b) ... at the time when the stern-rudder was invented
- c) ... at the time when the new rigging principles were developed

### 4. Aiding discovery around the globe ...

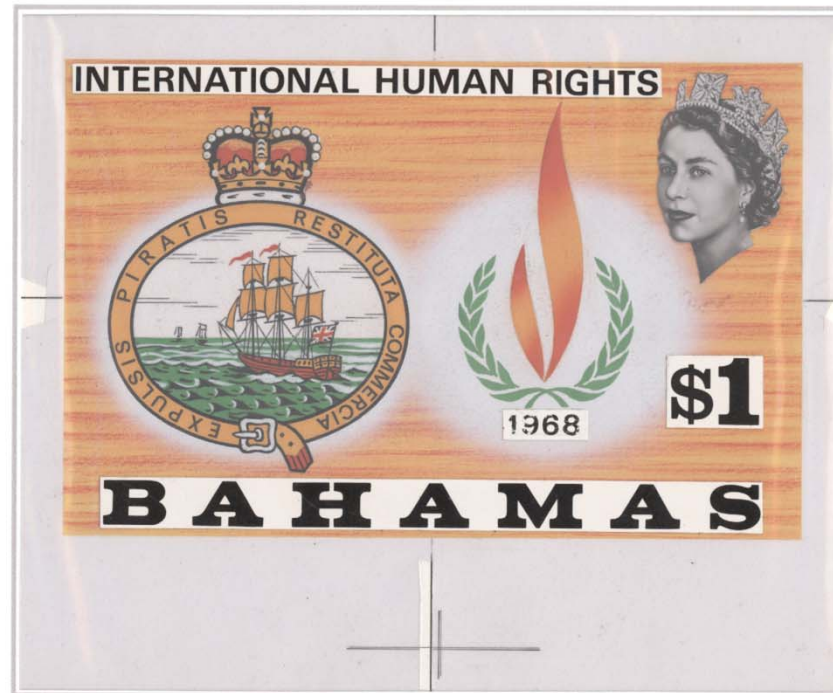
- a) ... vessels should be able to sail into the wind and across the oceans
- b) ... explorers used vessels of different designs and built with new techniques
- c) ... vessels carried emigrants who colonized new lands

### 5. Advances in the technology and tactics of war caused changes to vessels when ...

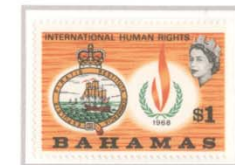
- a) ... warships were constructed and rated
- b) ... new battle tactics were developed
- c) ... the hull and the rig were designed on *Frigates*

### 6. Trade and shipping demanded changes to the hull, rig and size of vessels when ...

- a) ... the *East-Indiamen* and *Packet Ships* sailed during the 18<sup>th</sup> century.
- b) ... the *Clipper Ships* sailed during the 19<sup>th</sup> century.
- c) ... the oceans and inland waterways required vessels of specific design
- d) ... the *Iron Barks* were the last sailing vessels in commercial use
- e) ... steam tonnage exceeded sailing tonnage



1968 Bahamas: Essay of artist's accepted design to issued stamp.



The term "Royal Rig" is given to those vessels having "Royal Masts" meaning square-sails on all masts.

## VESSELS BECAME ABLE TO CIRCUMNAVIGATE THE GLOBE

The age of explorers was initiated by the new rigging principles and other techniques too. Adventurers manned expeditionary armadas of ships

New rigging principles were important and also the changes in hull design and new techniques to build vessels. From now on vessels could sail into the wind across the oceans.



Post office **ARMADA** 3/12/1906 (California), a small post office only open 1895-1920.

Explorers realized that it was possible to sail to the southern hemisphere

Inverted imprint



Denmark Postal Stationery Postal Card with control number 140 with inverted imprint depicting a *Carrack*.

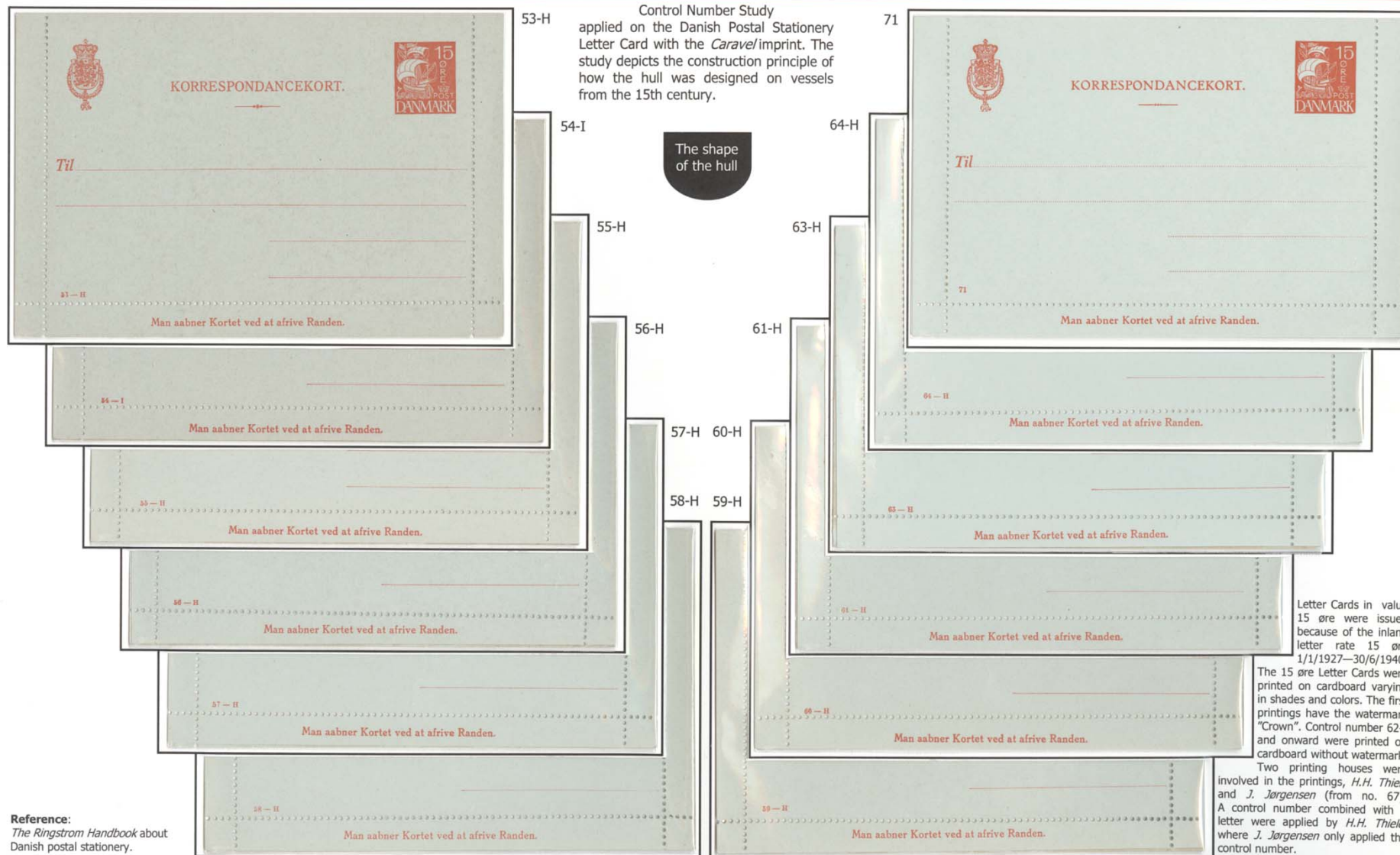


DFDS (*the United Danish Steamship Company*) established a service for seamen to send short messages home to Denmark via voice radio. The radio message was sent from one ship to another ship where the radio operator noted on a Telegram Form the content of the message sent. The Telegram was then folded and mailed through the post when the DFDS ship called at a port. The regular post forwarded the Telegram where letter mail rate was paid.



## The width of crafts provided the means of employing the principles of constructions at the time when the new rigging principles were developed

THE HULL WAS CRAVEL-BUILT, MEANING EACH BOARD LAYING SIDE TO SIDE: PORT BOW AND STARBOARD SIDE



## A Caravel Design

*Caravels* often had four masts



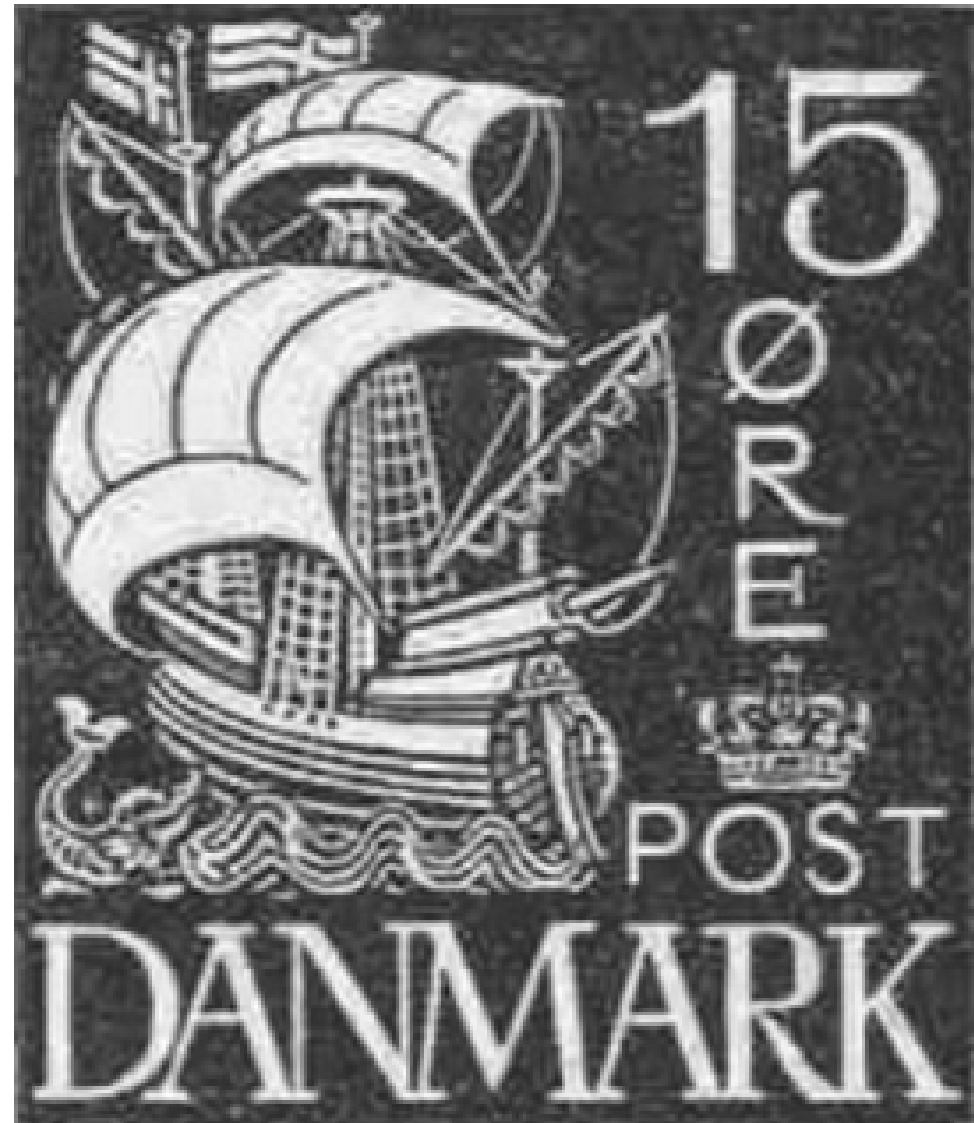
Portugal 1943 Plate Proofs with manuscript notation about printer's examination.

The Fore mast was square-rigged, the Main and the two Mizzen masts carried lateen sails.

## The Danish Caravel Design

- ✓ On 1 January 1927 the Caravel design, a type of ship from the period of the 17th Century, was introduced on postal stationery in Denmark
- ✓ The design was made by the artist Axel P. Jensen with Fr. Britze as engraver
- ✓ The introduction was planned to coincide with a general reduction of postal rates
- ✓ This presentation has the aim to present the three types of postal stationery with the Caravel imprint

Letter Cards  
Postal Cards  
Reply Cards



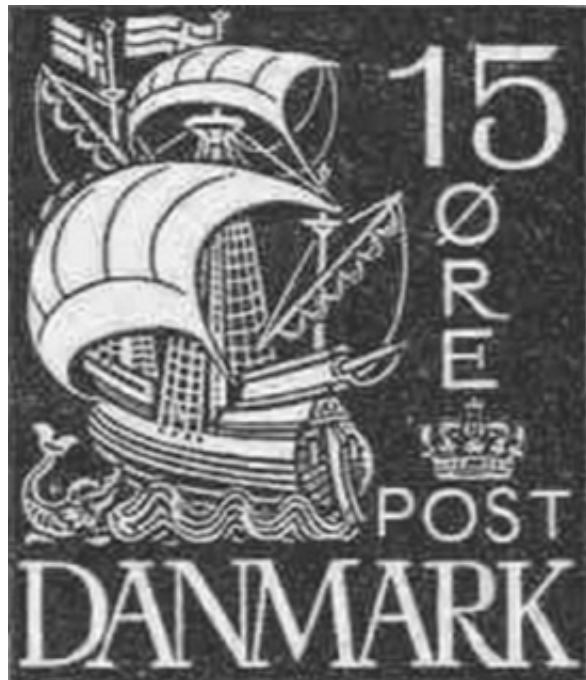
## The Caravel Design



*This design brings to our notice a vessel never seen on our coasts, but peculiar to, and only to be seen in Danish Water. ... The foremast rises from the bows, and bears a large yard with a furled sail. The mainmast carries mainsail and topsail, and here we see how different all the principles of navigation in Denmark are from those practiced on our own coast. These two large sails are not set at right angles to the length of the ship, but parallel with it, or sideways. ... The wind is blowing strongly abeam, swelling out the sails as seen, and thus clearly proving that this ship is sailing sideways. The ship is scarcely submerged, it floats almost entirely on the water, and presents a lofty and very large surface to this cross-wind, and so assists materially in its crablike progress sideways.*

*'Philatelic tuti-fruti (bieng satiers on designs of postage stamps)', Pirth, 1928 George Alen Higlet (1860–1940)*

Two Printing Houses  
are involved

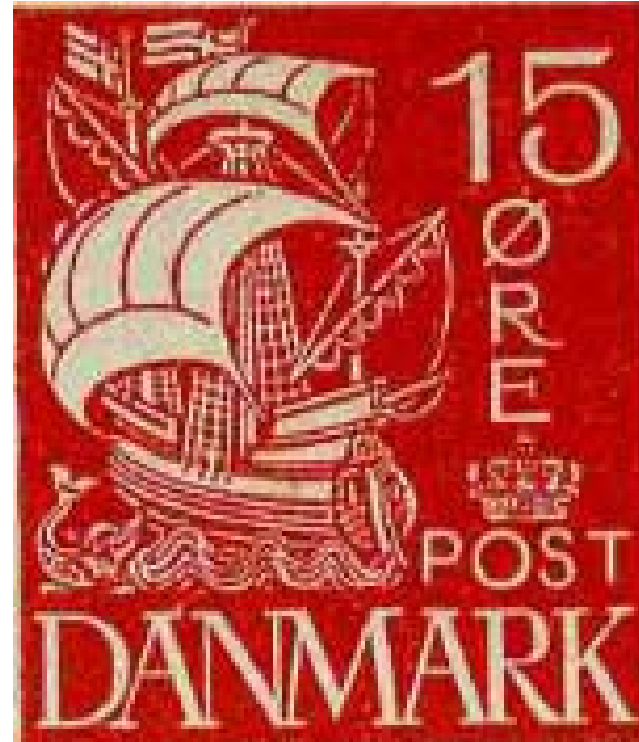


- ✓ *In 1776 Johan Rudolf Thiele founded a printing house specialized in typography printing*
- ✓ *In 1851 Thiele was contracted by the Danish Post to print the first stamps from Denmark and up to 1933 they manufactured all postal related products for the Danish Post*
- ✓ *When Thiele closed its business the Danish Post contracted Jens Jørgensen & Co's Printing House to manufacture postal stationery*
- ✓ *H.H. Thiele's Printing House ceased operation on 15 August 1936*
- ✓ *No proof material or essays are recorded in private hands from the printing of postal stationeries with the Caravel imprint*



## The Imprints

- ✓ **Letter Cards** for domestic letter rate in force from 1 January 1927 until 30 June 1940
- ✓ **Postal Cards** and **Reply Cards** for foreign destinations in force from 1 January 1927 until 31 October 1933



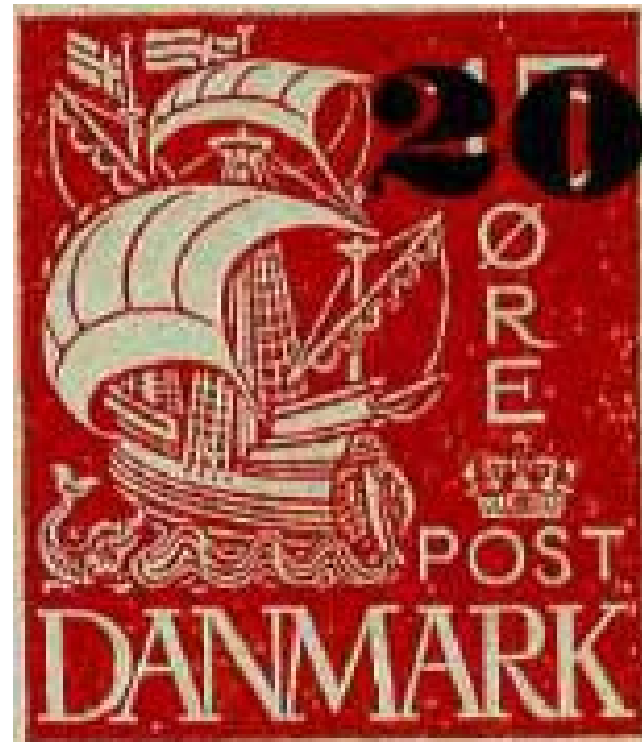
## The Imprints

- ✓ **Postal Cards** and **Reply Cards** for foreign destinations in force from 1 November 1933 until 30 June 1940



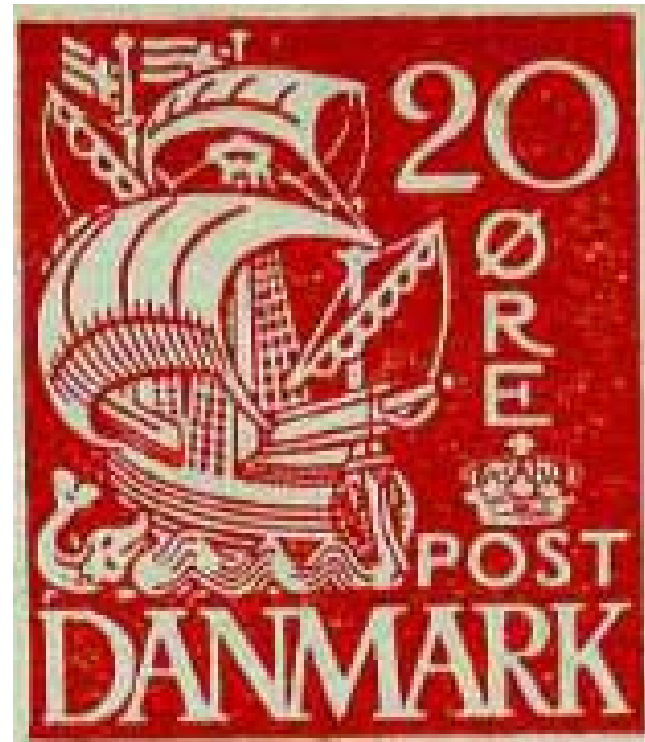
## The Imprints

- ✓ **Letter Cards** for domestic letter rate in force from 1 July 1940 until 31 May 1950



## The Imprints

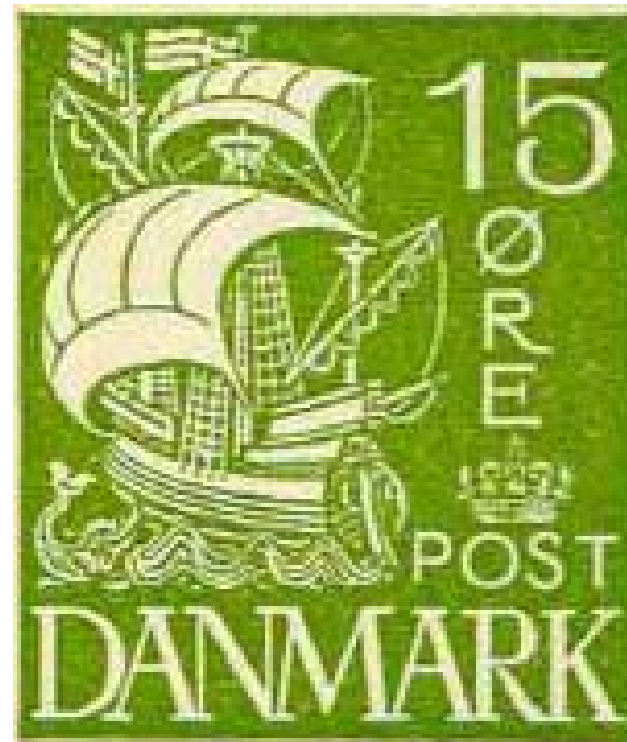
- ✓ **Letter Cards** for domestic letter rate in force from 1 July 1940 until 31 May 1950





## The Imprints

- ✓ **Postal Cards** and **Reply Cards** for domestic rate in force from 1 July 1940 until 30 June 1952



## The printing elements to differ the types

### Element 1

- ✓ Two different designs of the Coat-of-Arms denoted as type B and type C in the handbooks are to be identified. (Type A did not exist in this period).
- ✓ Type B Coat-of-Arms with filled background.
- ✓ Type C Coat-of-Arms with the lions in relief.



The printing elements  
to differ the types

#### Element 1

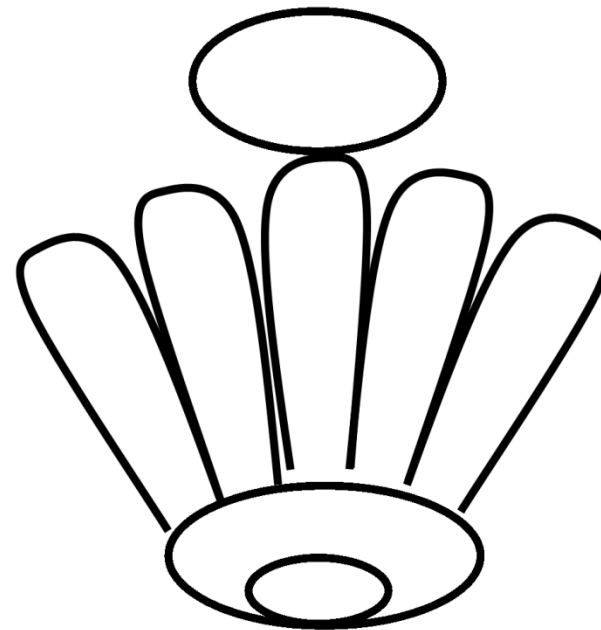
- ✓ Type C Coat-of-Arms with the lions in relief
- ✓ The unique original printing plate to Coat-of-Arms Type C



The printing elements  
to differ the types

#### Element 2

- ✓ Three different types of watermarks are to be identified
- ✓ **Watermark Crown that only exists on Letter Cards**
- ✓ Watermark Paddle that exists on Postal Cards and Reply Cards (not on Letter Cards)
- ✓ Watermark Wavy Line that exists on Postal Cards and Reply Cards (not on Letter Cards)

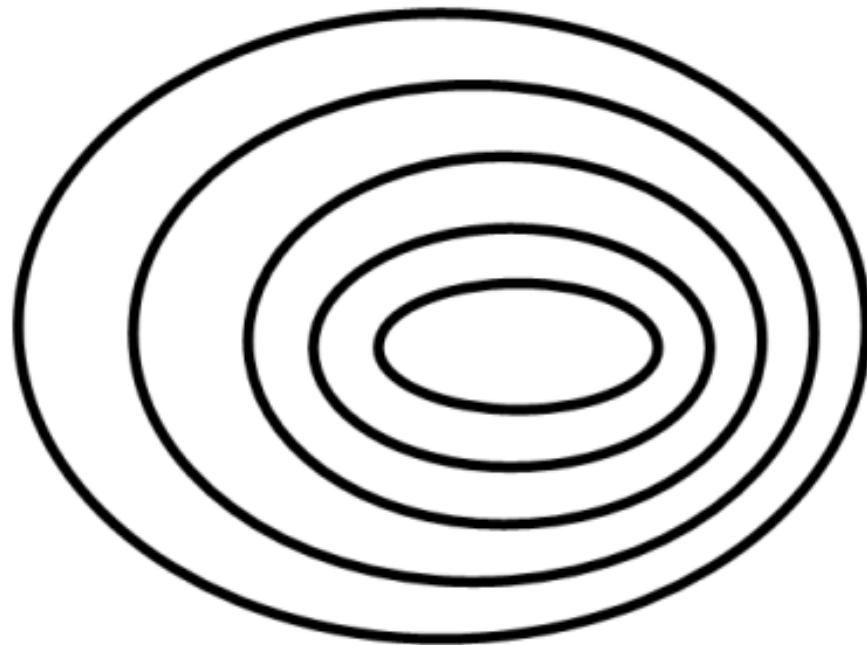




The printing elements  
to differ the types

#### Element 2

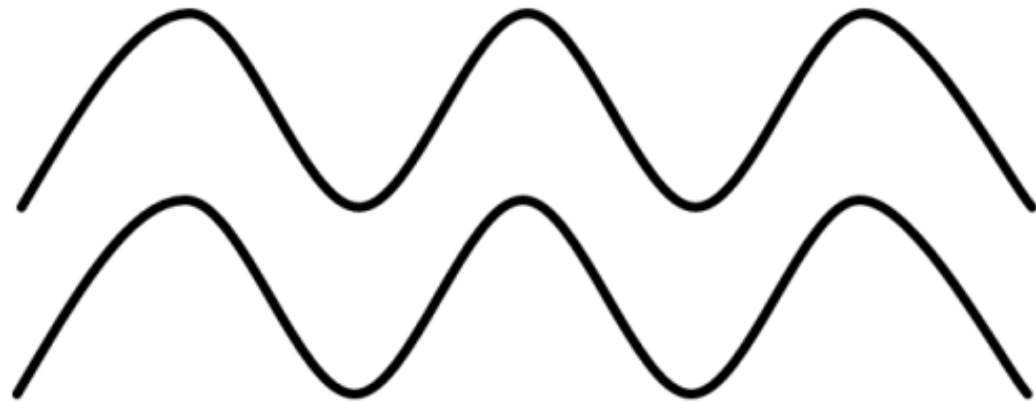
- ✓ Three different types of watermarks are to be identified
- ✓ Watermark Crown that only exists on Letter Cards
- ✓ Watermark Paddle that exists on Postal Cards and Reply Cards (not on Letter Cards)
- ✓ Watermark Wavy Line that exists on Postal Cards and Reply Cards (not on Letter Cards)



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## The printing elements to differ the types

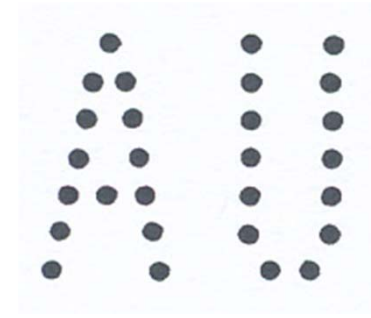
### Element 3

- ✓ Control numbers appear on postal stationery in Denmark from 1918
- ✓ A control number comprises number and/or letter
- ✓ The control number has to do with identification of accounting periods and identification of different printers
- ✓ They are not normally an integral part of the plate itself but are impressed by a piece of type clamped to the plate
- ✓ During Jørgensen & Co's printing period, control numbers still appear but normally without the letter indicating the printer



The printing elements  
to differ the types

- ✓ One of few recorded variety examples of a Letter Card without control number. Intended domestic usage
- ✓ Arbejdsgivernes Ulykkesforsikring (Employer's Accident Insurance) a perfin in use from July 1915 until November 1944

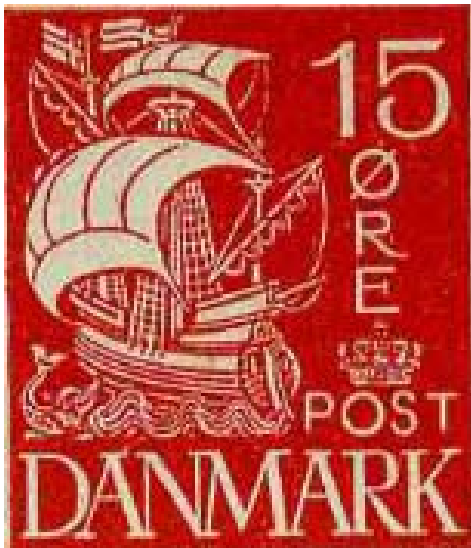




The first Printing House  
involved

*1927-1936 The printing period  
of H.H. Thieles Bogtrykkeri*

## 15 øre Letter Cards for Domestic Letter Rate



- ✓ *The domestic letter rate was decreased from 20 øre to 15 øre effective from 1 January 1927*
- ✓ *Postal stationery Letter Cards were released to supply for the new rate*
- ✓ *15 øre Letter Cards were printed by Thiele with the following 18 different subsequent control numbers: 49-H; 50-H; 51-H, 52-Z, 53-H; 54-I; 55-H; 56-H; 57-H, 58-H; 59-H; 60-H; 61-H; 62-I; 63-H; 64-H; 65-R; 66-H.*
- ✓ *From control number 62-I and onward, lines for sender's address were printed on reverse and they were manufactured on cardboard without watermark Crown*

## 15 øre Letter Cards for Domestic Letter Rate

- ✓ The first Letter Card with control number 49-H was delivered in 1927 from H.H. Thieles Bogtrykkeri



## 15 øre Letter Cards for Domestic Letter Rate

- ✓ From Letter Card with control number 62-1 and onward, lines for sender's address were printed on reverse.
- ✓ They were also manufactured on cardboard without watermark Crown

*Afsender* .....

.....

.....



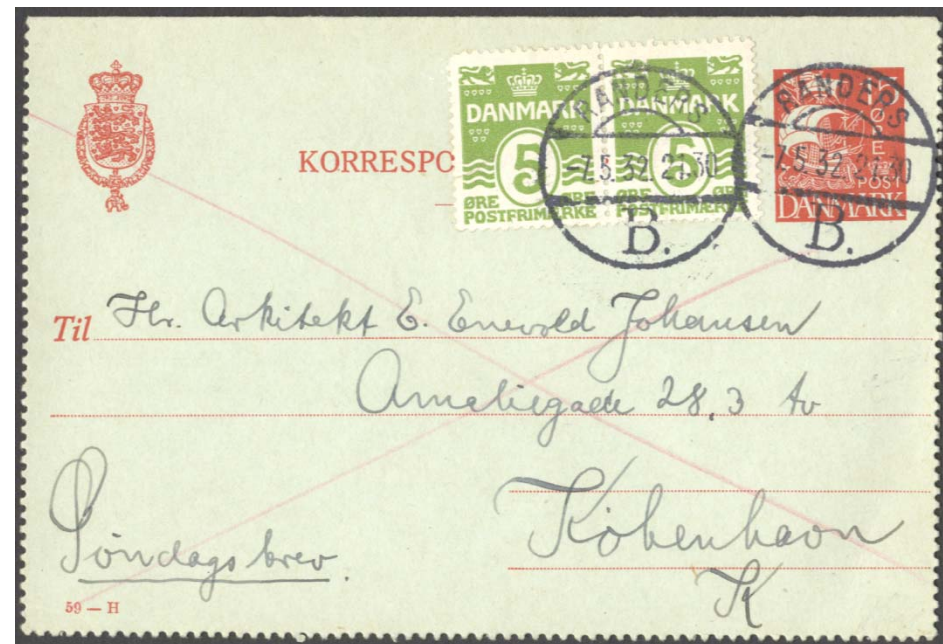
## 15 øre Letter Cards for Domestic Letter Rate

- ✓ The Letter Cards were printed in panes and the entire print on the card was done at the one and same time
- ✓ The panes were cut to singles, gum was added on three edges, they were folded and finally perforated on the three edges
- ✓ Variety on control number 54-I with the entire print on the face side being misplaced



## 15 øre Letter Cards for Domestic Letter Rate

- ✓ Letter mail intended for Sunday delivery was annotated "SØNDAGSBREV" and marked with two crossed diagonal lines and prepaid with the normal letter rate plus appropriate fee for Sunday delivery
- ✓ 59-H: Intended domestic usage from RANDERS 7/5/1932 with 2x 5 øre = 10 øre paying the Sunday Delivery fee (10 øre in force from 1 May 1929 until 30 June 1946)



## 15 øre Letter Cards for Domestic Letter Rate

- ✓ Up-rated Letter Cards could be used to foreign destinations herewith presented through the correspondence to *Otto Ernst* onboard the ship *M/S Monte Rosa*
- ✓ 62-I from ASSENS 6/5/1935: Up-rated (30 øre + 15 øre) paying 30 øre letter rate (in force from 1 November 1933 until 30 June 1940) with air mail to Egypt (30 øre in force from 1 July 1933 until 28 February 1936)



## 15 øre Letter Cards for Domestic Letter Rate

- ✓ Uprated Letter Cards could be used to foreign destinations herewith presented through the correspondence to **Otto Ernst** onboard the ship **M/S Monte Rosa**
- ✓ 62-1 from ASSENS 10/5/1935: Uprated (15 øre) paying 30 øre surface letter rate (in force from 1 November 1933 until 30 June 1940) to Palestine forwarded to ITALY and finally returned to sender



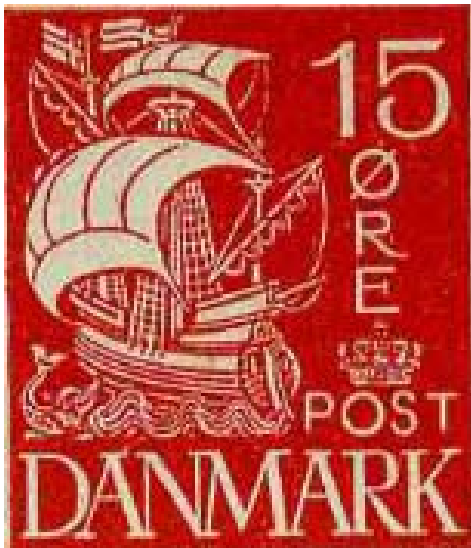


## 15 øre Letter Cards for Domestic Letter Rate

- ✓ Uprated Letter Cards could be used to foreign destinations herewith presented through the correspondence to *Otto Ernst* onboard the ship *M/S Monte Rosa*
- ✓ 63-H from ASSENS 23/5/1935: Uprated (5 øre + 30 øre) paying 30 øre letter rate (in force from 1 November 1933 until 30 June 1940) with air mail to Italy (20 øre in force from 1 November 1933 until 10 October 1939)



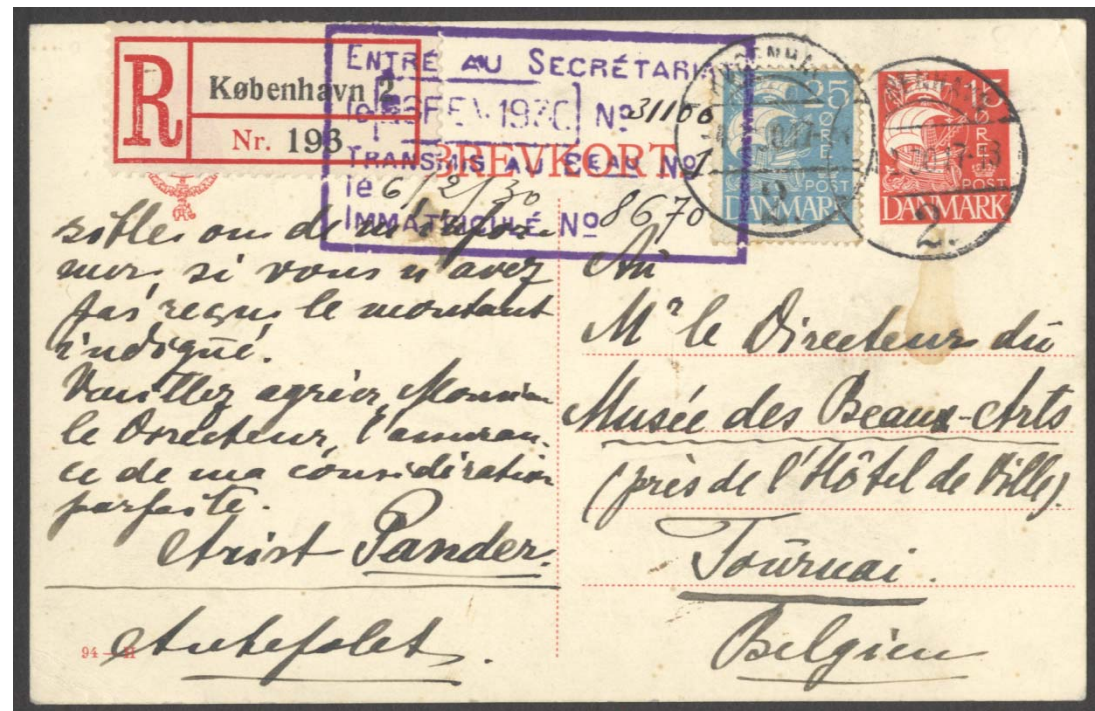
## 15 øre Postal Cards for Foreign Destinations



- ✓ *The rate for postal cards to foreign destinations was decreased from 20 øre to 15 øre, effective from 1 January 1927*
- ✓ *Postal stationery Postal Cards were released to supply for the new rate*
- ✓ *15 øre Postal Cards were printed by Thiele with the following 13 different subsequent control numbers: 83-J; 84-H; 85-H; 86-H; 88-H; 90-K; 92-H; 94-H; 97-H; 98-H; 102-H; 105-H; 107-H*

## 15 øre Postal Cards for Foreign Destinations

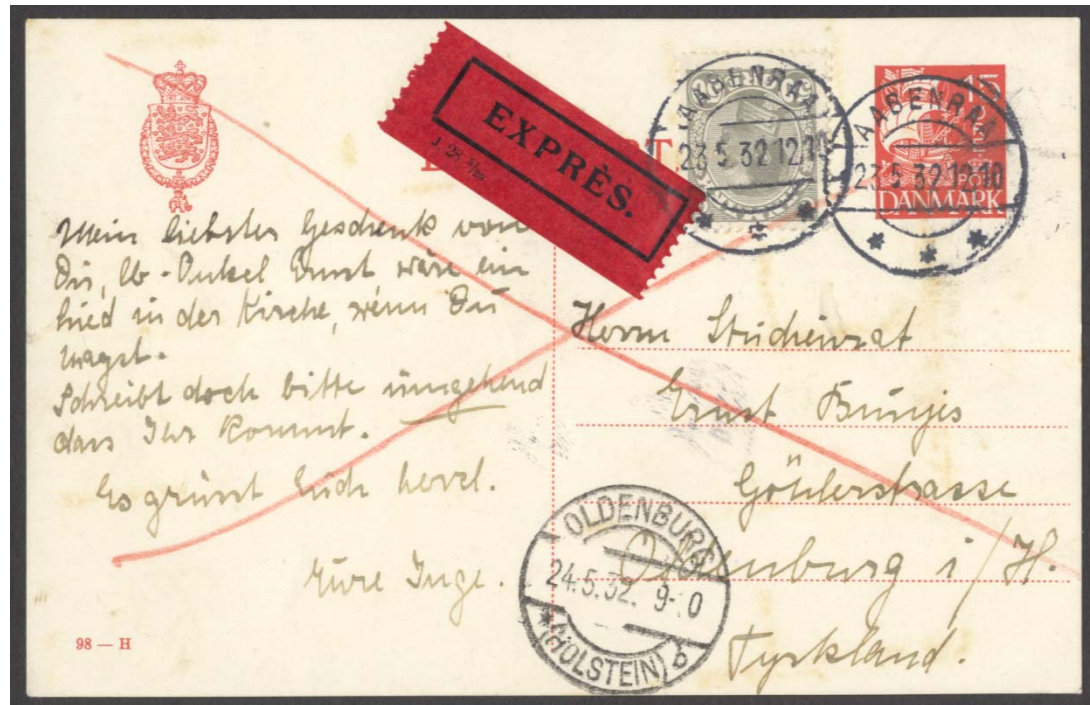
- ✓ 94-H from KØBENHAVN 1/2/1930: Used as intended and uprated (25 øre) for registration to Belgium (25 øre in force from 1 April 1926 until 30 June 1940)



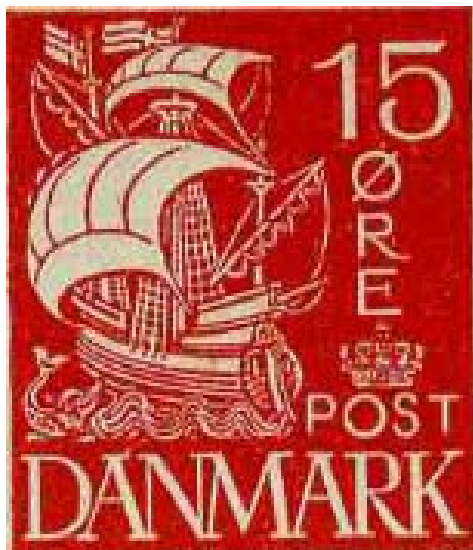


## 15 øre Postal Cards for Foreign Destinations

- ✓ 98-H from AABENRAA 23/5/1932: Used as intended and uprated (50 øre) for express to Germany (50 øre in force 1 April 1927 until 31 October 1933)



15 øre Reply Cards for  
Foreign Destinations



- ✓ *15 øre Reply Cards were printed by Thiele with the following 5 different subsequent control numbers: 83-Y; 84-Y (I); 84-Y (II); 93-I; 98-N*

## 15 øre Reply Cards for Foreign Destinations

- ✓ 84-Y (I) double use to and from the U.S.A.
- ✓ From KØBENHAVN 25/9/1929 by airmail to London-Southampton (10 øre in force from 1 January 1928 until 30 October 1933)
- ✓ The two parallel red bars voided the Danish LUFTPOST label in London
- ✓ By surface to New York
- ✓ Although the US airmail postage was prepaid and the card was annotated "By Air Mail from New York to Chicago" (50 øre in force from 15 May 1927 until 31 May 1933), the Danish LUFTPOST label voided in London caused the card to be diverted to surface from New York to Chicago
- ✓ 5 øre excess rate paid





## 15 øre Reply Cards for Foreign Destinations

- ✓ 84-Y (I) double use reply with airmail from the U.S.A.
- ✓ From CHICAGO 23/10/1929
- ✓ Reply airmail could not be prepaid in the stamps of the originating country.
- ✓ By internal airmail to New York (paid by the 5c airmail stamp)
- ✓ By ship to London paid by the 15 øre postal card rate
- ✓ By airmail to Berlin (paid by the 5c blue commemorative stamp for the world aeronautical conference for surface rate, per the UK-US agreement)
- ✓ By surface to København paid by the 15 øre Postal Card rate



## 15 øre Reply Cards for Foreign Destinations

- ✓ Reply Card with control number 93-I was printed without the required French text
- ✓ Of the total printing (5850), 5283 were destroyed and only 567 cards were sold before being withdrawn (they were already delivered to local post offices)



## 15 øre Reply Cards for Foreign Destinations

- ✓ One of very few recorded control number 93-I Reply Card usages from LEIPZIG 19/2/1930 used as intended. Only 567 cards of control number 93-I were sold before being withdrawn





## 20 øre Provisional Postal Cards for Foreign Destinations

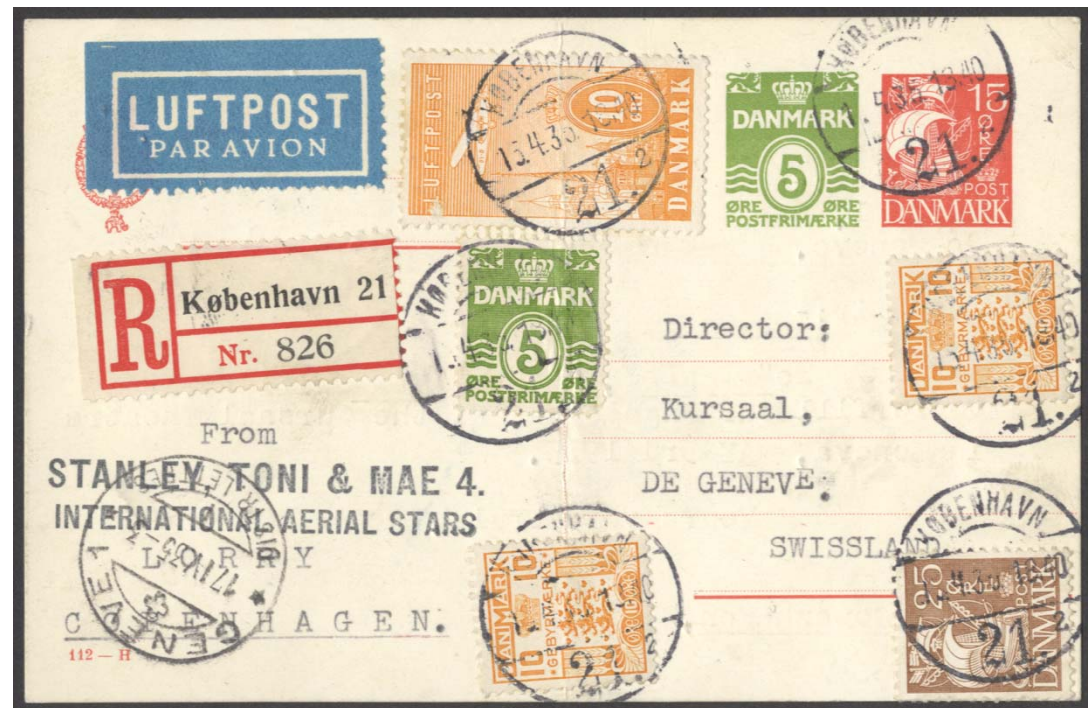


- ✓ *20 øre Provisional Postal Cards for Foreign Destinations*
- ✓ *The rate for postal cards to foreign destinations was increased from 15 øre to 20 øre, effective from 1 November 1933*
- ✓ *Thiele combined the 15 øre Postal Cards with an additional imprint, a second and different cliché: 5 øre Wavy-Lines*
- ✓ *15 øre Postal Cards with control numbers 109-H and 112-H were still in stock with Thiele and had not yet been delivered to the local post offices (they were never available as only 15 øre Postal Cards)*
- ✓ *The first Postal Cards to be provisionally printed with the 5 øre additional imprint was 109-H and 112-H*



## 20 øre Provisional Postal Cards for Foreign Destinations

- ✓ 112-H from KØBENHAVN 15/4/1935: Used as intended and uprated (5 øre + 10 øre + 25 øre) for registration (25 øre in force from 1 April 1926 until 30 June 1940) with air mail to Germany (15 øre in force from 1 November 1933 until 26 June 1945)
- ✓ Late mailing was possible from the post office KØBENHAVN 21 by paying the "LATE MAILING FEE" i.e. 2x 10 øre = 20 øre in force from 1 January 1934 until 30 June 1946 paid with "Gebyr stamps"



20 øre Provisional  
Postal Cards for Foreign  
Destinations



- ✓ *Unsold Postal Cards were recalled from the local post offices and sent to Thiele for the addition of the 5 øre Wavy-Lines imprint*
- ✓ *Unfortunately Thiele did not keep record of which control numbers were actually recalled and additionally printed*
- ✓ *All 13 control numbers are recorded with the 5 øre additional imprint: 83-J; 84-H; 85-H; 86-H; 88-H; 90-K; 92-H; 94-H; 97-H; 98-H; 102-H; 105-H; 107-H*

## 20 øre Provisional Postal Cards for Foreign Destinations

- ✓ 105-H from KØBENHAVN  
28/9/1934: Used as  
intended and uprated (15  
øre) for air mail to England  
(15 øre in force from 1  
November 1933 until 26  
June 1945)



20 øre Provisional  
Reply Cards for Foreign  
Destinations



- ✓ *Thiele also combined the 15 øre Reply Cards with an additional imprint (the second and different cliché 5 øre Wavy-Lines)*
- ✓ *15 øre Reply Cards with control number 112-H were still in stock with Thiele and had not yet been delivered to the local post offices (they were never available as 15 øre Reply Cards)*
- ✓ *The first Reply Card to be provisionally printed with the 5 øre additional imprint was 112-H*



20 øre Provisional  
Reply Cards for Foreign  
Destinations

- ✓ Reply (SVAR) with control number 112-H used as intended from LONDON 14/12/1937



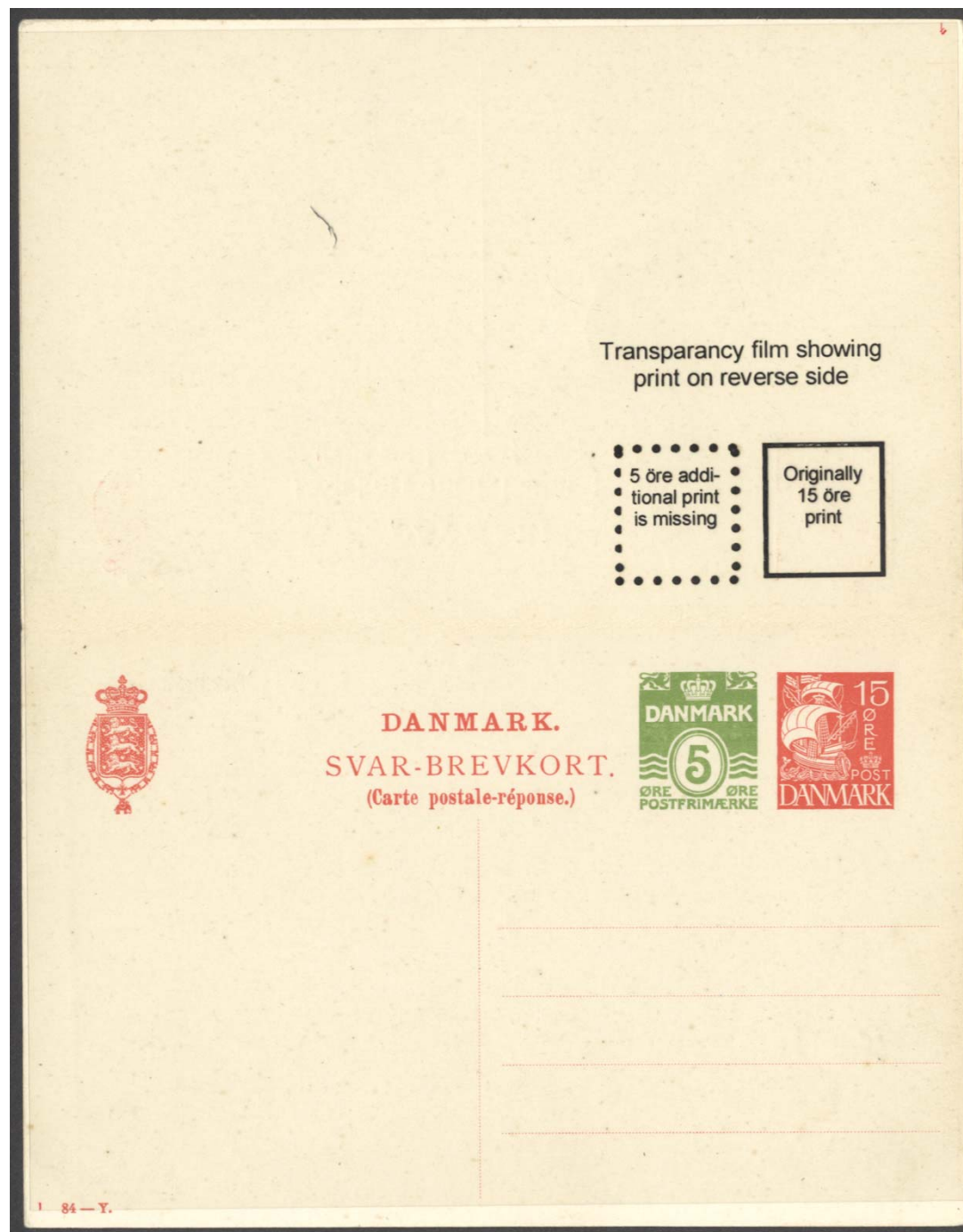
20 øre Provisional  
Reply Cards for Foreign  
Destinations



- ✓ *Unsold Reply Cards were recalled from the local post offices and sent to Thiele for the addition of the 5 øre Wavy-Lines imprint*
- ✓ *Unfortunately Thiele did not keep record of which control numbers were actually recalled and additionally printed*
- ✓ *All 4 control numbers are recorded with the 5 øre additional imprint: 83-J; 84-H (I); 84-H (II); 98-N*

## 20 øre Provisional Reply Cards for Foreign Destinations

- ✓ The unique variety without 5 øre Wavy-Lines imprint on the sender's half
- ✓ The 84-Y (I) Reply Card was printed with the 5 øre additional imprint on the reply card but not on the sender's half
- ✓ This variety of the 5 øre + 15 øre postal reply card is the discovery copy and no others are yet reported





The second Printing  
House involved

## *1936-1952 The printing period of Jens Jørgensen & Co*

- ✓ *On 21 June 1933 the Danish Post announced that they took over the printing of Danish postage stamps from Thiele*
- ✓ *Still Thiele continued to manufacture postal stationery until they finally closed its business as of 15 August 1936*
- ✓ *The handover to Jørgensen & Co started from Thiele in 1933 and was ongoing until 15 August 1936*
- ✓ *H.H. Thiele's Typography Printing House ceased operation in 1936 and closed its business on 15 August 1936*
- ✓ *When Thiele closed, Jens Jørgensen & Co Typography Printing House was contracted by the Danish Post to also manufacture postal stationery*
- ✓ *During Jørgensen & Co's printing period, control numbers still appear on postal stationery from Denmark but normally without the letter indicating the printer*

The transition between  
the two Printers



- ✓ *From research by the Danish postal historian Søren Christian Jensen (author to the book: *Posthuse og Plowmænd H.H. Thieles Bogtrykkeri 1770-1936*) the final deliveries of postal stationery from Thiele was:*

*Postal Card with control number 111-H  
(7 August 1933);*

*Reply Card with control number 110-H  
(12 February 1934);*

*Letter Card with control number 66-H  
(12 May 1936).*

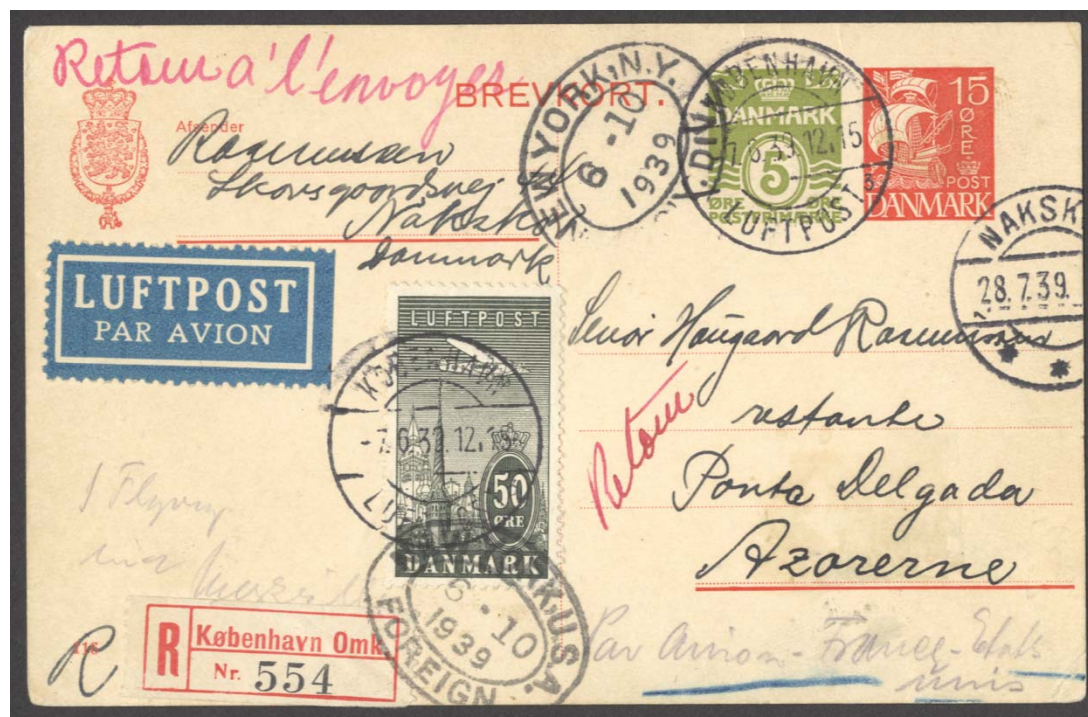
20 øre Provisional  
Reply Cards for Foreign  
Destinations



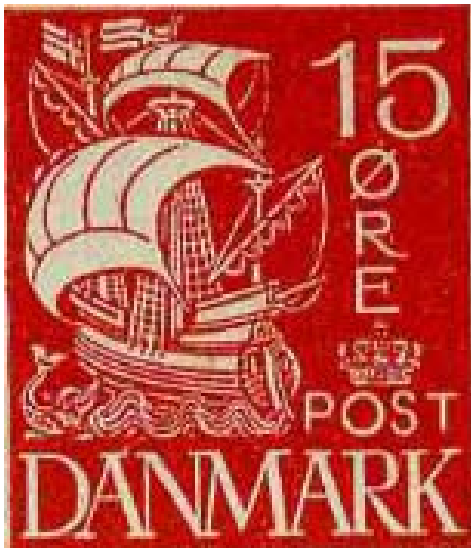
- ✓ *The first postal stationery with Caravel imprint manufactured by Jens Jørgensen & Co was control number 116 i.e. the Postal Card with additional 5 øre Wavy-Lines imprint on the 15 øre Postal Card*
- ✓ *Of this type Jørgensen & Co only manufactured one printing only (116)*

## 20 øre Provisional Reply Cards for Foreign Destinations

- ✓ 116 from KØBENHAVN 7/6/1939: Used as intended and uprated (50 øre) for registration (25 øre in force from 1 June 1926 until 30 June 1940) and air mail to the Azores (25 øre in force from 1 April 1926 until 30 June 1940)



15 øre Letter Cards for  
Domestic Letter Rate



- ✓ *Jørgensen & Co manufactured new Letter Cards for the 15 øre domestic letter rate with the following 7 different subsequent control numbers: 67; 68; 69; 70; 71; 72; 73*

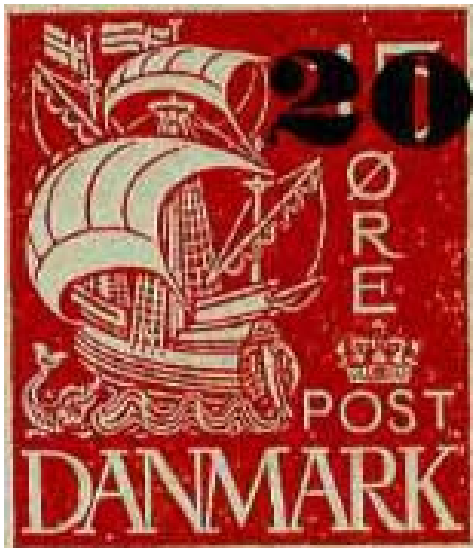
## 15 øre Letter Cards for Domestic Letter Rate

- ✓ The last 15 øre Letter card to be manufactured by Jørgensen & Co is control number 73, released on 29 March 1940





20 øre Provisionally  
Surcharged Letter Cards  
for Domestic Letter Rate



- ✓ *The domestic letter rate was increased from 15 øre to 20 øre, effective from 1 July 1940*
- ✓ *The Danish Post recalled not yet consumed 15 øre Letter Cards from post offices and sent to Jørgensen & Co for application of a provisional "20" øre black surcharge*
- ✓ *Unfortunately Jørgensen & Co did not keep record on which control numbers were actually surcharged*
- ✓ *Letter Card with control number 73, which were still not yet delivered to the local post offices, were the first to be surcharged*
- ✓ *The following 13 different subsequent control numbers are recorded with the 20 øre provisional surcharge: 73; 72; 71; 70; 69; 68; 67; 66-H; 65-R; 64-H; 63-H; 62-I; 49-H*

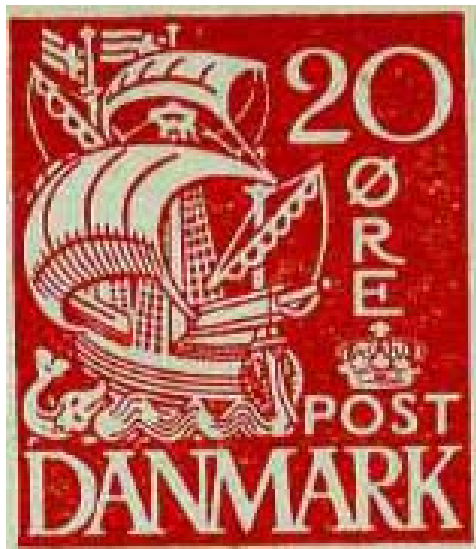
## 20 øre Provisionally Surcharged Letter Cards for Domestic Letter Rate

- ✓ Letter Card with control number 73 (which were still not yet delivered to the local post offices) were the first to be surcharged. Used as intended from VEDBÆK 25/7/1941
- ✓ Uprated (5 øre + 40 øre + 60 øre) paying 40 øre letter rate (in force from 1 July 1940 until 31 May 1950) with air mail to U.S.A. (85 øre in force from 2 April 1940 until 6 December 1941)
- ✓ Consored in Germany





20 øre Letter Cards for  
Domestic Letter Rate



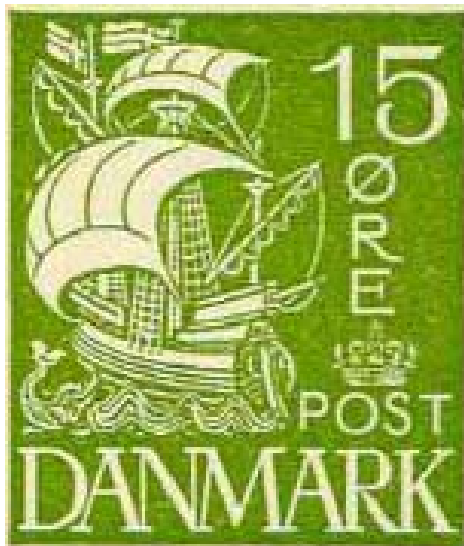
- ✓ *As the domestic letter rate was increased from 15 øre to 20 øre effective from 1 July 1940, the "20" on 15 øre surcharged letter cards were in use*
- ✓ *In the beginning of 1941, Jens Jørgensen & Co. manufactured new Letter Cards with 20 øre denomination imprint with the following 4 different subsequent control numbers: 74; 75; 76; 77*

## 20 øre Letter Cards for Domestic Letter Rate

- ✓ Control number 76 from HASLEV 4/9/1943: Used as intended and uprated (40 øre) for express (40 øre in force from 1 April 1923 until 30 June 1946)



## 15 øre Postal Cards for Domestic Rate



- ✓ *The domestic rate for postal cards was increased from 10 øre to 15 øre, effective from 1 July 1940*
- ✓ *Postal stationery Postal Cards were released to supply for the new rate*
- ✓ *15 øre Postal Cards were printed by Jens Jørgensen & Co with the following 9 different subsequent control numbers: 138A; 139; 139A; 140; 141; 142; 143; 144; 145*

## 15 øre Postal Cards for Domestic Rate

- ✓ Variety with control number 138a
- ✓ "a" used instead of "A". "a" was used as control letter on the 15 øre green Reply Card
- ✓ This variety of the 15 øre Postal Card is the discovery copy and no others are yet reported



## 15 øre Postal Cards for Domestic Rate

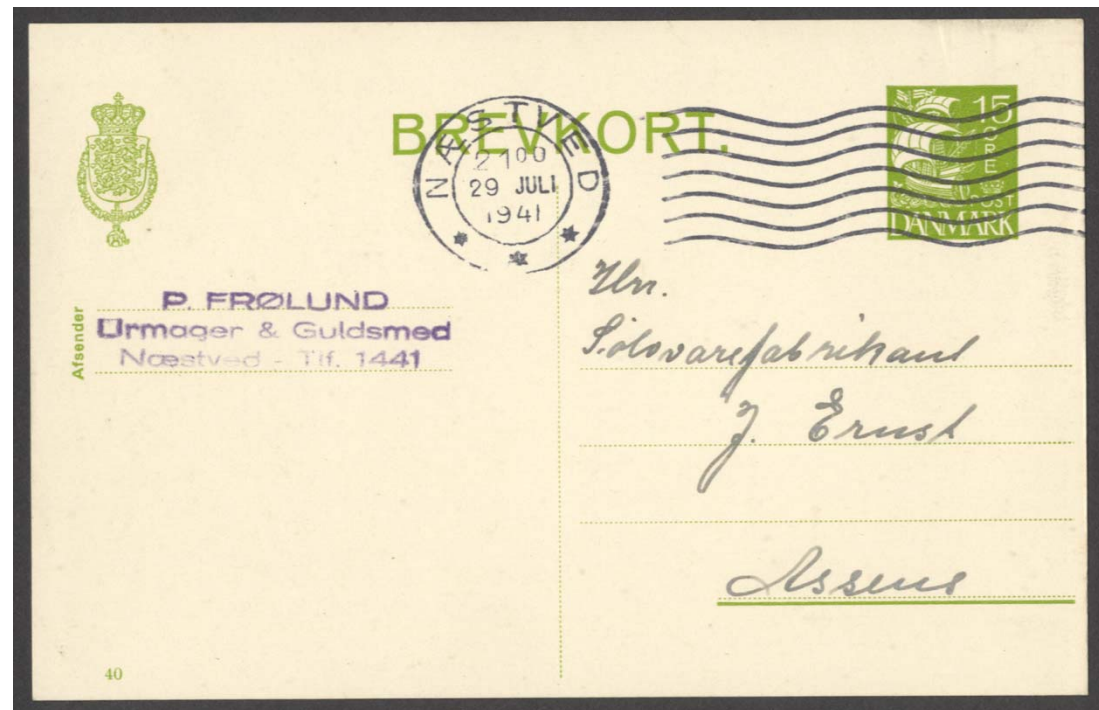
- ✓ The 15 øre inverted imprint on control number 140.
- ✓ Only a very few are recorded of this variety





## 15 øre Postal Cards for Domestic Rate

- ✓ Variety with control number \_40
- ✓ "1" is missing in the control number: "\_40"
- ✓ Only a very few usages are recorded of this variety
- ✓ Used as intended from NÆESTVED 29/7/1941



## 15 øre Postal Cards for Domestic Rate

- ✓ 142 used as intended from MOMMARK 16/8/1942 to Germany
- ✓ During the German occupation of Denmark (1940-1945) the Postal Card rate to Germany effective from 1 June 1942 until 24 November 1945 was the same as the 15 øre domestic Postal Card rate

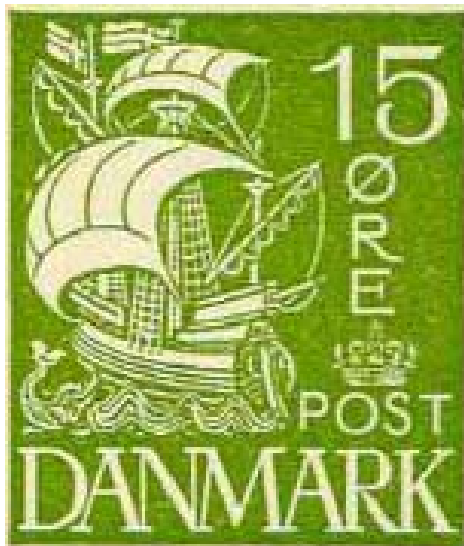


## 15 øre Postal Cards for Domestic Rate

- ✓ 144 from KØBENHAVN 5/2/1943: Used as intended and uprated (30 øre) for registration (30 øre in force from 1 July 1940 until 30 April 1950)
- ✓ Late mailing was possible from the post office "KØBENHAVN 21" by paying the "LATE MAILING FEE" i.e.  $2 \times 10 \text{ øre} = 20 \text{ øre}$  in force from 1 January 1934 until 30 June 1946 paid with "Gebyr stamps"



15 øre Reply Cards for  
Domestic Rate



- ✓ *15 øre Reply Cards were printed by Jens Jørgensen & Co with the following 2 different subsequent control numbers: 138a; 141*

## 15 øre Reply Cards for Domestic Rate

- ✓ Control number 138a Reply (SVAR) used as intended from ULBØLLE 16/11/1943





## 15 øre Reply Cards for Domestic Rate

- ✓ Control number 141 Reply (SVAR) used from Switzerland MONTREUX 3/10/1944 via Germany (German censorship)
- ✓ The Swiss Post didn't accept the prepaid Danish reply even though it's correct 10+15 øre
- ✓ Behind the Swiss stamp is to be found "0" devaluating the Danish rate to "zero". 40 Rappen paid as Swiss Postal Card rate (20 Rappen) plus airmail (20 Rappen) to Denmark



## The Exhibit



- ✓ *The Paper is based on the author's exhibit Denmark 1927-1952 The Caravel Postal Stationery which is complete in its 5-frame presentation of this topic*
- ✓ *It was awarded gold medal (93 points) with special prize for treatment at the FIP exhibition in Bangkok 2013*