

# Posta Stamps

Faroe Islands No. 59

October 2024



**Posta**   
FAROE ISLANDS

50 Years of  
Faroe Stamps

Famous Pilots in  
the Faroe Islands

Handball in the  
Faroe Islands



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# Franking labels 2025

# The Ocean's Depths



## Chance as a Creative Guide

Turið, a self-taught artist, embraces spontaneity, curiosity, and the element of chance as the cornerstones of her creative process. “I let my brush wander wherever it desires, allowing chance to dictate the course of each piece, at least for a part of the journey.

What began as a playful experiment with various mediums ultimately led to the harmonious union of watercolors and dots, which have since become my artistic language,” she reflects.

## A Thousand Dots in Motion

Turið’s artwork is primarily inspired by the life and creatures inhabiting the unseen depths of the ocean. Her distinctive style is defined by delicate layers of watercolor, vibrant palettes, and an intricate constellation of dots that breathe life into this submerged, hidden world. “Each painting often consists of thousands of dots. The dots have become my artistic signature, a defining element in my work,” she notes.

## The Deeper Meaning Behind the Dots

Although the fusion of watercolors and dots initially emerged from a lighthearted and organic process, Turið has refined her approach into a unique artistic vision over time. While chance

The Ocean's Depth  
Artist: Turið Teitsdóttir



played a vital role in her early explorations, the conceptual depth behind her creations is anything but random.

"I am drawn to the microscopic landscapes of life—those often-overlooked details that quietly persist beneath the surface. Even though these creatures remain unseen in our daily lives, this parallel universe under the water teems with vitality and beauty. It's the infinite richness of the minute in the vastness of existence that captivates me. I often contemplate this incredibly diverse realm, which so many of us tend to forget. And I reflect on how all living things, no matter how small, are intricately connected," Turið explains.

## Curiosity as Creative Compass

Curiosity is the driving force behind Turið's artistic practice, and over time, art has become inseparable from her very being. When she is not engaged in the creative process, a palpable emptiness makes itself known.

"Art brings equilibrium to my life. It quickly became an indispensable part of my identity. When I am not immersed in artistic creation—whether through thought or by hand—it feels as though something crucial is missing. The act of creation is both deeply satisfying and nourishing, a state I constantly seek to be in. I'm perpetually curious, always striving to see things anew, to draw inspiration from fellow artists, and to expand upon what I am already exploring. Ultimately, my aim is to craft a vibrant, immersive universe on paper, one that journeys through the viewer's eye and stirs emotions and thoughts within them. There's something profoundly fascinating about the idea that, through the simple stroke of a brush, I can evoke such complex feelings and reflections in others," Turið concludes.

This exploration of chance and meticulous detail invites the viewer not only to look, but to feel, to pause, and to contemplate the unseen worlds that flourish beneath both surface and thought.



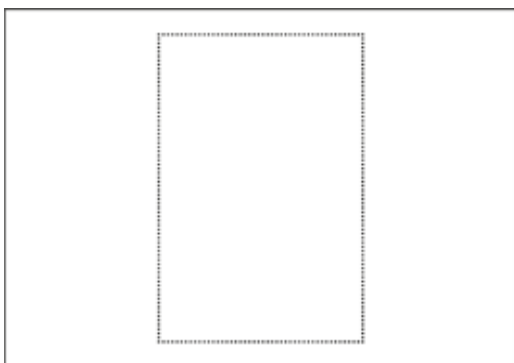
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# 50 Years of Faroese Stamps

On December 19, 1895, *Føringatíðindi* reprinted an article from *Berlingske Tidende* from October 1845 under the headline: "An English Peculiarity".

It read: In England, sending letters is inexpensive. The postal service sells small square pieces of paper with a picture of the Queen's head, which are placed on letters to be sent without payment. When the letters arrive at the post office, a black cross is marked over the "stamps" so they cannot be reused. These little Queen's heads are quite charming, and the English demonstrate one of their peculiarities by collecting these "stamps". From this, one can see that 50 years ago, the Danes neither had stamps nor knew what they were. Now the boys in Tórshavn are just as "peculiar" as the English once were in collecting stamps.

These "boys" were collectors from the beginning when Danish stamps were sold in the Faroe Islands from 1870. It was likely the same "boys" who later wished for Faroese stamps. In the newspaper *Dúgván* on May 15, 1909, a letter to the editor appeared with the headline: "A Reform – Knowledge is Power". It stated that when *Føroya Banki* was established in 1906, the



## 50 Years of Faroese Stamps

Design: Kári við Rættará

Image not available

idea of Faroese banknotes was born – but why not Faroese stamps, it was asked. Several reasons were mentioned, including the fact that "a couple of Denmark's overseas territories, Iceland and the West Indies", had their own stamps.

Interest in Faroese stamps became even clearer in Dimmalætting on September 11, 1909, when the newspaper reported on a town council meeting that week. On the agenda was: "From Merchant C.C. Johansen and Trade Assistants Johs. O. Joensen and J. Jensen, a proposal for the introduction of Faroese stamps with local motifs. It was decided to refer the petitioners to the Løgting."

The issue of Faroese stamps had been discussed in the Løgting in 1906 without result, but it was raised again in the Faroese Løgting: "XXIV – Concerning the

Issuance of Special Faroese Stamps". In addition to the same people who had written to the council, a new one joined, namely H. Wenningsted Tórgarð. The letter was dated Tórshavn on July 28, 1910. Several arguments were made for Faroese stamps: To create awareness of the Faroe Islands, to put the Faroes on the world map, to attract more tourists, financial gain from sales and collectors – it was pointed out that the postal service in the Faroe Islands in 1909 had sold stamps for 19,000 kroner, which could increase significantly with beautiful Faroese motifs on stamps with Faroese text. Enclosed were stamps from "Heligoland", which had both German and English text – so there was no reason why the Faroe Islands, as an "overseas territory", couldn't have their own stamps.



FDC's with the first Faroese stamps.

Photo: Alan Brockie

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The Løgting held three sessions on the matter. It ended with a decision on August 9, 1910, where 19 voted in favor and none against, that "The petitioners are recommended to address the General Post Office". The Løgting did not wish to take on any financial risk regarding postal transport between countries, which seemed to be the main reason for this decision.

In the many subsequent years, including two world wars, the Faroe Islands came close to getting their own stamps, but it ended with "provisional" stamps both in 1919 and again during the Second World War – but this time it was close. Germany had occupied Denmark on April 9, 1940, and the situation in the Faroe Islands became critical regarding stamps. In November 1940, the Løgting passed the following proposal: "The parliament recommends that the stamps, which the postal service here will likely have to print due to the war situation, be made with Faroese motifs." The Faroese Philatelic Association had also submitted a letter to the Løgting about possible Faroese stamps, but it did not help much, as this decision had no significant effect. According to the law on "Provisions for Temporary Government in the Faroe Islands", the Governor Hilbert had the final say in this matter. His decision was that Danish stamps in the Faroe Islands were to be overprinted to meet the need for stamps. It also helped that stamp packages came from Denmark via the Universal Postal Union in Bern to the Faroe Islands. In 1943, the party Fólkaflokkurin pushed again for Faroese stamps, but Hilbert rejected the idea. One could say that the war was "too short" for the Faroe Islands to get stamps this time, especially since there was a Governor who fought to maintain the status quo in the realm.

In 1948, the Home Rule Act was passed, and under it, the Faroe Islands could take over the postal area. Therefore, a decision was passed in the Løgting in September 1948, allowing the Landsstyre to take over the postal service through negotiations with the Danish authorities. However, these negotiations led to no result, and thus the authorization was "parked". Therefore, no Faroese stamps were issued at this time, but the Faroe Islands did get their own banknotes around this period.

Luck turns when you least expect it, as the saying goes. In the many years that followed, nothing decisive happened – the issue was revisited at regular intervals, but to cut a long story short, it was only in the early 1970s that discussions began about whether Faroese stamps should bear the inscription DANMARK or, as the Løgting decided in 1973, referring to the decision from 1948: Faroese stamps with FØROYAR. The Løgting stood firm on this.

The Faroe Islands received their first stamps on January 30, 1975, which was the release date – initially issued by P&T, the Danish postal service. Fourteen different stamps were issued – the motifs included maps of the Faroe Islands and landscape images, with painters also participating. I remember the day clearly, as I was very interested in this event as a boy.

The postal service was taken over a year later, on April 1, 1976, and in a naming competition, it was called "Postverk Føroya" – the idea came from a stamp collector, Hanseman Joensen – afterwards, Faroese stamps were issued by the Faroese postal service.

*Álvur Danielsen*



The top three stamps illustrate a map of the Faroe Islands from the book *Færoæ et Færoa reserata* (1673) by Lucas Jacobsen Debes. Stamps 1-11 were engraved by the renowned Czeslaw Slania and printed at the Stamp Printing House, Copenhagen, while stamps 12-14 were printed in intaglio at the Bank of Finland Printing House. The numbers and letters were drawn by Lydia Laksafoss.

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# World-Famous Pilots in the Faroe Islands



## World-Famous Pilots in the Faroe Islands: Antonio Locatelli & Charles Lindbergh

Artist: Janus Dam Guttesen

"On Friday evening around 7 o'clock, a distant hum was suddenly heard from the southeast, like that of a large blowfly – and at the same moment, a large crane fly appeared south of Nólsoy.

'The aeroplane!' people shouted, staring in awe at the foreign-looking vessel, which now roared as loudly as a motor-boat as it flew over the fjord, turned eastwards in an arc right above the watch house hill – and continued over the rooftops out towards the bay, where it skidded across the water at full speed, turned back towards land, and anchored calmly off Tinganes..."

This was how the newspaper Tingakrossur described the event on 15 August 1924, when the Italian air captain Antonio Locatelli and his crew landed their Dornier Wal seaplane in the bay of Tórshavn. The town's other newspaper, Dimmalætting, reported that "Cows tethered over by Skansavegin were so frightened that they broke loose and galloped around as if they were mad, while seagulls fled swiftly from the church roof, apparently terrified of this new gigantic competitor on the routes where they and other winged colleagues had previously reigned supreme..."

## Antonio Locatelli

Antonio Locatelli was born in Bergamo, Italy, in 1895. During the First World War, he served in an aviation unit of the Italian army and obtained his pilot's licence in 1915. He flew 523 missions during the war, distinguishing himself with daring operations, including a solo reconnaissance flight over Vienna in 1918.

After the war, Locatelli spent some time in South America, where in 1919 he set a record as the first pilot to fly over the

Andes from Argentina to Chile, reaching an altitude of 6,500 meters on that occasion.

During the interwar period, Locatelli was active in the Fascist Party and briefly served as a parliamentary substitute.

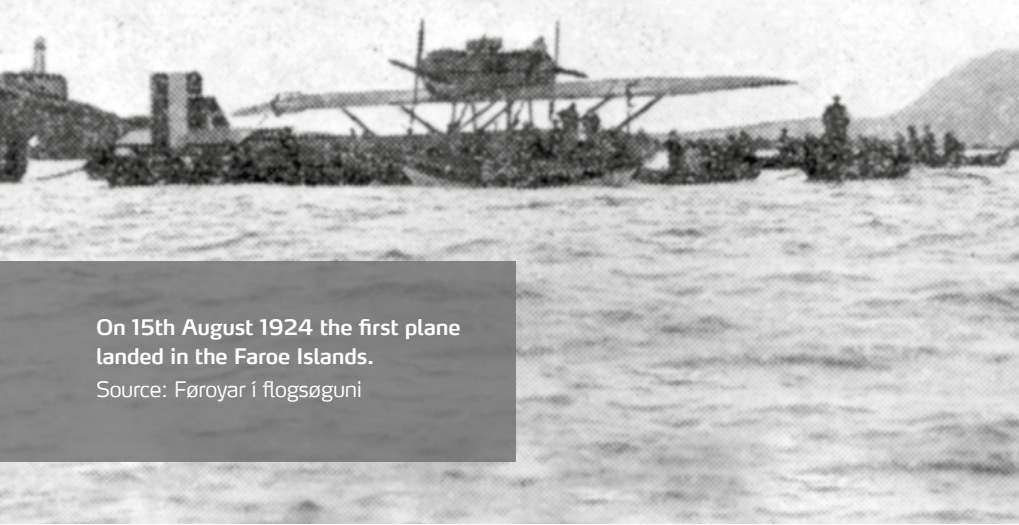
Locatelli's expedition in 1924 was aimed at exploring possibilities for air routes between Europe and America.

## Locatelli's Mishap

The day after arriving in the Faroe Islands, Locatelli continued his journey. A large crowd had gathered at the harbour on Saturday morning, and at 9 a.m. on 16 August 1924, the Dornier Wal aircraft took off again, circled over Kirkjubøreyn, and headed for Iceland, where it arrived in Hornafjörður on the southeast coast at noon.

In Iceland, Antonio Locatelli met American pilots who had crossed the Atlantic a few days earlier. The Americans knew he was on his way to the USA, and this would later prove to save his life.

On 21 August, Antonio Locatelli and his crew left Iceland. But when they did not reach their destination in Greenland, the American pilots raised the alarm – and their escort ship, the cruiser Richmond, began a search for the Italians. Late in the evening of 24 August, Richmond found Locatelli's seaplane floating about 100 nautical miles off the east coast of Greenland. They had been forced to land on the sea due to thick fog, and the aircraft was so damaged that it could not take off again. By that time, they had drifted at sea for three days. Locatelli and his crew escaped with their lives, but the mission ended with the crash off Greenland.



On 15th August 1924 the first plane landed in the Faroe Islands.

Source: Føroyar í flogsøguni

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When Italy invaded Ethiopia in 1936, Antonio Locatelli participated as the captain of a bomber. He was shot down during a bombing raid and died, aged only 41.

## Transatlantic Seaplane Route?

After Locatelli's visit in 1924, the Faroe Islands were occasionally visited by aviation pioneers who, due to the lack of airstrips on land, always used seaplanes. Most visits were expeditions to explore the possibilities of establishing a transatlantic air route between Europe and the American continent.

## Charles Lindbergh in the Faroe Islands

It caused quite a stir when news arrived in 1933 that the best-known of the aviation pioneers, Charles Lindbergh, might make a stopover here. He was conducting an expedition for Pan American Airways to assess the conditions for an air route between New York and Copenhagen.

A few years earlier, in 1927, Charles Lindbergh had completed the legendary solo flight from New York to Paris in the Spirit of St. Louis, securing him a place in aviation history as the most famous pilot ever.

## The Taciturn Pilot

People in Tvøroyri were eager to see if the famous pilot would actually show up. Eventually, word came that he would arrive on 22 August. But the day came and went without any sign of a plane – so it was assumed that Lindbergh had passed the Faroe Islands and flown directly to the Shetlands.

The next day, on 23 August, a telegram arrived stating that Lindbergh had left Reykjavík and would land in Trongisvágssfjørður. Soon after, the plane appeared over the fjord and touched down on the water right off the town.

It caused quite a bit of surprise when Lindbergh came ashore with his wife, Anne Morrow, who turned out to be the navigator and telegraph operator on the journey. The town council had prepared a big celebration, but the couple excused themselves. The year before, they had experienced the tragedy of their two-year-old son being kidnapped and later found dead – so they were not in the mood for a party so soon after the terrible loss.

Their host, shipowner Gudmund Mortensen, instead arranged a small dinner with a few guests. Charles Lindbergh was friendly and courteous but very reticent about the purpose of the mission. The later well-known Faroese author, Jørgen Franz Jacobsen, who was then a journalist for the Danish newspaper *Politiken*, tried to ask about the planned air route to Copenhagen, but Lindbergh politely deflected all questions regarding the expedition.

By noon the next day, Lindbergh and his wife were sailed out to their plane, followed by several boats. They patiently posed for photographs before boarding the aircraft and flying out of the fjord again, heading towards the Shetland Islands.

Sources: *Føroyar í flogsøguni* by Niels Juel and Jógvan Arge. *Tingakrossur*, 20 August 1924. *Dimmalætting*, 20 August 1924.

Lindbergh's plane landed on Trongisvågsfjørður on 23 August 1933

Source: *Føroyar í flogsøguni*

# Faroese Handball



The Faroese Handball Association (*Hondbóltssamband Føroya*) was founded on 19th April 1980, but it was as far back as the 1920s that Faroese people began playing handball.

## The Beginnings of Handball in the Faroes

It was women who first started playing handball in the Faroe Islands. Girls at the Secondary School in Tórshavn began playing handball in the schoolyard in 1928-29, when a young Danish teacher was working as a substitute in Tórshavn for a short period. She introduced the sport to the Faroese girls. Gradually, the boys joined in, and the first club, Neistin, was founded on 21st March 1931. The interest in the sport quickly spread, and several more clubs were established throughout the 1930s.

After the Faroese Sports Federation (*Ítróttarsamband Føroya*) was founded in 1939, a national handball tournament was organised. The first Faroese championship tournament took place in 1943, with both women and men participating – seven women's teams and four men's teams. For the women, Neistin, Aldan, Ternan, Stjørnan, Vípan, TB, and VB took part. For the men, StÍF, VíF, and two teams from Tórshavn competed; one comprised scouts, and the other from *Havnar Fimleikafelag* (Tórshavn's Gymnastics Association). The following year, participation more than doubled, with 26 teams competing in the 1944 Faroese championship.

## Sports Halls and International Membership

In the 1970s, several sports halls were built around the islands, which significantly strengthened the sport. The Faroe Islands gained international membership in the International Handball Federation (IHF) in 1972 and participated in international tour-



### Faroese Handball

Photos: Álvur Haraldsen and Uroš Hočevnar/kolektiff images.

**25KR:** Elias Ellefsen á Skipagøtu, THW Kiel

**48KR:** Jana Mittún, Viborg HK

naments throughout the 1970s and into the 1980s – a prosperous time when handball flourished.

After a somewhat unstable period with less activity in the late 1980s, 1990s, and 2000s, the sport has once again gained momentum. In 2013, a targeted development plan was implemented to ensure stable and continuous progress, comparable to our neighbouring countries. The aim was to secure better financial, administrative, and sporting support for the activity.

## The Faroe Islands at the Highest Level

The development has been evident. The Faroe Islands now regularly compete in final tournaments with youth national teams, achieving good results. Both the men's and

women's national teams have now qualified for the European Championships in 2024, which has given Faroese people a sport to rally around, competing at the highest international level. Faroese professional players are now seen in top handball clubs and leagues across Europe, and they are regularly mentioned in international sports media. They have become role models for Faroese children and youth.

This positive development has boosted interest in playing handball in the Faroe Islands, and today, interest is at a record high. There are 13 clubs, and around 3,100 people play handball, making the Faroe Islands the country with the highest number of handball players per capita – approximately 5%, with an equal distribution between genders.

*Ári Rouch*



**Pernille Brandenburg,**  
National Team Player

Photo: Andrei Antal

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# Landscape:

# Víkar



## Víkar

Photo: Thomas Vikre

Víkar is located on the northern side of Vágur. The walk from Gásadalur northwards to Víkar is about 15 km.

The route takes you from Gásadalur up to Gresskarð, which is 518 metres high. You then descend into Gresskarðadal and continue to Sniðdal. From there, you reach Neytagjógv, and after making your way down the gorge, you arrive at Víkar.

Around the same time that people settled in Hvítanes and Slættanes (in the 1830s), Jákup Jógvansson from Sørvágur (1792–1885) settled in Víkar in 1833, along with his wife, Sára Sofía Ábramsdóttir, who was from Gásadalur. A few years later, Rasmus Jóannesarson from Gásadalur (1798–1875) and Maria Súsanna Óladóttir from Bø also settled there. Shortly after Rasmus moved to Víkar, Hanus Jóannesarson from Mykines (1808–1888) and his wife, Sigga Pætursdóttir from Vestmanna, joined them. In 1855, the population peaked, with 16 people living in the three houses. However, Hanus and Sigga did not stay and moved away again in the 1860s.

The houses were typical Faroese wooden houses with turf roofs, and where the wind was strongest, they built stone walls for protection. These three houses were situated on a beautiful, flat plain, and each house had its own enclosed field, the remains of which are still visible. Stone walls were built around each field, high enough to prevent sheep from jumping over. The soil at Víkar is fertile, making cultivation relatively easy.

They lived off farming, bird catching, and fishing. They made and sold woollen jumpers. Although grain grew well, they did not thresh much of it, as the area is very exposed to the wind; the gusts often caused significant damage to the potato fields.

The peat conditions were good. You can still see that the peat-cutting areas were located both east and west of the


village, slightly higher up than the houses. A lot of digging was required to reach the peat. Each house had a peat store in the outfield, and at least one had a peat house.

It is remarkable how much these men built. They also constructed two boathouses, and the third boathouse was used for smaller boats. They even made a long row of wooden logs to help pull the boats up. There is a landing place, but launching a boat is difficult, and pulling it back up is a tough task. However, the village was well-positioned for boat fishing, and the men of the first two generations were hardworking fishermen. They sold fish. The third generation did not fish much locally; they went to sea instead.

Life in Víkar was harsh, and this small village had only a short lifespan. The population slowly but steadily decreased, and by 1910, only three men remained from the third generation. By the end of the year, they too had left, and the village was abandoned.

Víkar is an incredibly beautiful place. The wide plain, surrounded by towering mountains, is stunning to behold. The view northward over the sea is magnificent, and to the east, you can see the cliffs near Miðvágur to the north, and in the distance, you can catch a glimpse of Streymoy. Many tourists visit the area in the summer.

*Heini F. Petersen*



Víkar with its beautiful surroundings.

Photo: Óli Gardshodn



**New issue:** **50 Years of Faroese Stamps**

**Issue date:** 30.01.2025

**Value:** 50,00 DKK

**Number:** FO 1030

**Size, stamp:** 30 x 40 mm

**Size, mini-sheet:** 100 x 70 mm

**Photos / Design:** Kári við Rættará

**Printing method:** Offset

**Printer:**

**Postal use:** Registered letter

**Other products:**

**Famous Pilots in the Faroe Islands**

24.02.2025

25,00 and 35,00 DKK

FO 1031-1032

56 x 25 mm

Janus Dam Guttesen

Offset

Inland letter and letter abroad, 0-100 g.

Booklet with 6 self-adhesive stamps

The stamps are only proofs and not necessarily the final version



**New issue:** **Handball in the Faroe Islands**

**Issue date:** 24.02.2025

**Value:** 25,00 and 48,00 DKK

**Number:** FO 1033-1034

**Size, stamp:** 40 x 30 mm

**Photos / artist:** Álvur Haraldsen and Uroš Hocčvar/kolektiff images

**Printing method:** Offset

**Printer:**

**Postal use:** Inland letter and large letter, 0-100 g.

**Landscape: Víkar**

24.02.2025

35,00 DKK

FO 1035

40 x 30 mm

Thomas Vikre

Offset

Letter abroad, 0-100 g.

**Franking labels 2025**

02.01.2025

4 x 25,00 DKK

55,0 x 22,5 mm

Turið Teitsdóttir

Flexoprint

All4labels, Denmark

Inland letter, 0-100 g.

**NB! New products will be available in our webshop one week before the issue date**

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