

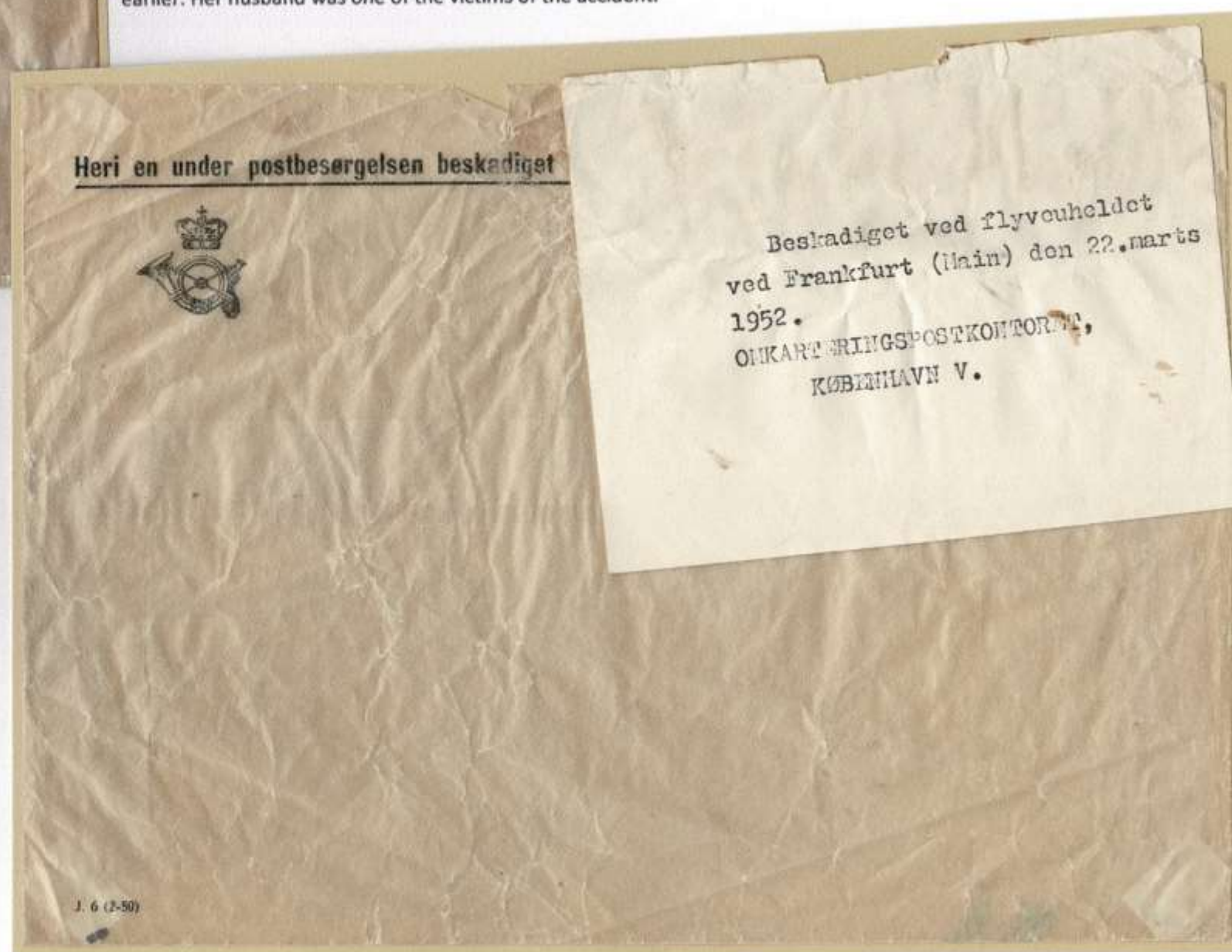
1946-1970

KLM's "Koningin Juliana" Crashed in the Forest near Frankfurt am Main



Postcard from Italy postmarked Taormina Messina 18.03.1952 and sent via Rome to Skodsbøl per Broager. Franked 35 lire according to the current rate. Danish label type A-c. Parchment envelope "Herein mail damaged during postal delivery". J.6(2-50). R2

KLM's Douglas called "Koningin Juliana" was, on 22 March, 1952, on a scheduled flight from Johannesburg to Amsterdam with scheduled stops in Brazzaville, Rome and Frankfurt am Main. During the approach to Frankfurt am Main, the plane descended too low and hit some treetops in The City Forest on the outskirts of Frankfurt. It was considered one of the worst accidents in civil aviation history ever. A total of 45 people (36 passengers and nine crew members) were killed. Six were rescued but only two of them survived: the Dutch stewardess Anne Gautier and the 23-year-old Frankfurter Ruth Horn. Both can thank a driver, Hofmann, and his helpers who enjoyed their lunch in the parking lot by the forest. Ruth Horn flew in from Rome, where she was married just three days earlier. Her husband was one of the victims of the accident.



Danish label type A-f "Damaged at the flight accident/at Frankfurt (Main) on March 22 March / 1952. / The re-emergency post office, / Copenhagen V. Parchment envelope "Herein mail damaged during postal delivery." J.6(2-50).



Fire damaged letter postmarked Sao Paulo 18.3.1952 and franked at Cr\$5.80 airmail rate to Europe. After the accident in Frankfurt, the letter was forwarded to the Sorting Post Office Copenhagen, then it was put in a parchment envelope and sent to Sadolin and Holblad. R2



KLM's Douglas DC 6 called "Koningin Juliana".

Parchment envelope "Herein mail damaged during postal delivery."
J.6(2-50).

Parchment Envelope with white Danish label Type A-g:

Damaged at flight accident at Frankfurt (Main) on 22 March 1952.

SORTING POST OFFICE,
COPENHAGEN V.

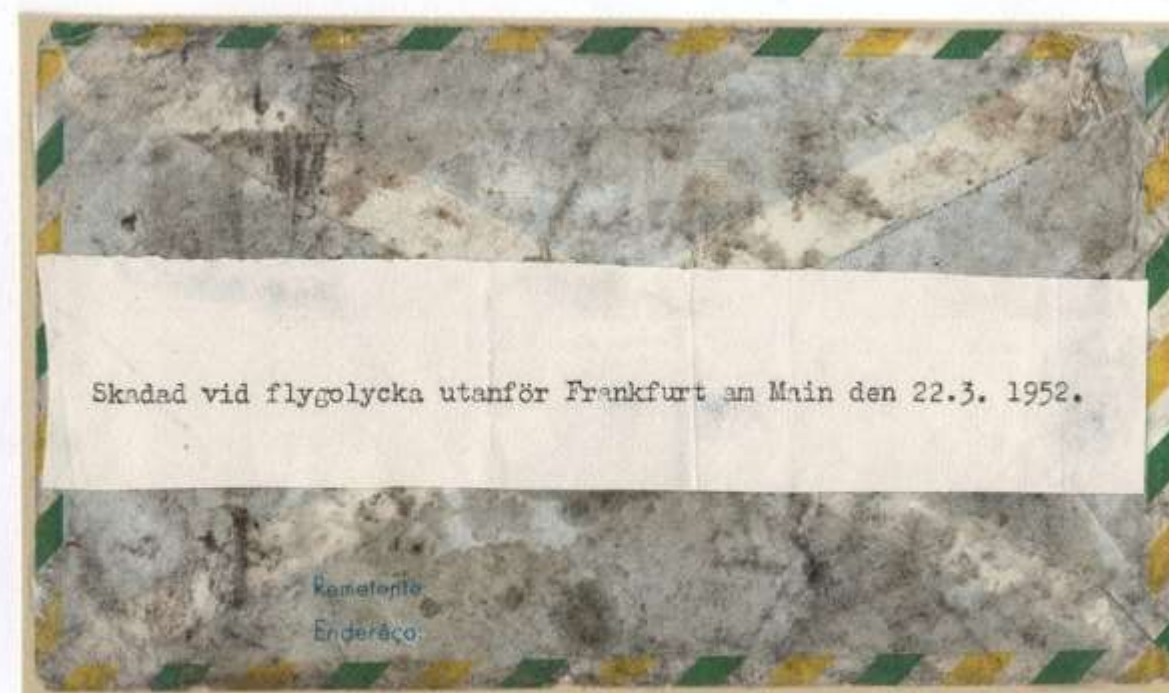


Copy of the front page.

Swedish-language label type C-a.

"Damaged in plane crash outside Frankfurt am Main on 22.3. 1952."

There are only four recorded letters from this accident sent to Sweden.



Letter sent from São Paulo, Brazil 7 March 1952 via Rome, wherefrom it was forwarded with a KLM plane to Frankfurt am Main. Franked foreign rate 1.20 cs for letters to Europe + 4.60 cs air mail fee. R3



Postcard postmarked Taormina Messina, Sicily 20 March 1952 and sent via Rome, from where it was sent by plane to Denmark via Frankfurt. Correctly franked 35 lire. R2

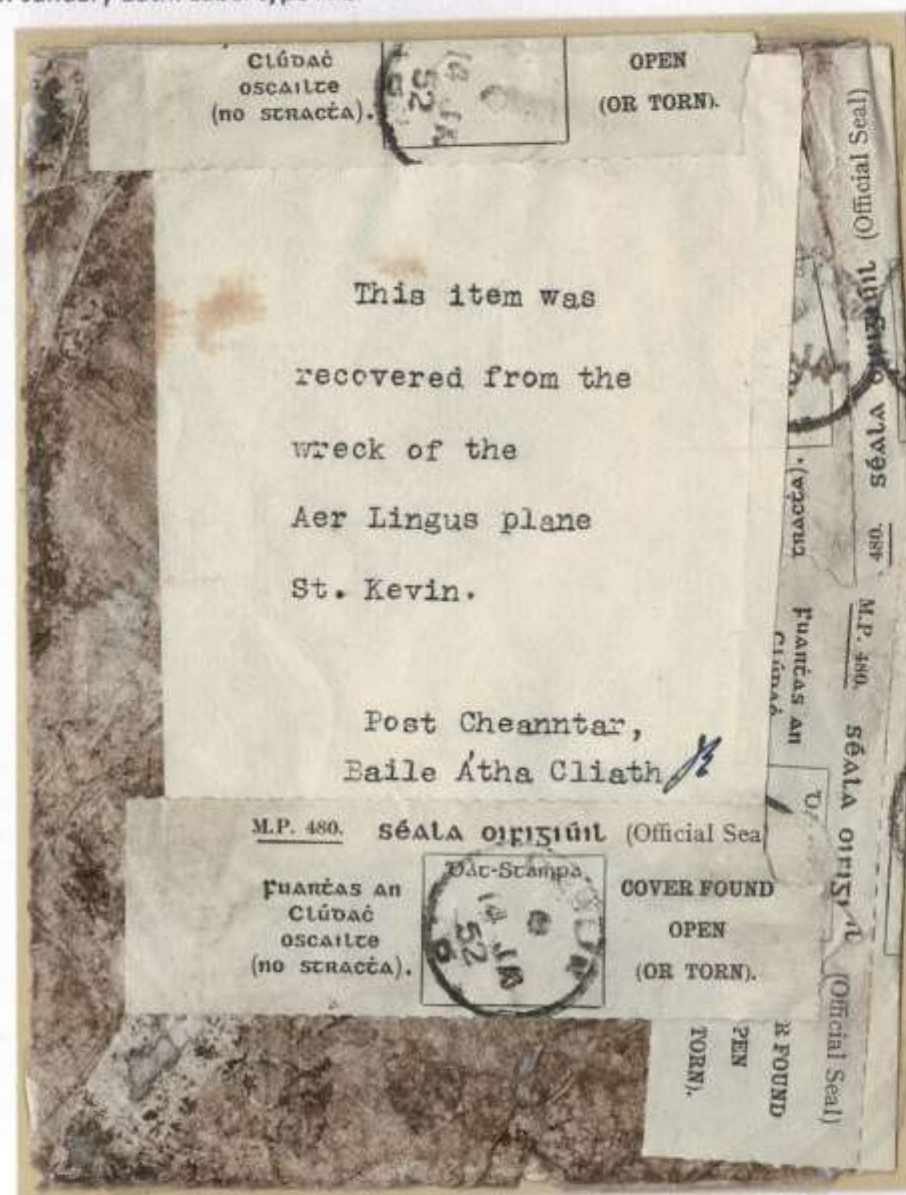
1946-1970

Aer Lingus plane Crashed around Nefyn, Dublin, Ireland



Aer Lingus DC-3 EI-AFL "St. Kevin", a C-47B-35DK, took off from Northolt Airport, London, 10 January 1952 at 5:25 PM, bound for Dublin, with Captain J.R. Keohane, Pilot Bill Newman, stewardess Deidre Sutton and 20 passengers on board. The plane crashed at 7:15 PM, 18 miles off course, in severe and chaotic mountainside turbulence, so the starboard wing struck the ground before crashing into a peat bog between Dolwyddelan and Nant-Gwynant and burst into flames. The exact cause of the accident is not known. All on board were killed.

A small portion of the mail, mainly from Sweden and Denmark, was found and sent to Dublin, where a label was affixed "this letter was / found at / the wreckage of / Aer Lingus aircraft / St. Kevin". Sealed by DUBLIN postmarks of either January 14th or January 15th. Label type A-b.



Letter sent by airmail from Denmark via Northolt Airport, London and on to Dublin, where the plane crashed. Unfortunately, the cancelled stamp fell off the water-damaged letter, so we cannot see the sender's city and date. Foreign rate was 50 øre 1 June 1950 – 30 June 1952. R4

There were 6 bags of mail with the plane: 2 from Denmark and Sweden, 1 from Switzerland and Germany. After the crash, the mail was taken to Dublin for further processing. Labels were made informing about the finding of the letters. The following was intended for sealing the water-damaged shipments.

All mail was forwarded between 14 and 17 January 1952.



Only six known letters to the Nordic countries.

Letter content with greetings from mother and great-grandmother.



Copy of the letter.

1946-1970 Fire in Two Engines Caused Air Plane Crash near Rome, Italy



A Philippine Airlines flight continued after a stopover in Beirut on 14 Jan 1954 to Rome. Before landing, a fire occurred in both starboard engines, which made it impossible to control the aircraft. The plane exploded at a height of 20 meters above ground 6 km. from the airport. 9 crew members and 7 passengers perished.

Part of the mail could be saved and was processed in Rome, where all mail was provided with a post mark type G and a date type H. The majority of mail to the Nordic countries was sent via Germany.

The letter below was sent via England.

Only two letters to the Nordic countries sent via England are recorded

Italian postmark type G and underneath date postmark type H

*Corrispondenza recuperata in seguito
incidente aereo del*

14 GEN. 1954

English postmark type I

*DAMAGED IN
PAL-AIRCRAFT CRASH*



Copy of the back.



Airmail letter cancelled Hong Kong 12 Jan. 1954 and sent via Rome and England to Norway. The letter was received at Storm & Bull, Oslo 20 January, 1954 according to the postmark inside the letter. Postage 40 cents = airmail fee for letter to Europe. R3

1946-1970 Bombing of aircraft near Würenlingen, Switzerland



The plane left Zürich-Kloten Airport on 21 February 1970 at 13.14 heading for Tel Aviv with 38 passengers and nine crew members on board. Seven minutes later, while climbing to an altitude of 14,000 feet about 41 km south of the airport, the captain contacted ATC and declared an emergency, stating that an explosion had occurred in the cargo compartment and that cabin pressure was decreasing. He requested an immediate return to Zurich, and during the following minutes he successively reported that smoke was spreading in the cabin and cockpit and that some of the instruments were inoperable. He also reported failures in the electrical system and requested radar aid. While in contact with the control tower, the co-pilot exclaimed "smoke on board, I can't see anything", after which the captain reported "we're going down, goodbye everyone". The aircraft then performed a 180° turn, nosed down and crashed in a wooded area located near the village of Würenlingen, about 22 km northwest of Zurich Airport.

Within days, the main suspect was named as a Jordanian national who had allegedly mailed the bomb in Munich - from where the plane had come - to a fictitious address in Israel with the intention of blowing up an Israeli El Al plane. But as a result of a change of flights, it ended up on a Swissair flight. Fifteen Israeli citizens were on board.

On board the plane was mail from European countries destined for Israel. A large part of the mail was salvaged and brought to Post Office Nr. 58 at Zurich airport for further sorting.

So far, mail has been registered from Germany and Switzerland - and also 6 items of mail from Sweden.



Airmail letter stamped in Bromma, Sweden 20 February 1970 and sent via Zurich to Tel Aviv. First class foreign mail (0-20 grams) 70 øre from 1 March 1969 - 30 June 1971. R3



Medfølgende forsendelse hidrører
fra den post, der befordredes med
den russiske flyvemaskine, der for-
ulykkede ved København den 15.d.m.
OMKARTERINGSPOSTKONTORET, den
17 AUG. 1957

White Danish label type A-b, but with hang-
ing "ø" in "København (Copenhagen).

./ The included mail came from the mail
transported on the Russian air plane that
crashed near Copenhagen on the 15 this
month

THE SORTING POST OFFICE

White Danish label type A-d:

÷ The included mail came from the
mail transported on the Russian air
plane that crashed near Copenhagen
on the 15 this month

THE SORTING POST OFFICE

Dates are only seen from 17 August,
1957.

Only 2 labels of type A-d recorded.

Medfølgende forsendelse hidrører
fra den post, der befordredes med den
russiske flyvemaskine, der forulykkede
ved København den 15.d.m.
OMKARTERINGSPOSTKONTORET, den
17 AUG. 1957

There is a dense fog over Copenhagen on Thursday morning, 15 August, 1957. An
Aeroflot air plane on its way from Riga descends too much during the approach to
Kastrup Airport and hits one of the tallest chimneys of the H.C. Ørstedværk. The right
wing is ripped off and the plane crashes into Tømmergraven in the Port of
Copenhagen close to Enghave Brygge. 18 passengers and 5 crew members perished.



Parchment envelope "Herein mail damaged during the postal service. J. 6 (3-54). Letter postmarked
Moscow 11.8.1957 and sent to Denmark. Postmarked международное for international mail. The
postage rate for letters up to 20 grams was 60 kopecks from 10 June, 1950 to 31 August, 1957. R2



Postcard cancelled in Moscow 12 August 1957 and sent by Aeroflot aircraft Ilyushin Il-14P
reg.nr.: СССР-L1874. The postage rate for postcards to Western Europe was 25 kopecks valid
from 10 June to 31 August 1957. The airmail rate in the same period was 95 kopecks, so the
postcard is over-franked by 5 kopecks. The stamp мобильный stands for international mail. R2

Omkarteringspostkontoret,
Bernstorffsgade 32,1.,
1577 København V.

Til

.....
.....
.....

* Hoslagte til Dem adresserede forsendelse(r) er indgået hertil postkontoret i den foreliggende stand.

Forsendelsen(erne) hidrører fra den SAS-maskine, der den 19. april d.å. kom i brand i lufthavnen ROMA-FIUMICINO, og er nu modtaget fra det italienske postvæsen.

Vi beder Dem modtage post- og telegrafvæsenets beklagelse af det passager og af de ulemper, der som følge heraf påføres Dem.

Med venlig hilsen

P. Søndergaard
P. Søndergaard.

The Sorting Post Office,
Bernstorffsgade 32,1.,
1577 Copenhagen V.

Attached to the shipment addressed to you*, the post office has entered into this in the present condition.

The shipment(s) originates from the SAS machine that caught fire on 19 April 1970 at ROMA-FIUMICINO airport, and has now been received by the Italian postal service.

We ask you to accept the post and telegraph service's apologies for what happened and for the inconvenience caused to you as a result

With best regards

P. Søndergaard.

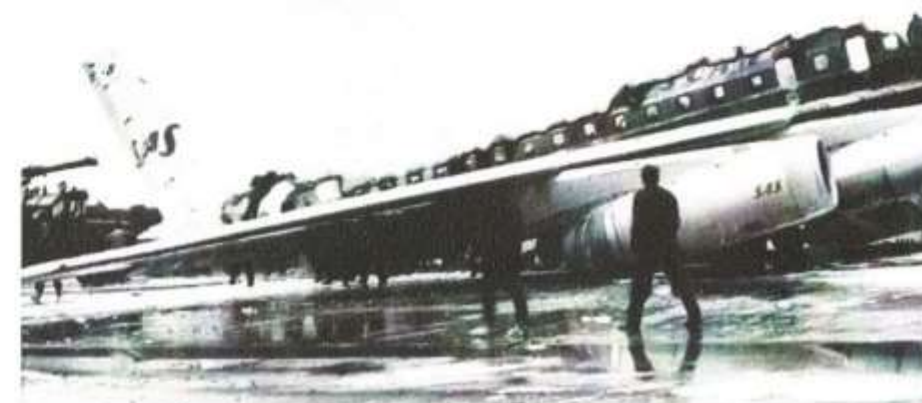
1946-1970

The SAS Anund Viking Burned out in Rome



The SAS Douglas DC-8 *Anund Viking*, flying on the route Tokyo-Bangkok-Tehran-Rome-Zurich-Copenhagen - Stockholm, was ready 15. April, 1970 on the runway at Rome airport. After the aircraft had rolled 50 m, the left engine exploded and the aircraft burst into flames. All 64 passengers and 11 crew members quickly left the plane. The fire engines took 12 minutes to arrive and therefore the plane burned out.

Onboard on the plane was mail from Asia destined for Europe and the United States. Due to the violent fire, most of the mail was slightly damaged. The mail was handed over to the Italian postal service for further processing to the various destinations. Different labels were made with an explanation of the incident.



Only 3 letters to Denmark are known.



Fire-damaged letter cancelled at Manila International Airport 15 April, 1970 and sent with crashed SAS *Anund Viking*. There is only one 50 S stamp. Due to water damage, a 20 S stamp is missing according to the correct rate for air mail to Europe. R3

1946-1970

Fire in Poststation Jakobshavn, Greenland

On Sunday 3 May 1970, part of the mail was damaged by fire at the Post Station in Jakobshavn, Greenland.

On 4 May, a new stamp was issued on the occasion of the 25th Anniversary of the Liberation of Denmark.

The 60,966 FDCs were pre-cancelled and ready to be sent to the subscribers.

The letter below proves that there was also ordinary mail that was damaged during the fire.

Forwarded from Jakobshavn in a Danish service cover J 6(6-66)

"Herein a shipment that has been damaged during the Postal delivery".

Jakobshavn, den 4/5 1970

We regret to inform you that the enclosed mailing has been slightly damaged during a fire at the post office in Jakobshavn at the 3rd of May.

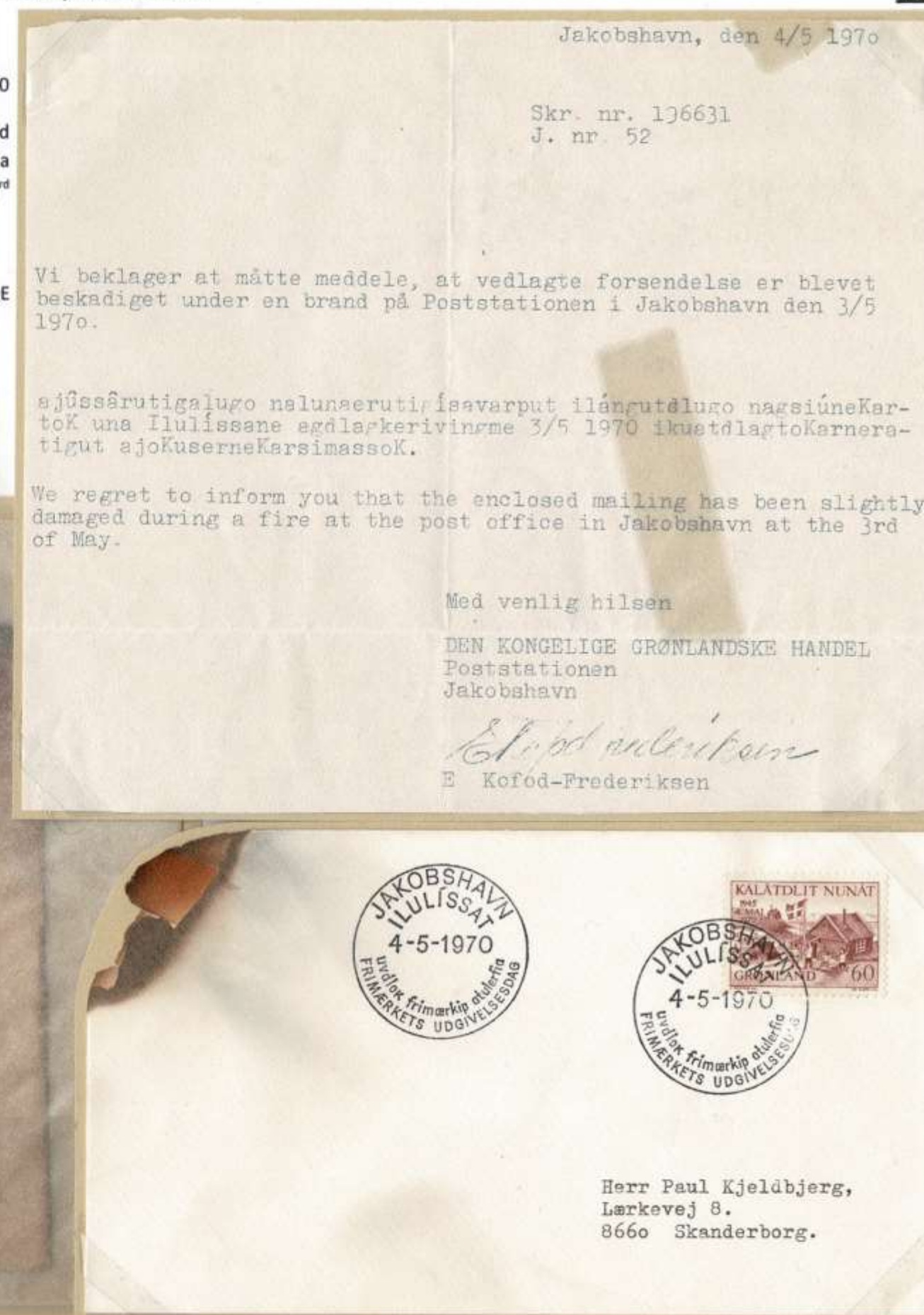
With best regards

THE ROYAL GREENLAND TRADE

The post office

Jakobshavn

E. Kofod-Frederiksen



Letter handed at the Post Station in Jakobshavn where it was damaged by the fire on Sunday 3 May 1970. Franked with 80 øre according to the applicable rate for the second weight class (20-100 grams) from 3 July 1967 – 30 June 1972. R4

The FDC was obviously stamped before 3 May 1970. 4 May 1970 is the 25th anniversary of Denmark's liberation. Franked with 60 øre according to the first weight class (0-20 grams) valid from 3 July 1967 – 30 June 1972. R1

1946-1970 A Nose Wheel of a B.O.A.C. Air Plane Breaks in Kallang



Saturday 13 March 1954 at 2:35 PM in clear weather, a British Overseas Airways Corporation plane crashed. Due to landing too hard, the right landing gear broke and the right wing broke, so that jet fuel spilled out and ignited. The plane ended up upside down with the fuselage in two parts. One of the engines continued 100 meters along the runway.

The plane came from Darwin, Australia and made a stopover in Djakarta before the accident in Kallang, Singapore. There were 31 passengers and 9 crew members on board. The 7 rescued were all crew members. 31 passengers and 2 crew members died in the flames, with several being burned alive. 5 of the rescued got out through a window in the plane's cockpit and the other two through a hole in the fuselage.

Investigation indicated the crew as one of the causes of the accident.

Large parts of the mail were rescued after the fire was extinguished. A stamp was applied to the mail.

Purple stamp type a:

**SALVAGED MAIL
AIRCRAFT CRASH
SINGAPORE 13.3.1954**

Only this letter is recorded for the Nordic region



Airmail letter from New Zealand and postmarked Christchurch 8 March 1954. Purple postmark: "SALVAGED MAIL / AIRCRAFT CRASH / SINGAPORE 13.3.1954" and subsequently forwarded to Sweden. Postage rate 8⁰ for foreign airmail in 1954. R1

1946-1970

Fire in Mail Car at Bagsværd, Denmark



Quote: The enclosed letter was found during the clean-up after a fire in a mail car in Bagsværd on the 3rd this month in the morning, whereby the mail carried by the car was completely or partially destroyed.

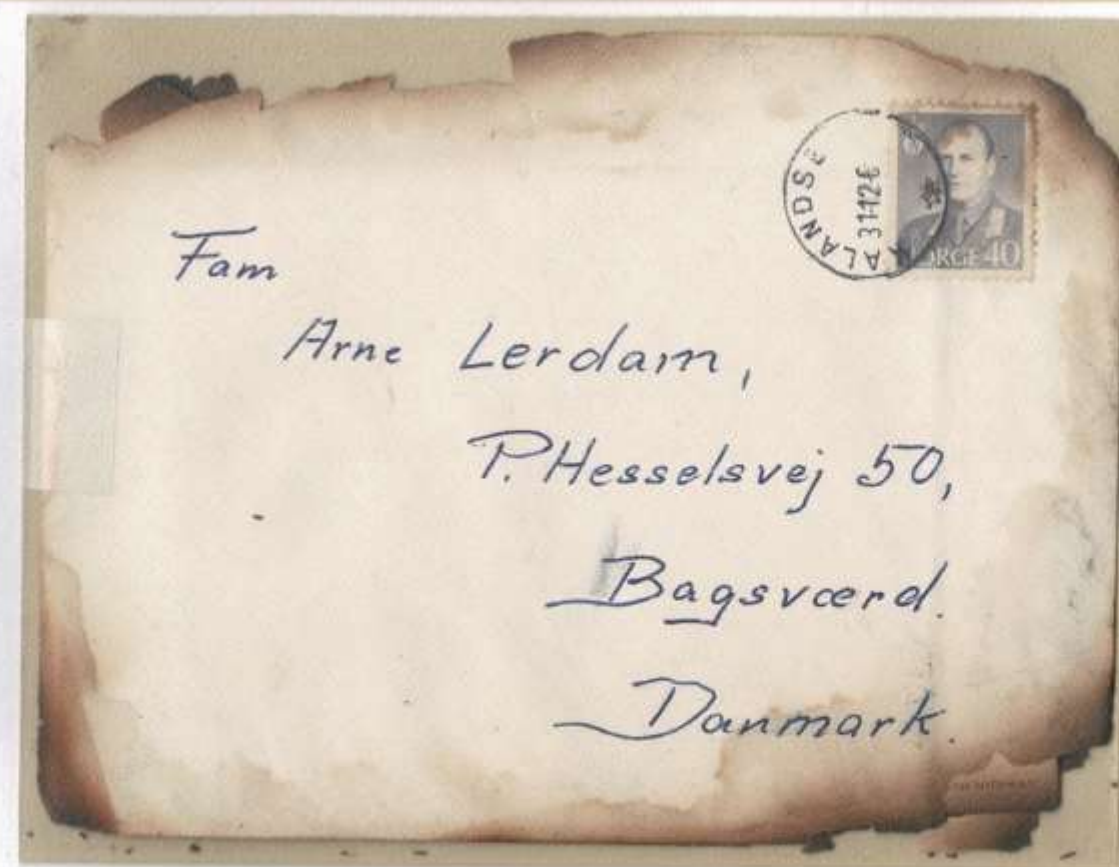
OVERPOSTMESTEREN I KØBENHAVN
Bernstorffsgade 32.2,
København V.

Den 3. januar 1965.

+ Hoslagte forsendelse er forefundet under oprydningen efter brand i en postbil i Bagsværd den 3. d.m. om morgenen, hvorved den med bilen befordrede post helt eller delvis blev ødelagt.

Idet jeg beklager den stand, i hvilken hoslagte forsendelse fremkommer, beder jeg Dem fremsende eventuelle reklamationer til Deres distriktspostkontor.

Med venlig hilsen,
F. Land.



Letter stamped Kalandseidet, Norway on 31 December 1964 and sent to Bagsværd. The letter was fire-damaged in the mail car and found on the morning of 3 January 1965. The letter is underfranked by 20 øre according to the Nordic rate for the first weight class 16.11.1964 – 28.2.1968, which was 60 øre. R4

1946-1970

Fire in Post Office Building, New York



Letter from the "Ministry of Public Works".

Similar original copies have been sent out to subordinate post offices in Denmark.

Label:
Received in damp condition from the vessel due to rough weather during the voyage.

Yokohama Post Office

Arrival. Yokohama Port 21 December, 1967.

The mail was forwarded from New York without any explanation for the damages



Registered letter sent from Egå 2 November, 1967. Forwarded by "Atlantic Star" to New York and from there to Major Station on the West Side, where an explosion-like fire occurred. The mail bag containing this letter was water damaged and forwarded to Yokohama Port, Japan without any information. Foreign rate 3.7.1967-30.6.1971 up to 20 g = DKK 0.90 + DKK 0.50 per 20 g + fee DKK 1.40 in total DKK 2.80 R5

MINISTERIET FOR OFFENTLIGE ARBEJDER

Generaldirektoratet for post- og telegrafvæsenet
1530 København V.

Samtlige post- og telegrafkontorer
+ genparter til underlagte posthuse

Ref.nr.	Ref.dato	Gd.journ.nr.	Dato
V. 28	5.1.68	V. 481	14. marts 1968.

Post gået tabt ved brand i New York

I forbindelse med ovennævnte skrivelse meddeles, at poststyrelsen i De Forenede Stater nu har oplyst, at det for så vidt angår post fra Danmark formentlig alene er post afsendt fra København med m.s. "Atlantic Star" den 20. november 1967, ankomst New York den 6. december 1967, som kan være berørt af den i ovennævnte skrivelse nævnte brand i New York.

Med dette skib er afsendt brevpost, som har foreligget ved omkarteringspostkontoret i tiden 14/11 1967 kl. ca. 5.00 til og med ankomsten af tog 2008 (kl. 4.30) den 20/11 1967, samt pakkepost, som har foreligget ved omkarteringspostkontoret i tiden fra om formiddagen 15/11 1967 til og med morgentogene den 19/11 1967. Med hensyn til lande ud over Forenede Stater, hvortil der kan være medsendt post, henvises til ovennævnte skrivelse.

Den amerikanske poststyrelse har ikke kunnet fastslå, i hvilket omfang posten fra Danmark med det nævnte skib er gået tabt eller er blevet beskadiget, og det er muligt, at en del af posten ikke er blevet berørt af branden.

Det er her bemærket, at der har foreligget et betydeligt antal efterspørgsler vedrørende forsendelser afsendt fra danske posthuse i begyndelsen af november måned 1967, samt at hovedparten af disse forsendelser, som vil være afsendt med et skib forud for ovennævnte m.s. "Atlantic Star", ifølge det amerikanske postvæsenes oplysninger på efterspørgslerne vil være udleveret til adressaterne. I henhold til meddelelser modtaget ad anden vej har udleveringen af pakkerne for en stor dels vedkommende fundet sted i slutningen af januar eller i løbet af februar måned 1968. Om årsagen til forsinkelserne af disse forsendelser er man uden underretning fra det amerikanske postvæsen.

Med hensyn til forsendelser, som i henhold til efterspørgslerne ikke er udleveret til adressaten, anmodes postkontorerne om at forholde sig på sædvanlig måde (reglement IV, § 82, pkt. 9 sidste stk.). Opmærksomheden henledes på, at der ikke ydes erstatning for beskadigelse eller bortkomst af almindelige pakker til Forenede Stater i Nordamerika.
E.B.

Handwritten signatures and initials, including 'J.G. Lauritzen' and 'B. Petersen'.

1946-1970

The Stranding of the English *SS Balteako* at Fehmern, Germany



SS Balteako sailed from London on 26 March 1946 for Gdansk, but on Friday 29 March *SS Balteako* hit an old shipwreck north of Fehmern and capsized. All passengers and crew members were rescued. A combination of bad weather and the mines delayed divers from examining the *SS Balteako*. The ship was under constant guard in the first weeks after the sinking, but when the guard ceased, fishing cutters from Kiel quickly appeared under the cover of darkness, and they cut large holes in the hull. Among other things, the *SS Balteako* was loaded with pepper and cocoa, which had really been in short supply during and after the Second World War. It turned out to be uneconomical to save the *SS Balteako*.

The mail drifted ashore on the south coast of Lolland. The letters and postcards were dried and the mail was forwarded to the various destinations. The postcards below were labeled in Czechoslovakia.

Nalezeno na pobřeží u ostrova Lollandu.
Jde patrně o zásilku ze zaveru London F.S. c. 27
ze dne 22-3-46, při jehož dopravě se loď ztroskotala

Label:
Found on the coast of Lolland.
This postcard was dispatched from London F.S. c 27
on 22 March 1946 during which transport the ship
sank C. 1204/c-46 POST OFFICE PRAGUE 7 foreign.

Only one letter and this postcard from the stranding of *SS Balteako* are known.



Postcard written and postmarked in London 21 March 1946 sent with *S/S Balteako*, which wrecked at Fehmern in the Baltic Sea on 29 March, 1946. 2p was the rate from 1 May, 1940 – 30 September, 1950 for postcards within Europe. R5

1946-1970

MS Arabritt with damaged mail

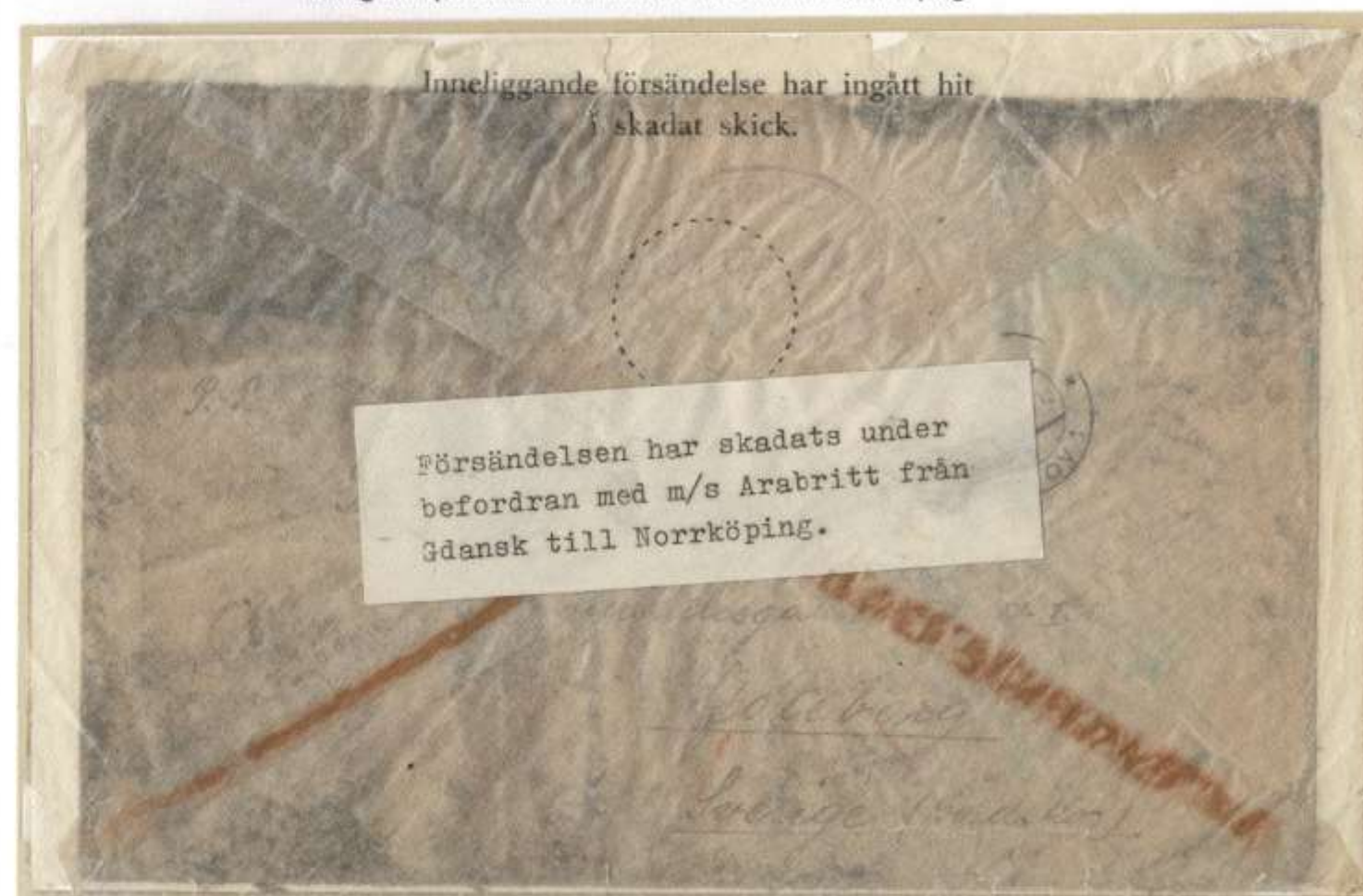


The post was damaged during the voyage on 25 March 1946 in the Baltic Sea between Gdansk, Poland and Norrköping, Sweden. There is no record of what happened aboard the coal-laden ship in Lloyd's records or other sources.



MS Arabritt was built in 1942 at Örsund shipyard.

The mail from *ms Arabritt* was damaged during transport from Gdansk to Norrköping and from there sent to Stockholm, where the mail was placed in an envelope, "Enclosed shipment has been included here in damaged condition," and a label with the text: "The shipment has been damaged" during transport with *ms Arabritt* from Gdansk to Norrköping."



Letter sent from Batov 1, Czechoslovakia 7.3. 1946 via Gdansk, where it was sent with *ms Arabritt* to Norrköping. Oval violet stamp Stockholm 31 March 1946 and forwarded to Gothenburg. R4



MS Hans Hedtoft is called Denmark's Titanic because it also sank on its maiden voyage. The ship was specially built for winter sailing in Greenland. It was equipped with a reinforced bow, a double bottom (not a double hull) and seven watertight compartments, which is why, according to the calculations, it would stay afloat. Unlike other polar ships, *MS Hans Hedtoft* was only welded, not riveted. This caused the ship to become more rigid and therefore had a weakness against collisions with e.g. icebergs. Still, an iceberg and severe storm befell the ship on January 30, 1959.



Copy of the front page: Letter sent from Southport, Lancs 7 January 1959 to Egedesminde, where it is re-addressed to 20 February 1959 to the Greenland post office Copenhagen. Here the label "To the return post office" and "RETURN" is affixed. Copenhagen 10 April 1959. In London, the front is stamped with "UNDELIVERED FOR REASON STATED/ RETURN TO SENDER". Another purple stamp: "décédé", deceased.



The reverse side: Greenland's post office also put the label "THE ADDRESSEE HAS PARTED LIFE AT *MS Hans Hedtoft*'s shipwreck / Greenland's post office". "To the return post office" 13 April 1959. Returned and postmarked London 20 April 1959. Rate 6d up to 1 oz. 1.10.1957-16.5.1965 UPU. 1K

Only one known letter with this label

THE ADDRESSEE died at the sinking
of *MS "Hans Hedtoft"*.

Greenland post office
Signed with E

Excerpt from an annexe at the subsequent maritime inquiry.
Declaration 8 March 1957.

Preconditions for a successful winter navigation to and from Greenland seems very risky and as passengers are transported it must be limited to an absolute minimum. Furthermore, it is imperative to aim at renewing the coastal fleet, as the present equipment is outdated, and not suitable for the late autumn voyages. Signed by 6 captains, among them R.L. Rasmussen, who was the captain of *Hans Hedtoft*. This declaration was not well received.

The captains remember the further developments as follows: The managing director (Christiansen) told them that this declaration would result in them not getting a new ship and this would mean that they should shut down. The managing director remembered the following: He told them to write a more precise declaration. Later he told the court of inquiry: At least I remember did not want to accept the declaration. He said: "It is totally unacceptable and does not say anything." and on that he agreed. Judge of the Supreme Court) J. Herfelt replied: "Strange, I think it does".

TELEGRAM		SL 4 SILKEBORG 024 54/53 7 1012 =		H.C.C.-7.FEB.59	
DIREKTØR CHRISTIANSEN		GRØNLANDSKE HANSEL KØBENHAVN K =		tj. bem. <i>beskr. 12/2-59</i>	
				Telegrafstation Hovedtelegrafkontoret, København Dato: -7.FEB.1959	
kl.	af	ibm. el. kvitt.	til	den	kl. af
KÆRE DIREKTØR CHRISTIANSEN PÅ PROVINSHANDELSKAMMERETS VEGNE VIL JEG GERNE GIVE UDTRYK FOR VOR DYBESTE DELTAGELSE I ANLEDNING AF HANS HEDTOFTS FORLIS OG TIL DEM PERSONLIG VIL JEG SIGE AT VI HAR TÆNKT MEGET PÅ DEM I DEN SVÆRE UGE DER ER GÅET STOP MED VENLIG HILSEN = HANS MUUS +					
Forkortelser:		urgent telegram	mp udlev. egenhændigt	lt brevtelegram	xp bud betalt
T 4 (1-56 A 5)		po modtagelsesbevis		alt brevtelegram	rp svar betalt
		1026 ++			

Telegram from Silkeborg via Head Telegraph Offices, Copenhagen 7 February 1959, to "DIREKTØR CHRISTIANSEN/ GRØNLANDSKE HANDEL KØBENHAVN K =/ DEAR MANAGING DIRECTOR CHRISTIANSEN/ON BEHALF OF THE CHAMBER OG COMMERSCE I WOULD LIKE TO EXTEND MY DEEPEST CONDOLENCES AT THE WRECK OF HANS HEDTOFT/TO YOU PERSONALLY THAT OUR THOUGHTS HAVE GONE TO YOU IN THE DIFFICULT/ WEEK THAT HAS PASSED. STOP KIND REGARDS = HANS MUUS +.



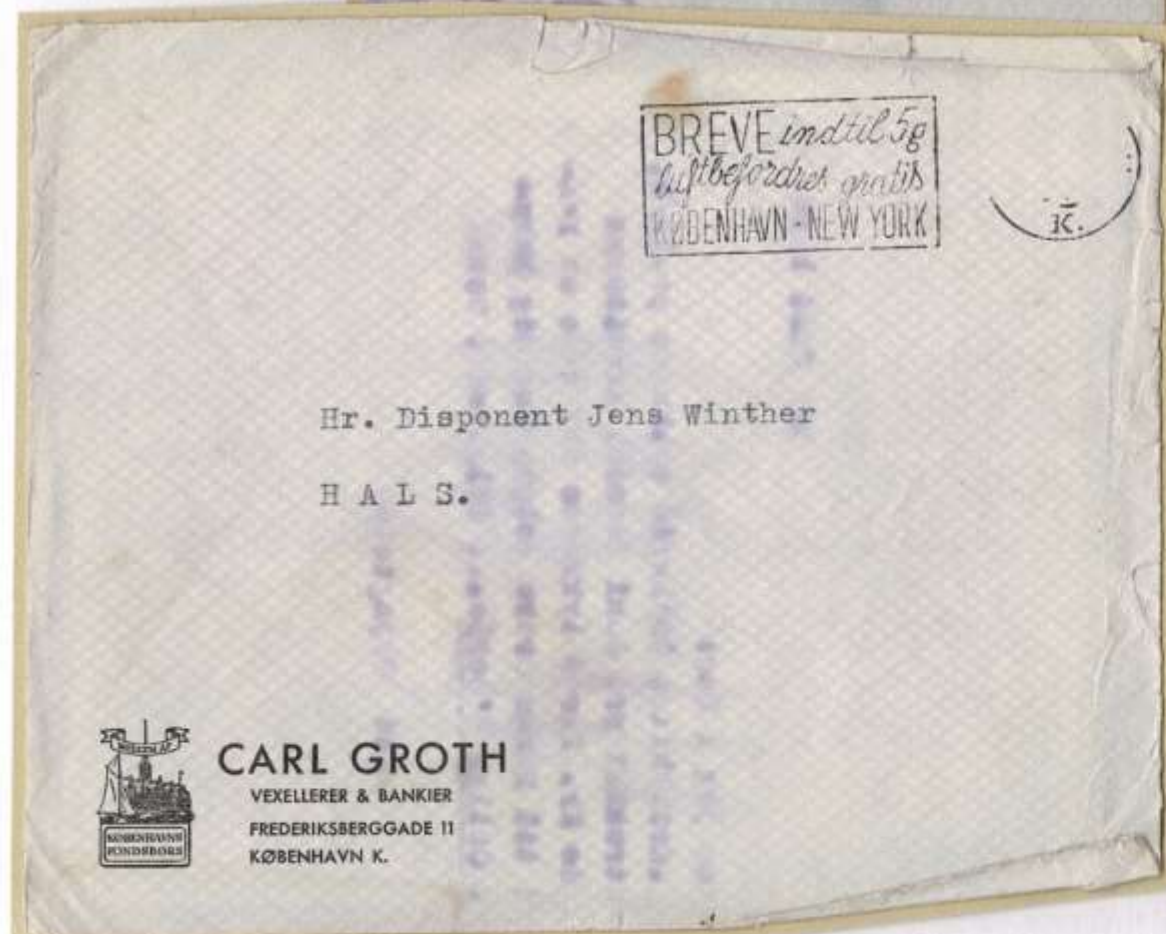
Saturday 11 June 1948 at 3:50 AM, Liner *Kjøbenhavn* (SS *Copenhagen*) was heavily damaged by a magnetic mine, where the explosion was so violent that the rear half of the starboard side was badly damaged. The crew immediately tried to launch the lifeboats, but *Kjøbenhavn* suddenly heeled over to the starboard side, whereby a large part of those on board were thrown overboard. SS *Kjøbenhavn* sank within 10 minutes at 12 meters of water

There were 307 people on board the SS *Kjøbenhavn*, of whom 259 were saved and 48 perished. The mail was delivered to the Post Office at Budolfi Plads in Aalborg. The package consisted of around 600 packages. Mail to North Jutland was sent by plane to Aalborg and further distributed from there.

Content from the letter dated Copenhagen K on 10.6.1948."

The mail from SS *Kjøbenhavn* consisted of only three letters, all sent to Hals.

The only recorded



Letter from Carl Groth presumably postmarked Copenhagen K 10 June 1948 and attempted to be sent to Hals by SS *Kjøbenhavn* (SS *Copenhagen*). The letter was dried at Budolfi Postoffice. Domestic rate 1 July 1940 - 31 May 1950 was 20 øre up to 50 grams. 1K

DET FORENEDE DAMPSKIBS-SELSKAB

AKTIESELSKAB

THE UNITED STEAMSHIP COMPANY, Limited,
COPENHAGEN

TELEGRAM ADRESSE: FORENEDE

TELEFON: CENTRAL 6300 HD

Anbefalet.

KØBENHAVN K., 2. September 1948.

SANKT ANNÆ PLADS 30

Sag Nr. XXXVI.

Fru Anna Fredegod,
Reberbansgade 20, II.,
Aalborg.

s.s. "*Kjøbenhavn*"s Forlis efter Minesprængning den 11. Juni 1948.

Idet vi refererer til udvekslet Korrespondance samt den hertil indsendte Fortegnelse over mistede, personlige Ejendele tilhørende Deres Datter, Elly Kathrine Fredegod, der omkom ved Forliset, tillader vi os hermed at fremsende i Check

Kr. 1.896.-

til Afgørelse af Erstatningsspørgsmaalet i denne Forbindelse.

De med Deres Brev af 31.f.M. fremsendte Bilag, herunder Udskrift af Frederiksberg Birks Skiftebog, dateret 9.f.M., tilbagesender vi hosløgt og beder Dem venligst returnere den hermed følgende Erklæring i underskrevet Stand. Frankeret Kuvert vedlægges.

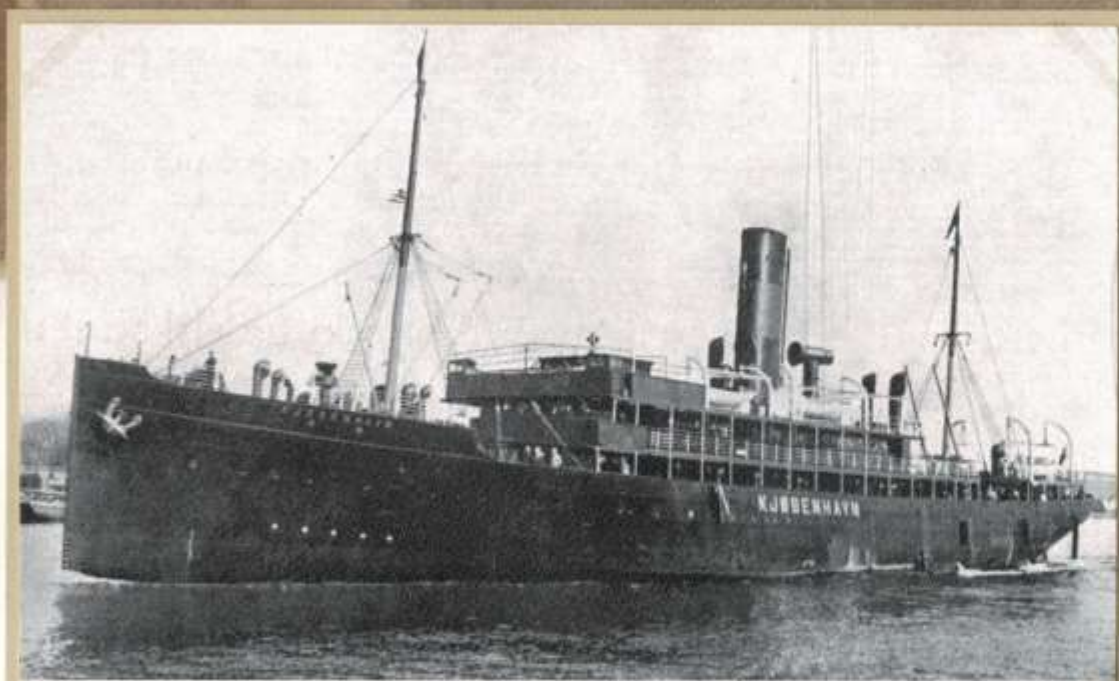
Med Højagtelse

DET FORENEDE DAMPSKIBS-SELSKAB
Aktieselskab
for INDLANDSK AFDELING

Original correspondence between "Det Forenede Dampskibs-Selskab" and Anna Fredegod regarding the lost belongings of her daughter Elly, who perished at the sinking of the SS *Copenhagen*. In an article on the occasion of the 50th anniversary of the sinking, *Morgenavisen* writes that Elly and her friend Heidi Emborg were standing on a cargo hatch, and Elly was sucked into one of the holds when the ship capsized.



Ambulance J. 7 (1 – 44) with the text "Herein a letter damaged in the mail". Signed "From S/S Copenhagen".



Byggenr. 155. Passagerskibet *Kjøbenhavn*. Det Forenede Dampskibsselskab. 1918

Postcard with the liner *Copenhagen*. Helsingør
Shipyard 1918. New building no. 155.



Maundy Thursday 6 April 1950, *SS Bore I* ran aground near Storgrynnan, Herrön on the route between Turku - Mariehamn - Stockholm. The majority of the mail was rescued before *SS Bore I* was released, and mail was processed in Stockholm. The remaining mail was forwarded from Turku after she had docked.

Four different stamps were used for the damaged mail.

The majority of the mail was rescued before *SS Bore I* was released, and mail was processed in Stockholm.

Skadad vid
s/s Bore I grundstötning

Damaged at
s/s Bore I's grounding

Type 1. Postmark used in Stockholm
for mail within Sweden

Avarié par l'eau à l'échouage du
paquebot "Bore I" le 6 April 1950
sur le parcours Turku-Stockholm

Damaged by water when
liner "Bore I" grounded on 6 April 1950
on the course Turku-Stockholm

Type 3. Stamp used in Stockholm for
international mail.

Endommagé en naufrage

Damaged in shipwreck

Type 2. Label used in Turku
for international mail.

Damaged by water at the grounding
of the s/s Bore I, on the 6 April 1950,
during her voyage from Turku to
Stockholm

Type 4. Stamp used in Turku for
international mail.



Easter greeting sent from Jakobstad on 4 April, 1950 and sent via Turku to Stockholm, where it was postmarked "Skadad vid Bore I grundstötning" (Damaged at s/s Bore I's grounding). This postmark is type 1. R3

1946-1970

Fire in a Goods Wagon near Gistad, Sweden



Express train no. 11 Stockholm - Malmö left Norrköping station at 00:12 AM on 30 December 1953. As there was a lot of extra mail at the end of the year, a luggage carriage had been converted into a mail carriage and coupled up in front of the mail carriage. When a postal employee opened the door to the luggage car, he saw how the fire had already taken hold of part of the mail. The emergency brakes were pulled and the train stopped at Gistad, where the fire brigade had been called so they could extinguish the fire. The cause of the fire was probably overheating in the electric heater.

Label: Damaged by fire / in mail carriage on 30 December / Post Office.

When the recipient's address could be read, the damaged mail was forwarded in an "ambulance" with the label below. The mail, where only the recipient's address could be seen, was returned in the same way.



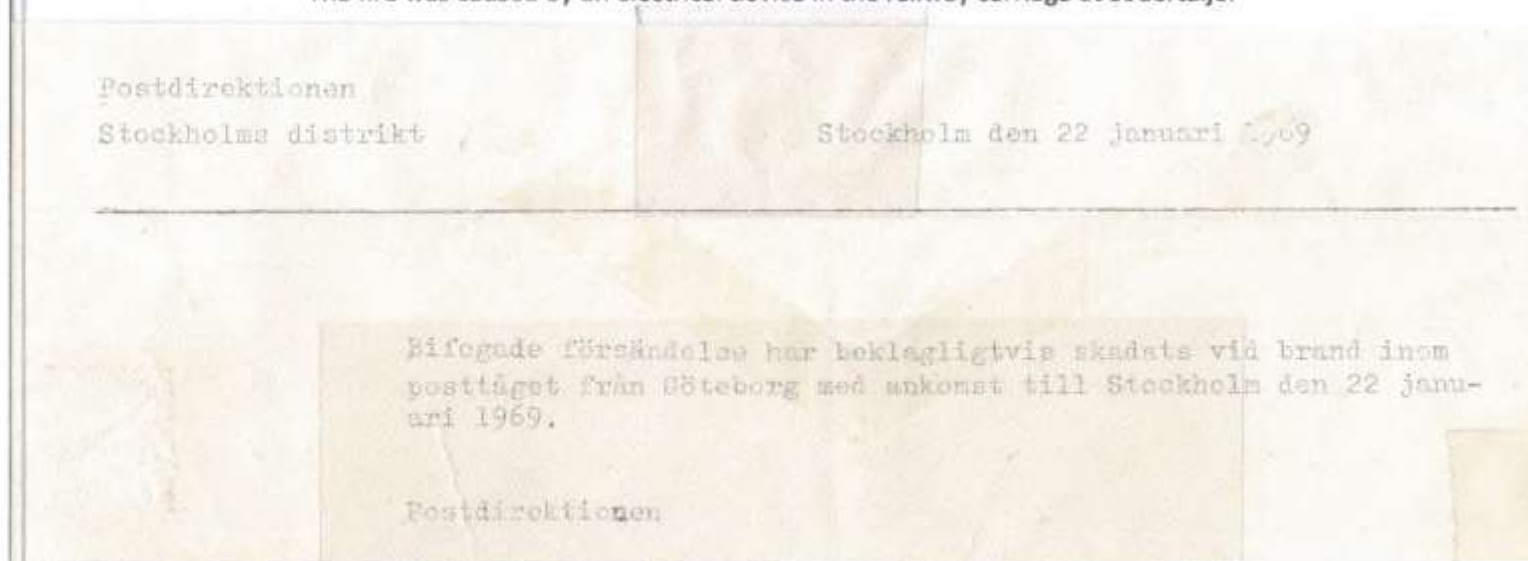
Letter stamped Stockholm on 29 December 1953 and addressed to Linköping. The majority of the mail was destroyed due to the fire. R3

1946-1970

Fire in Mail Carriage Gothenburg - Stockholm, Sweden



The fire was caused by an electrical device in the railway carriage at Södertälje.



The Post Directorate

Stockholm district

Stockholm on 22 January 1969

Unfortunately, the attached letter was damaged by fire inside the mail train from Gothenburg with arrival in Stockholm on 22 January, 1969.

Post Directorate



Letter sent from Västra Frölunda 21 January 1969 to Solna. Domestic rate 45 øre 0-20 grams from 1.1.1967-28.2.1969. R3

1946-1970

The Train Derailment at Rörvik, Sweden



On 6 September 1954 at 01:32 AM, the night express was derailed outside the entrance to Rörvik. The reason was too high speed in a curve with a switch. One of the carriages was a mail carriage, which unfortunately ended up halfway down a ditch, so that large parts of the mail were water damaged. Much information about this accident is still classified. 6 people died and 53 were injured.

Label type 5
is both in Finnish and Swedish.

Lähetys vahingoittunut junaconnettomuudessa
Ruotsissa.

Helsingin postikonttori.

Försändelsen skadad vid järnvägsolyckan i
Sverige

The shipment damaged in the railway accident in
Sweden.

Helsinki post office

BIPOGALE FÖRSÄNDELSE HAR FÖRSENATS OCH SKADATS
GENOM TÅGOLYCKAN I RÖRVIK DEN 6/9 1954.

Postdirektionen i Stockholms distrikt

On the left you can see label type 4 that was placed in the
ambulance below, together with a very damaged letter.

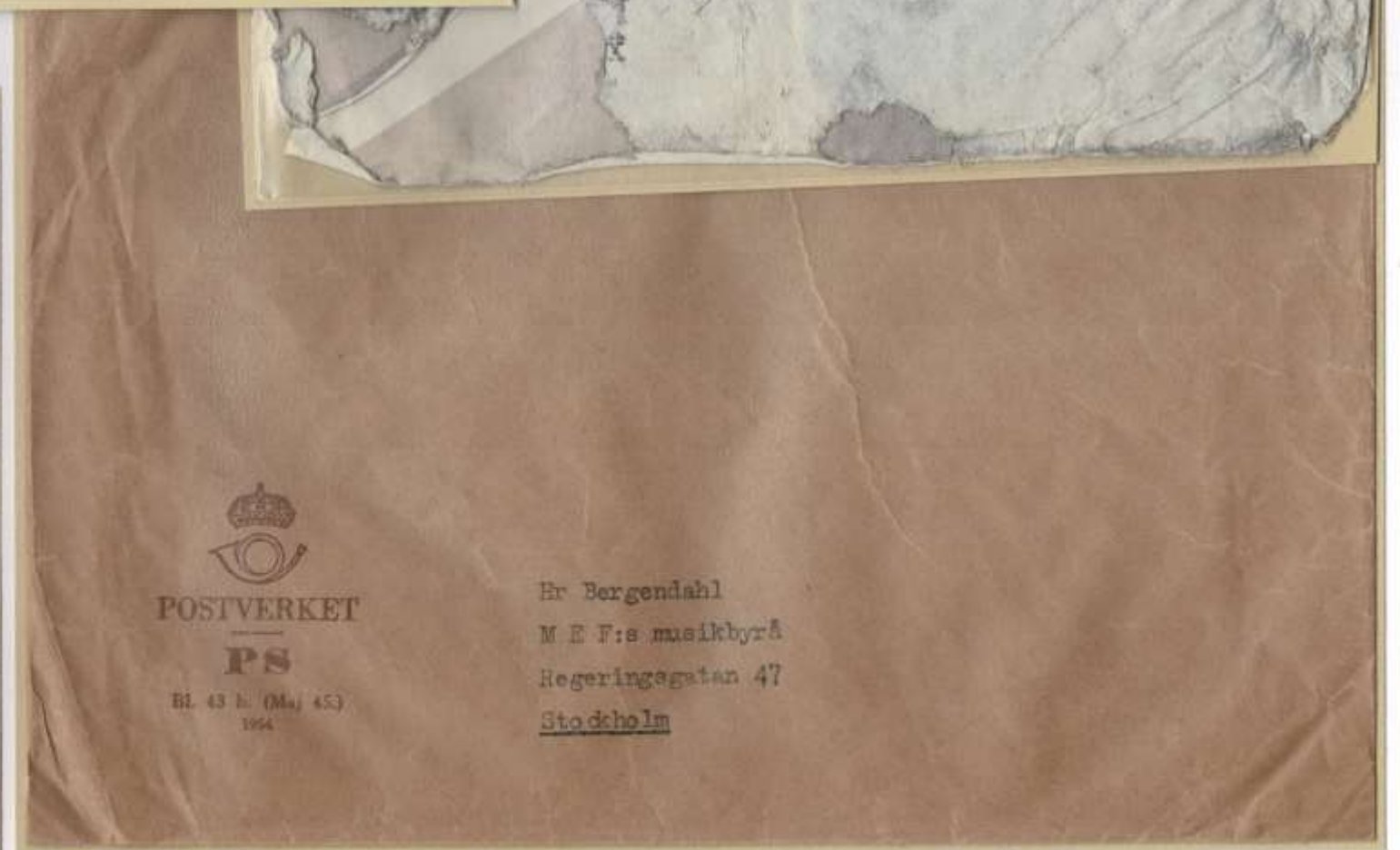


Lähetys vahingoittunut junaon-
nettomuudessa Ruotsissa.

Helsingin postikonttori.

Försändelsen skadad vid järn-
vägsolyckan i Sverige.

Helsingfors postkontor.



POSTVERKET
PS
BL 43 b. (Maj 45)
1954

Hr Bergendahl
M E F:s musikbyrå
Regeringegatan 47
Stockholm

Letter sent from Kulmbach 3 September 1954 via Malmö where was transported with the night express which was derailed at Rörvik. Arrival stamp Helsinki 13 September 1954. The stamp at the top right is a spillover from another letter (a printed matter letter). R3

Form no. 43 b. (May 45.) 1954 used as "ambulance", which is the **only one known in this accident**, for onward transport of a damaged letter sent from Landskrona 5 September 1954. R2



It was rare that the emergency lighting or other aids were the cause of mail being damaged during transport in mail carriages, but it did happen, as shown by the letter below sent on the Southern Railway on Sjælland in 1956.

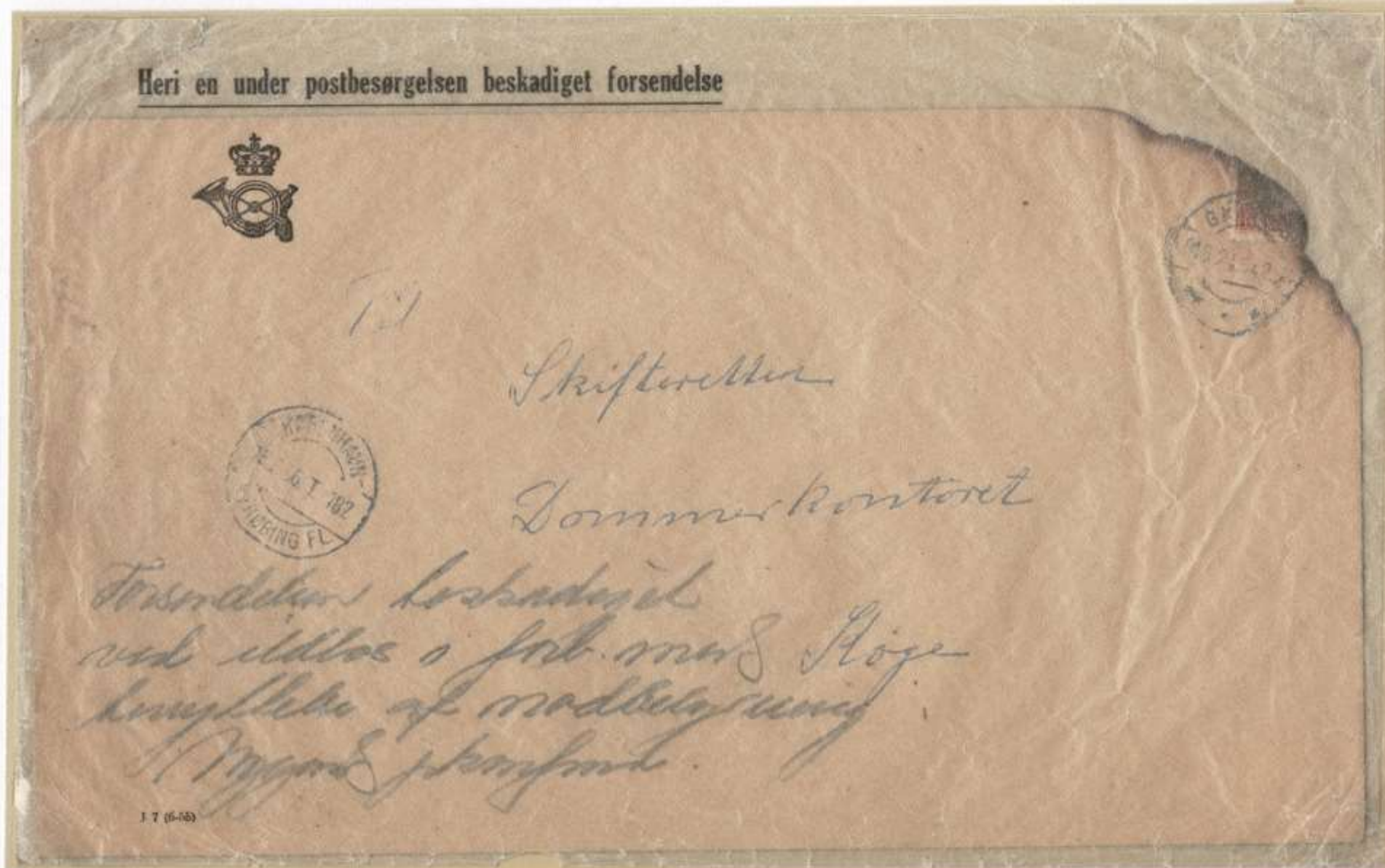
Emergency Lighting in Newly Built and Rebuilt Mail Carriages

Letter of 11-3-46, jor. 3199

With reference to the above letter, the Railway Post Office allows itself to recommend that electric emergency lighting will be installed in the future in all newly built and converted carriages, including e.g. the 12 new DC wagons ordered from Skandia.

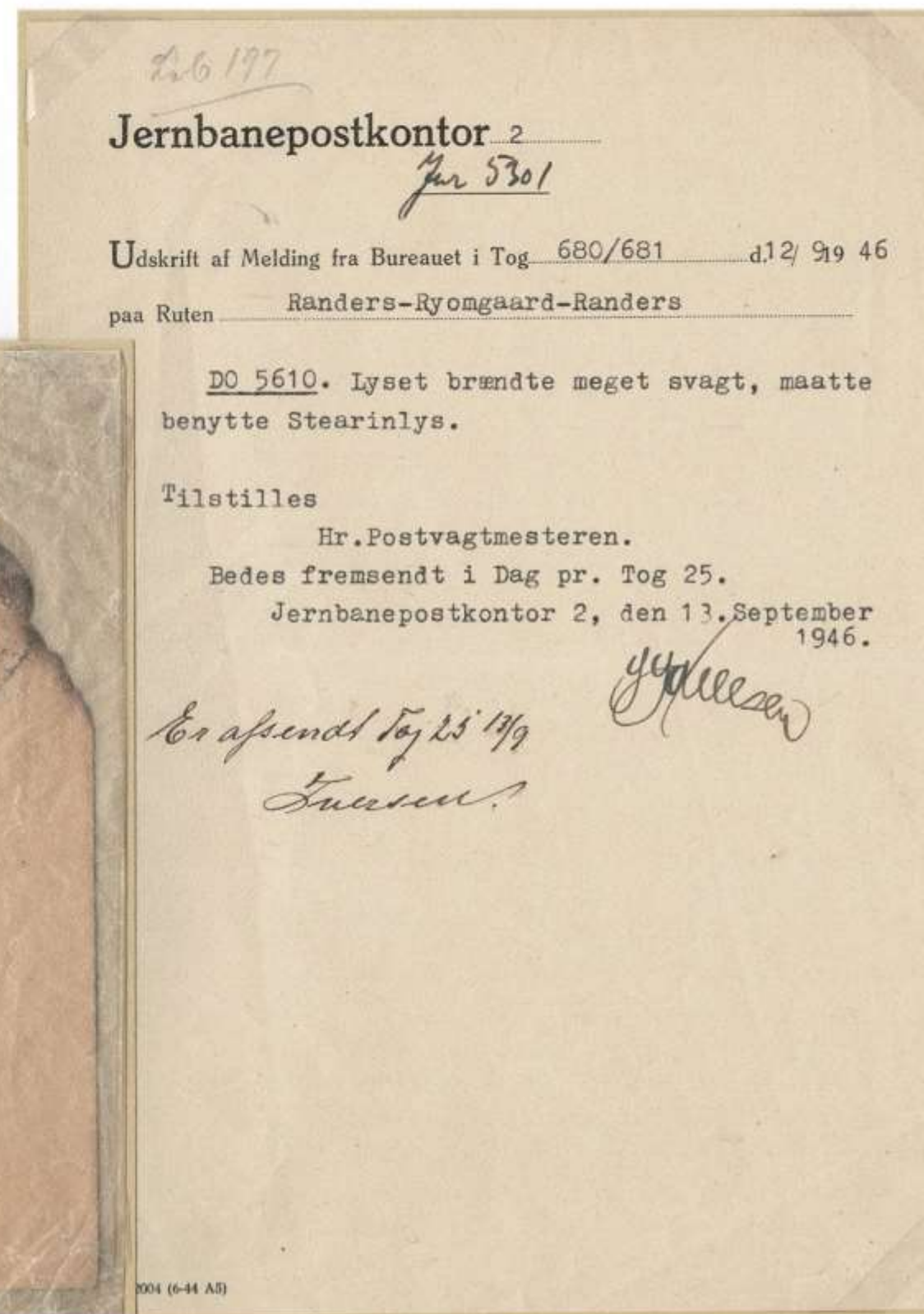
Often there is trouble with the electric lighting in the carriage, and as conditions are at the moment, counter lights must be used, which is both expensive and bad, just as it also contains the possibility of a fire hazard. It has happened several times that shipments have caught fire under such conditions. The Railway Post Office must therefore allow itself to recommend that the technicians be given the task of obtaining suitable electrical emergency lighting for use when the actual lighting system of the carriages does not work for one reason or another.

There are several examples of problems with the light conditions in the mail carriages in the 1940s. From the letter on the left, it can be seen that some measures were taken for a solution. The letter shows us that there were still problems with the lighting and emergency lighting in the mid-1950s.



In manuscript on the letter above: "Letter damaged by fire in connection with the use of emergency lighting. Nygaard pkmmf." (Packer chairman).

Fire-damaged letter sent from Gadstrup 16 February 1956 and additionally stamped Copenhagen-Nykøbing FL. on the same day. Domestic rate from 1.7.1952-14.4.1963 30 øre up to 50 grams, which fits with the FR IX red stamp. The letter was forwarded in an "Enclosed a shipment damaged during the postal service" envelope. J 7. (6.55). R3



The letter on the left confirms that the problems with the lighting in the 1940s apparently were not satisfactorily resolved.