

Interrupted Mail of Scandinavia

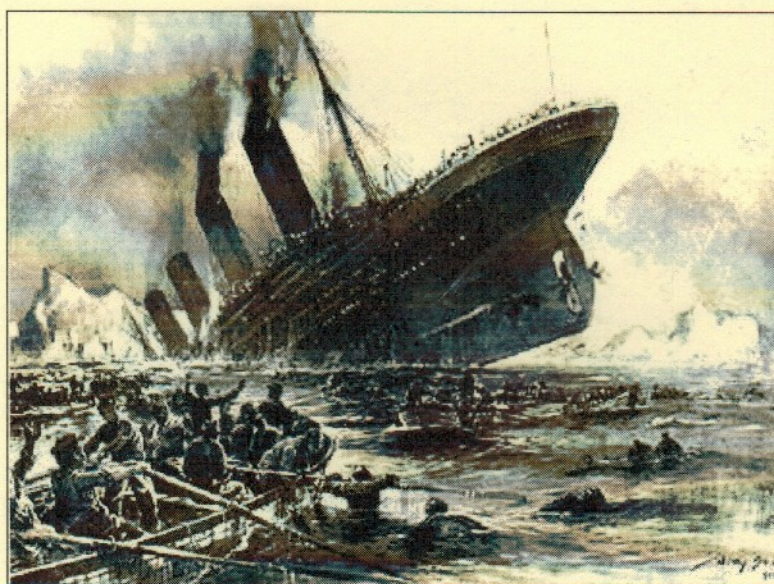
- originating at Sea, in the Air and on Land

This scope of this exhibit is to show interrupted mail sent from, within or to Scandinavia (including Denmark, Norway and Sweden), or on board Scandinavian ships or aircraft.

The purpose is to document the wide range of damages and interruptions to the mail through explanatory cachets, labels, notes and excuse letters. Focus is on mail which was delayed, damaged or interrupted due to accidents and incidents. It was in many cases possible to recover some or even all of the mail being carried. The postal authorities would then typically apply a marking explaining the delay and damage; enclose the letter in an ambulance cover if it was badly damaged, and then send it along to the addressee or return it to the sender. Delays due to war-time censorship and suspension of mail services are outside the scope.

Postal historical significance is demonstrated by these incidents becoming less prevalent as the transportation means and postal services develop and improve over time. In this way the loss results in progress.

Treatment - The items are presented in a chronological sequence within each main section of maritime, air and land based incidents. The presentation of the items is part of the treatment; firstly a general description of the incident, then the philatelic items with associated analysis, followed by a description of the treatment of the mails which were involved in the incident.



1. Maritime Disasters – Mail salvaged from the sea; casualties of collisions, shipwrecks, fires and strandings. A proof of loss of Norwegian mail is shown from the most famous of all shipwrecks, the SS “Titanic”. **31 p**

2. Aircraft Accidents – Starting with mail dropped into the North Sea from the balloon “Ville d’Orléans” which in 1870 carried mail out of the besieged Paris. Crashes of aircraft carrying mail were not uncommon from the early days of air mail transport. **56 p**

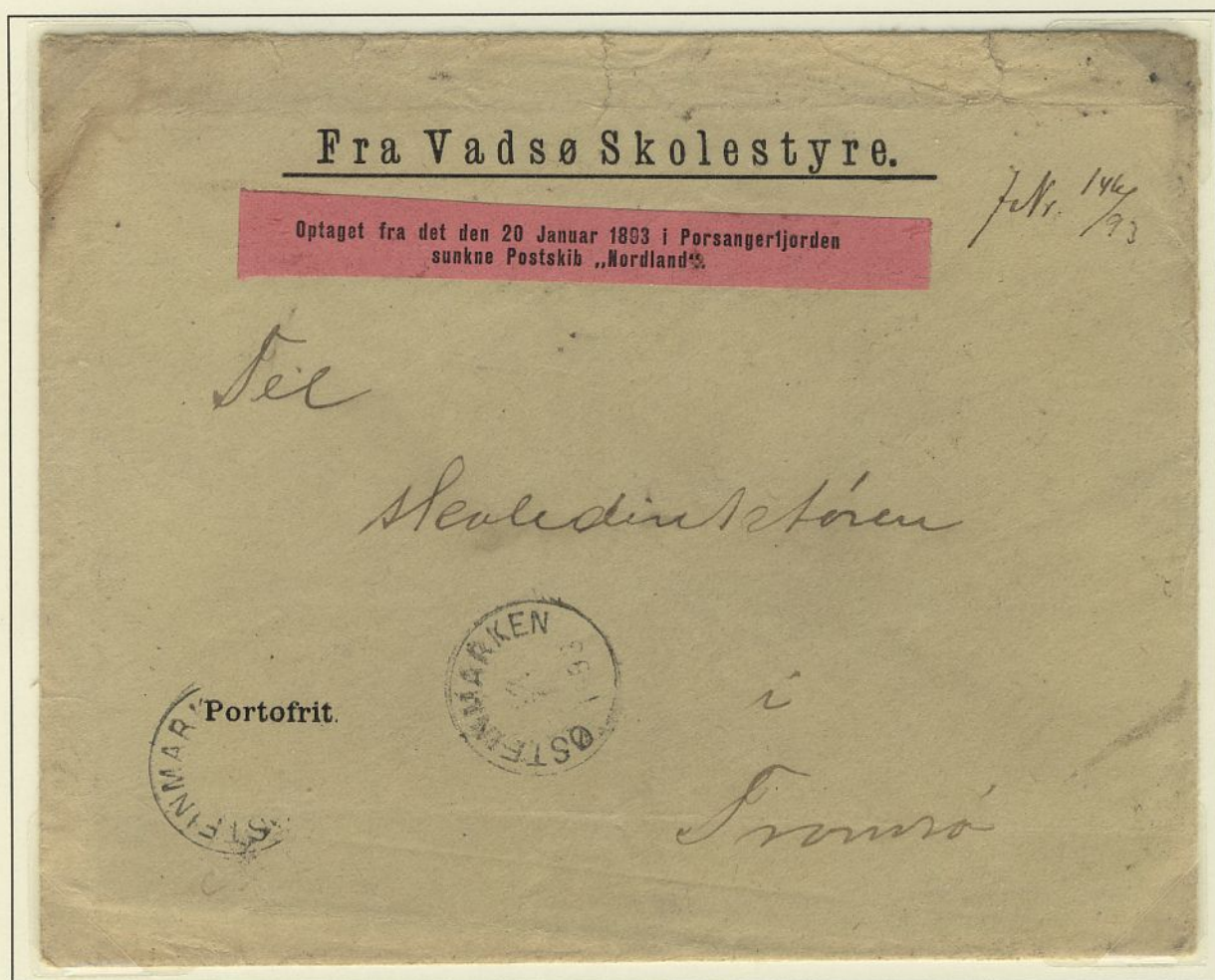
3. Incidents on Land – Mail rescued from train and car crashes and postal service mishaps ranging from theft and fires to damages due to mechanical handling of mail. **40 p**

Main literature: Henri L. Nierinck: «Courrier Récupéré - Recovered Mail» (vol. 1 1993, vol. 2 1995)
Norman Hoggarth & Robin Gwynn: «Maritime Disaster Mail» (2003)
Robin Gwynn & Norman Hoggarth: «Railway Disaster Mail» (2010)

Maritime Disasters

1893 Mail steamer “Nordland” runs aground and sinks in the Porsanger fjord

The Norwegian steamer “Nordland”, owned by Det Nordenfjeldske Dampskibsselskab, operated in 1892-1893 some occasional tours on the Hammerfest to Vadsö route in eastern Finnmark. This route was normally operated by SS “Nidelven” or SS “Nordstjernen”, and the postal steamers in this route employed the postmark “ØSTFINMARKEN” (Eastern Finnmark). SS “Nordland” left Hammerfest for Vadsö on 8 January, and she was on the return trip when on 20 January 1893 she ran aground on the Tamsgrunden and sank between Repvaag and Kistrand in the Porsanger fjord. The “Nordkap” (North Cape) newspaper in Hammerfest reported: “*The steamer «Nordland» ran aground near Tamsö and sank yesterday evening 10 p.m. Passengers, crew and insured mail were rescued by the life boats, with which they have arrived at Repvaag. Everything else was lost...*”.



Cover from Vadsö to Tromsö, posted on board and postmarked “ØSTFINMARKEN 12 1 1893”. The stamp which had been placed to cover the lower left “Portofrit” (Free postage) imprint has floated off, and an explanatory slip was applied. On reverse transit postmark “HAMMERFEST 4 VIII 93”; the salvaged mails were dried at the post office here, and this is the forwarding date. The “ØSTFINMARKEN” postmark was lost when SS “Nordland” sank, and this is the latest recorded usage of the postmark. **The only recorded salvaged mail item from the postal steamer “Nordland”.** Mail from this accident is not recorded by Hoggarth & Gwynn.

The wreck of “Nordland” was found more than four months after she sank. The “Nordkap” newspaper wrote on 2 June 1893: “*«Nordland» found yesterday, in 18 fathoms of water...*”. A salvage ship with divers was called for, and SS “Stærkodder” (same owners as “Nordland”) with engineer Weidemann and divers worked from late July to 25 August in order to surface the mails and other items from the ship. Salvaged mail was brought to Hammerfest Post Office where it was dried and a pink slip was applied: “*Optaget fra det den 20 Januar 1893 i Porsangerfjorden / sunkne Postskib „Nordland”.*” (Translates to: “Salvaged from the mail ship „Nordland” which sank on 20 January 1893 in the Porsanger fjord”).

1895

20 survive and 334 die as SS "Elbe" sinks in the North Sea after collision

The German steamer "Elbe" left Bremerhaven on 29 January 1895, bound from Bremen to Southampton and New York. She had on board 199 passengers and 155 crew and a general cargo including 120 bags of mail from Europe and Russia. As the ship crossed the North Sea on a bitterly cold and dark but clear night, she fired rockets at intervals to warn of her presence. However, shortly after 5:30 a.m. on the 30th the much smaller Cunard Line steamer "Crathie" struck "Elbe" with great force abaft the engine room, and "Elbe" sank almost immediately with the loss of 334 lives. Ice made it difficult to release the boats, and only one was successfully launched.



Cover from Sweden, stamps floated off and illegible postmark dated 1895, addressed to Hallock, Minnesota, North America. Arrival postmark on reverse "HALLOCK MINN FEB 23 1895". Explanatory cachets applied in Bremen.

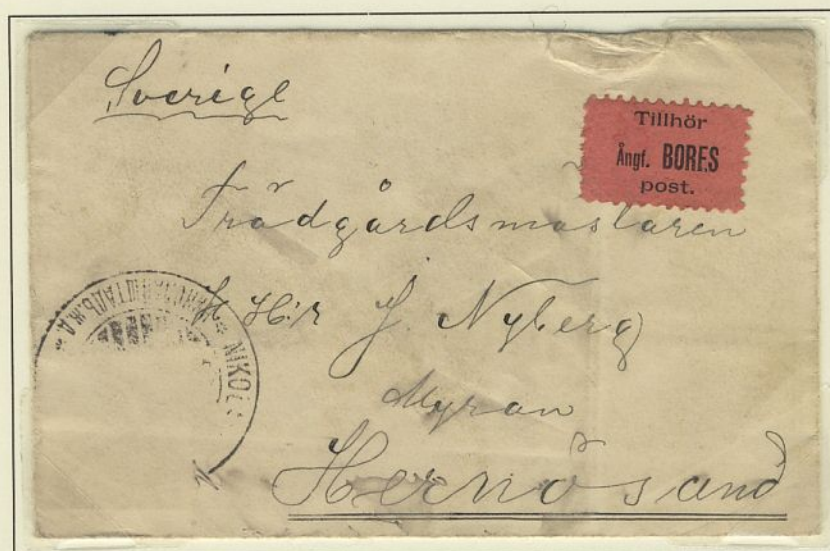
The collision occurred about 45 miles off Lowestoft in Suffolk, East Anglia, England. The German Imperial Post Office announced that the mail could not be saved and must be considered lost., but subsequently some mail bags were washed ashore and others recovered by fishermen. Recovered mails were sent to London, whence the Post Office returned them to Bremen for repair before they were sent to America. The German authorities applied two cachets to each cover. One boxed, bilingual in red: "Freil Marke abgefallen. / Paid! Stamp lost.". The other was in German only, in violet: "Geborgen aus der / Postladung des untergegangenen / Dampfers "Elbe". / Postamt 1 Bremen." (translates to "Salvaged from the / mails of the sunken / steamer "Elbe". / Post Office 1 Bremen.").

SS "Bore" was owned by Bore Ångfartygs Aktiebolag, and managed by A. Lindblom, Åbo, Finland. "Bore" left Åbo on Saturday 30 December 1899, bound for Stockholm, Sweden via Mariehamn, Åland. On New Year's Eve, about 9.15 p.m. she ran aground in fog and bad weather between Söderarm and Furusund in Sweden, then slipped off the rocks and sank. All passengers and crew were safely landed at Ridderholm, Sweden.



Postcard with trilingual postmark "RAFSÖ" (Finland), addressed to Stockholm, Sweden. Arrival postmark "STOCKHOLM 20 1 00". "Bores" label with 'ores' in lower case..

Probably there were twenty bags of mail on board. Salvage operations started on 10 Januar 1900, and by 22 January, 10 bags or boxes of mail had been recovered. In July 1900 attempts were made to salvage the ship. By mid September, "Bore" had been towed to shallower waters and two more mail bags were found. Salvage continued, and eventually in April 1901 "Bore" was fully raised and towed to Stockholm. At least one further mail bag was found in the process. Salvaged mail were dried and most of the mail identified by a perforated pink label stating "Tillhör / Ångf. BORES / post" ("Belongs to steamer BORES post"). Several types of label were used.

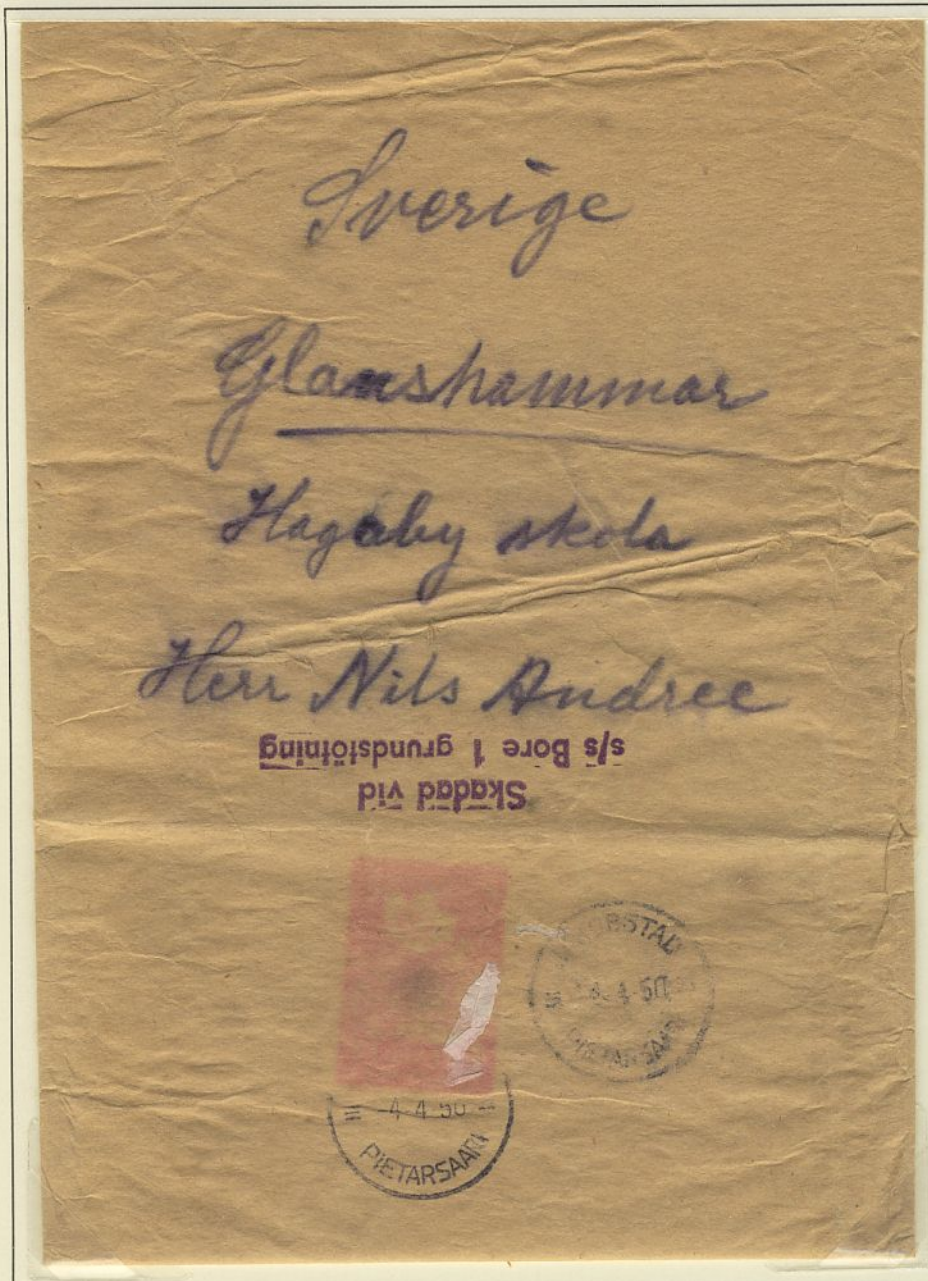


Cover with trilingual postmark "NIKOLAISTAD" (Finland), addressed to Hernösand in Sweden. On reverse arrival postmark "HERNÖSAND 24 1 1900". "BORES" label with text size 13 x 10 mm.

- 1899 Steamer "Bore" runs aground in fog and sinks in Stockholm's skerries (cont.)
 1950 Now renamed "Bore I" she is in trouble again, grounded off Åland



*Cover from Nikolaistad, Finland to Stockholm, Sweden.
 On reverse "BORES" label with text size 15 x 10 mm.*



After "Bore" was salvaged in 1901 she returned to service as "Bore I" with subsequent name changes to "Hebe" and "Åbo" before reverting to "Bore I". On 6 April 1950 she was grounded at Storgrynnan off the south point of Åland. "Bore I" was refloated the following afternoon. There were no casualties as a result of this incident.

As far as is known, all the mail was recovered, and some, if not all was damaged by sea water. The mails for Swedish addresses were forwarded with a two line cachet: "Skadad vid / s/s Bore I grundstötning" (Damaged in the grounding of s/s Bore I).

Wrapper with bilingual postmark "JAKOBSTAD PIETARSAARI -4.4.50", addressed to Glashammar, Sweden. Stamp floated off and explanation cachet in purple.

1901

Danish PS “Gefion” collides and sinks in Öresund

The iron paddle steamer “Gefion” collided with “Hveen” about a mile off the Sjollen Ground off the island of Saltholmen in Öresund between Denmark and Sweden on 19 January 1901. Both ships belonged to the same Danish company, Det Forenede Dampskibs Selskab. They were both carrying passengers, general cargo and mail, “Gefion” travelling from Malmö to Copenhagen and “Hveen” going in the opposite direction from Copenhagen to Malmö. “Gefion” sank in seven minutes, leaving just the truck of her mast (the small wooden disc at the top with holes for halyards) above water; “Hveen” sustained damage to her bow but reached Malmö safely.



Registered letter from Sweden to Copenhagen, Denmark, postmarked “Norrköping 18 (January 1901)”, with the stamps washed off. On reverse, blue explanation cachet and arrival postmark “KJØBENHAVN 21.1.01”.

The crew and passengers of “Gefion” were saved following the collision, and the mails salvaged the next day by divers. The mail was then returned to Malmö to be dried and forwarded. Covers from “Gefion” have a three-line explanation cachet in blue, the Swedish text reads: “Post från / förolyckade ång. Gefion / Malmö den 20 Jan. 01” (Mail from the wrecked steamer Gefion, Malmö 20 Jan 01).

1903

100 killed as French SS "Liban" collides and sinks outside Marseilles

The tragedy of the French liner "Liban" caused the death of more than 100 passengers on 7 June 1903. During a voyage to Corsica, the "Liban" collided with the French cargo "Insulaire" in poor visibility conditions. "Liban" was outward bound from Marseille to Bastia, "Insulaire" was inward bound to Marseille from Nice and Toulon. The Captain tried to ground the liner, but the bow began to sink, lifting the stern and the propeller out of the water. Suddenly, a boiler exploded, braking the hull in two parts that rapidly sank. The loss would have been even greater but for the efforts of other boats quickly on the scene to pick up survivors.



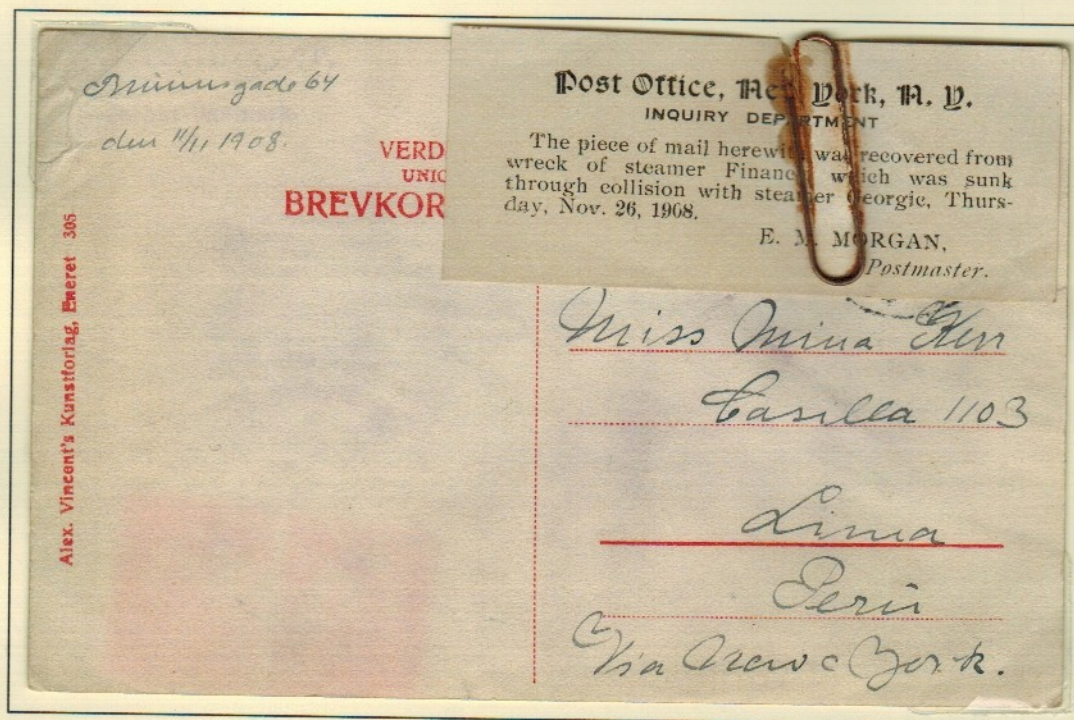
Registered letter from Denmark to Corsica, postmarked "KJØBENHAVN 6 6 1903", with the stamps washed off. On reverse, "POSTES ET TÉLÉGRAPHES" label used to close the envelope, and as a registered item the label has been affixed by impressions of "MARSEILLE / POSTES / ARRIVEE" wax seal. The label also tied by "NAUFRAGE du LIBAN" in blue. The Marseille datestamp 24 June is the earliest recorded date for mailsalvaged from "Liban". Corsica arrival datestamp 27 June.

"Liban" was carrying 27 mail bags, nine assembled in Marseille and 18 from beyond, including a significant value of registered mail. 13 mail sacks were salvaged. After a fortnight under water many envelopes were defective and it was easy for stamps to have floated off their covers. The salvaged mail reached Corsica 27-29 June, after being treated at Marseille with a single-line cachet in blue colour "NAUFRAGE du LIBAN" ("Wreck of Liban").

1908
1913

Panamanian SS "Finance" was run into and sank Norwegian SS "Nordstjernen" runs aground and sinks

The steamship "Finance" of the Panama Railroad Steamship Company's line was run into off Sandy Hook on the morning of 26 Nov., 1908 by the steamer "Georgic". "Finance" was sunk in ten minutes, the collision tearing a great hole in her hull. 3 passengers and one crewman were drowned, and about 100 passengers survived and was rescued by "Georgic".



Copenhagen viewcard dated Bruunsgade 11/11 1908, addressed to Lima, Peru. Stamp lost, soiled by water and explanatory slip attached in New York.

The "Finance" carried 771 sacks of mail. At the time it was expected that the greater part of the mail would be recovered, but this seems unlikely considering how uncommon it is to find rescued mail from "Finance". Recovered mail was damaged by water. It was dried in New York and forwarded to the addressees with explanatory slips from the New York Post Office Inquiry Department.

SS "Nordstjernen", owned and operated by Det Bergenske Dampskibsselskab, Norway, sailed from Florö for Bergen on 6 February 1913. The weather was poor with rain and snow showers and heavy winds. At 2 in the morning of 7 February she ran aground, resulting in a serious leak. She was run on shore to avoid sinking, and passengers and crew were rescued. She sank during the night, in shallow and sheltered waters. She was raised and repaired after the cargo mainly consisting of stockfish and salted herring had been unloaded by assistance of divers.

Postcard dated Bergen 28/1 1913, addressed to Mr Knut Jamne, SS "Anna", unknown place (address inked over). Re-addressed to Mr Viliam Hansen, Bergen. Damaged by water and cachet applied. Mail from this accident is not recorded by Hoggarth & Gwynn.

Insured mail was rescued before the ship sank, partly in wet condition. The ordinary mail went down with the ship, but was subsequently recovered. An explanatory cachet was applied, probably in Bergen, it translates to "The shipment was delayed and damaged by water due to the sinking of SS Nordstjernen."



1912

1,500 lives lost as SS "Titanic" founders after colliding with an iceberg

The tragedy of the 'unsinkable' SS "Titanic", which cost some 1,500 lives when she foundered on the night of 14-15 April 1912 after colliding with an iceberg is well known. "Titanic" was carrying 3,418 bags of mail from Southampton, Cherbourg and Queenstown for New York, but none was salvaged.

Fra
postmesteren i Svolvær.

J.-no. **395-16.**

Hermed oversendes kr. **30.63** , der bedes
utbetalt Johannes Vesche Leknes mot herpaategnet
kvittering, som snarest bedes hitsendt.
Beløpet gjælder erstatning for et av ham avsendt
rek. brev , der kom bort ved D/S "Titanics" for-
lis i 1912.

Svolvær den 24. februar 1916.

E.B.

E. B.

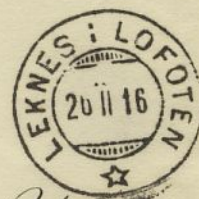
Ovenst. kr. 30.63 mottat.

Leknes i L. den

*Johannes Vesche
Ellisif Nordahl m.p.p.*

Postaapneren i

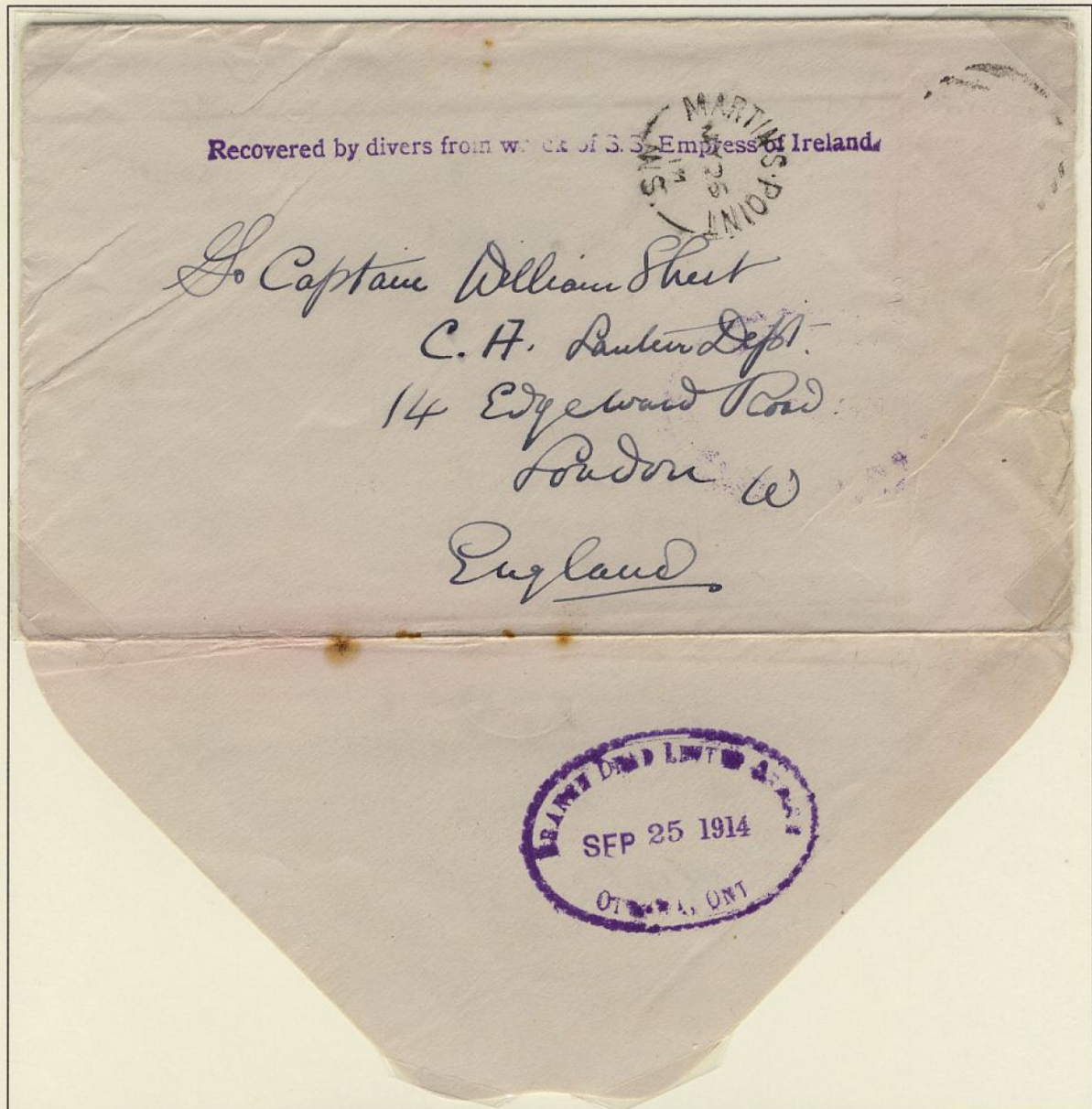
LEKNES I LOFOTEN.



Letter from the Postmaster in Svolvær, Norway to the sub-postmaster in Leknes i Lofoten, enclosing the payment of NOK 30.63 to a Mr Johannes Vesche Leknes as compensation for a registered letter which he had sent, and which was lost at the "Titanic" disaster. The letter is signed by the recipient, postmarked "LEKNES I LOFOTEN 26 II 16" and returned to the PM in Svolvær.

1914 "Empress of Ireland" collides with Norwegian "Storstad" – 1,012 lives lost

The RMS "Empress of Ireland" sank in the St. Lawrence River the night of May 29, 1914, after colliding with the Norwegian collier S/S "Storstad". The "Empress of Ireland" was bound to Liverpool from Quebec with passengers, and the "Storstad" was inward bound to Montreal from Sydney, Cape Breton, with a cargo of coal. The accident took 1,012 lives of which 14 were Norwegians. Around 450 passengers and crew were saved. The "Empress of Ireland" is the world's second worst sinking, in peacetime, after the Titanic until 1987 when over 3,000 persons lost their lives when a ferry sank in the Philippines. The subsequent Court of Inquiry laid the blame for the accident on Captain Andersen of Storstad.



Letter from Canada addressed to England, postmarked "MARTINS POINT, NS MY 25, 14".

One-line cachet in blue "Recovered by divers from wreck of S.S. Empress of Ireland.".

On reverse oval sorting mark "BRANCH DEAD LETTER OFFICE OTTAWA ONT SEP 25 1914".

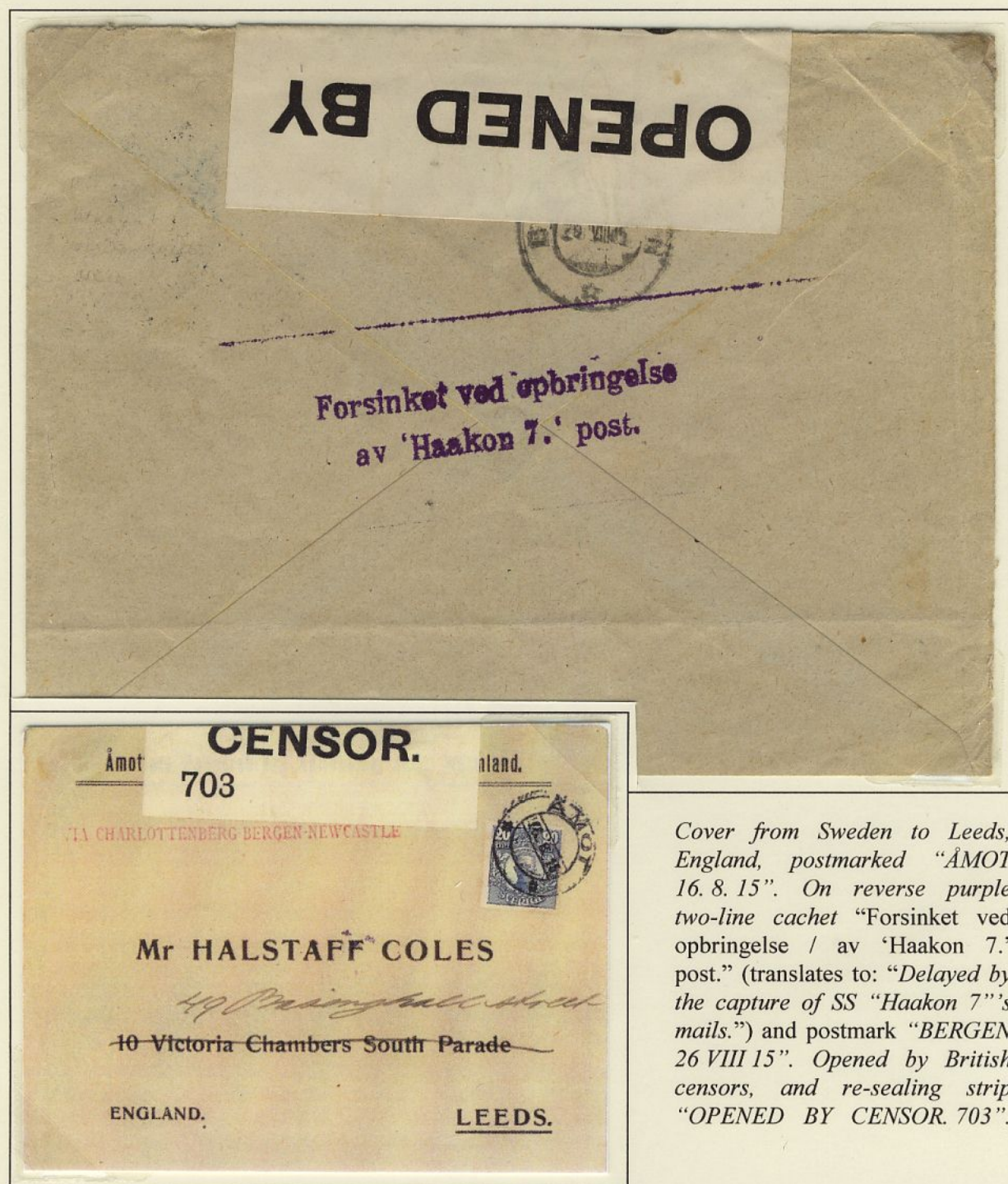
"Empress of Ireland" carried "four carloads of registered, common, and parcel packages". Initially the Canadian Post Office held out "no hope that any will be recovered", for the vessel sank in 19 fathoms and salvage was not anticipated. However, insurance claims for passengers' valuables were so high that salvage commenced, and some registered and ordinary mails were recovered.

Often such mail was forwarded with a one-line cachet "Recovered by divers from wreck of S.S. Empress of Ireland." It could take a long time for covers to be dried out, and mail was still being forwarded in 1915.

1915

Germans intercept SS "Haakon VII" and seize mails

The mail and cargo route between Bergen , Norway and Newcastle, England had been operated since the 1890's by ships from Det Bergenske Dampskibsselskab and Nordenfjeldske Dampskibsselskab. Mail routes between England and main land Europe were closed at the outbreak of World War I, and this route was the only open route, resulting in an enormous increase of the mail volume. Also mails between England and China and Japan were sent this route. None of the vessels in the route were sunk during the first two years of the war, but there were numerous incidents. Ships were stopped by English as well as by German naval ships. The steamer "Haakon VII" was intercepted on 17 August 1915 en route from Bergen to Newcastle by a German submarine and some letter mails were seized. The parcels and printed matter were thrown overboard.



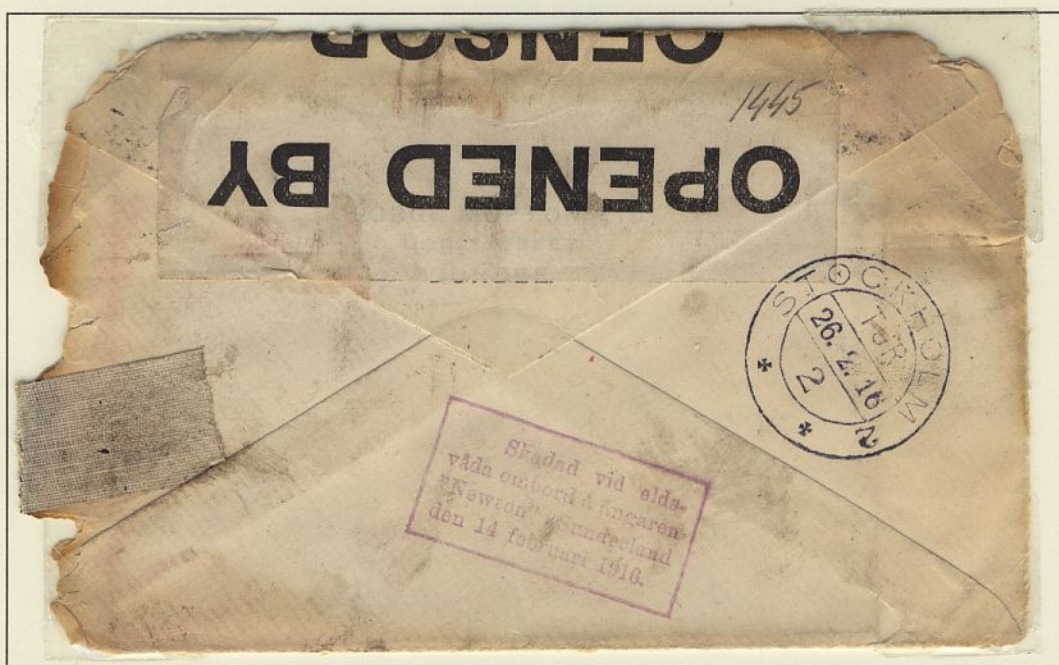
Cover from Sweden to Leeds, England, postmarked "ÅMOT 16. 8. 15". On reverse purple two-line cachet "Forsinket ved opbringelse / av 'Haakon 7.' post." (translates to: "Delayed by the capture of SS "Haakon 7"'s mails.") and postmark "BERGEN 26 VIII 15". Opened by British censors, and re-sealing strip "OPENED BY CENSOR. 703".

The Norwegian Postmaster-General reported on 19 August 1915 that a German submarine had intercepted the steamer "Haakon VII" on her way to England and seized the mails aboard. The crew of the steamer were ordered to throw overboard all printed matter and parcels, and to hand over all letters and remittances addressed to England, France, Italy and all colonies of nations hostile to Germany. The Germans returned the mails to the Norwegian post office in Bergen, which forwarded them on 26 August with an explanatory cachet. The cachet is in the Norwegian language, even though all the mails were addressed to abroad.

The general cargo steamer "Newton" was built 1890 at P. Larssons Varv, Thorskog, Sweden. February 1916, when SS "Newton" arrived in Uddevalla, Sweden it was reported that there had been a fire aboard. The report in "Lloyd's List" reads: "NEWTON. – Uddevalla, Feb. 23. – The steamer Newton, from Sunderland, with coal and 470 bags of mail, had a fire in the mail during the voyage. Part of the mail was damaged by fire and water."



Letter from London to Vyborg, Finland. Censored in Helsinki, and tri-lingual (Russian, Swedish, Finnish) re-sealing strip from the war censorship office. Purple boxed Newton cachet in French and delivery postmark "VIBORG -2 III. 16".



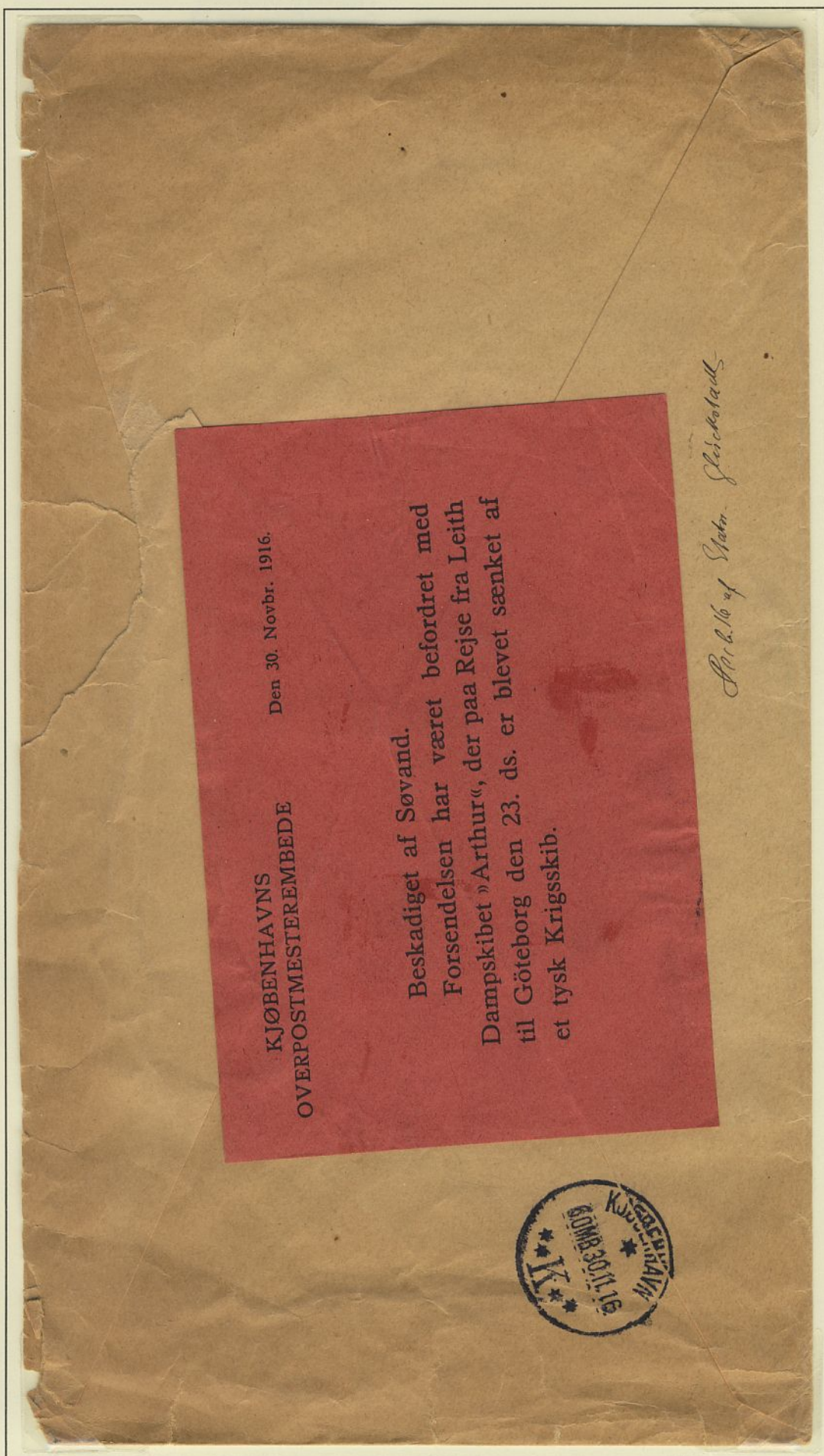
Letter from Dundee, Scotland to Sweden. Opened by British censors, and re-sealing strip "OPENED BY CENSOR. 35". Purple boxed Newton cachet in Swedish and delivery postmark "STOCKHOLM 26.2.16".

Most of the identified mail from this incident appears to have been addressed to Sweden, but a French cachet was applied by the Swedish Post Office to mail addressed to other countries. A boxed cachet was applied on damaged mail, it translates to: "Damaged by fire on board the steamer "Newton" in Sunderland on 14 February 1916."

The Swedish steamer "Arthur", owner Rederiaktiebolaget Vind, was captured by a German submarine, torpedoed and sunk ten kilometres east of the most northerly point of Denmark in the Kattegat on 23 November 1916. "Arthur" was sailing from Leith, U.K. for Gothenburg, Sweden with a cargo of coal and mails for Denmark and Sweden, most of which was seized by the Germans. The crew escaped in the life boats, were rescued by the fishing boat "Delfin" and taken to Gothenburg.

A couple of mail bags were salvaged by the fishing boat "Alfa" and brought to Gothenburg in a soaked condition. Mail for Denmark was brought from Gothenburg to Copenhagen after drying, where a red label was affixed. The Danish text translates to: "*Director of Posts, Copenhagen, 30 November 1916. Damaged by sea water. This item was carried by the steamer »Arthur« that was sunk by a German warship on the 23rd instant, on the way from Leith to Gothenburg.*". Some of the mails from this seizure were detained for the duration of the war by the Germans and not released until February 1919.

Registered postal service cover sent from London to Copenhagen. On front London registration label, and no stamps or postmarks. Red explanatory label applied on reverse, together with Copenhagen postmark "KJØBENHAVN K 6 OMB 30.11.16".



1916

Danish SS "Vidar" intercepted by the Germans

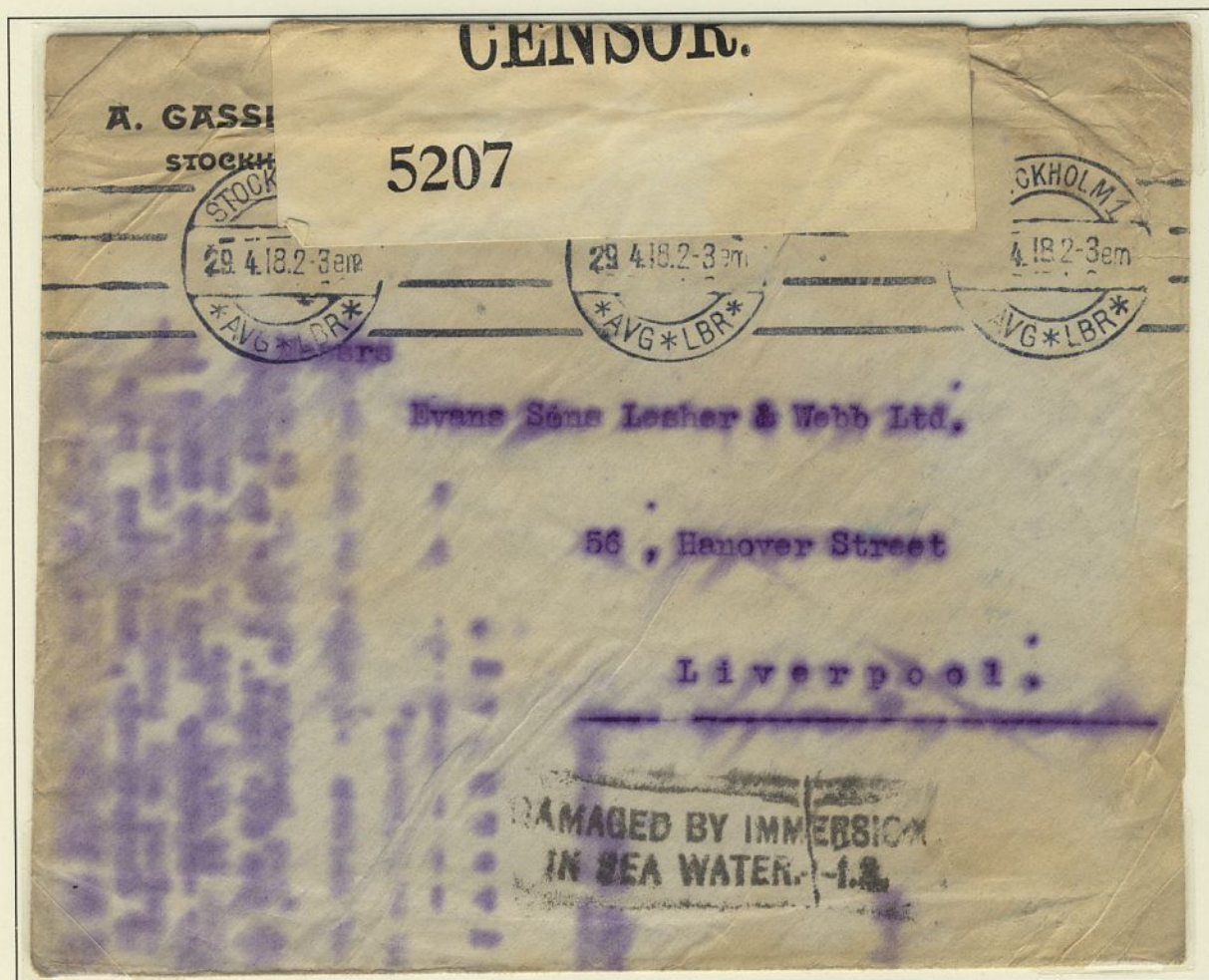
The Danish steamer "Vidar" was intercepted for the fourth time by the Germans during the night of 12/13 December 1916 and was escorted into Swinemunde by the German Navy. At the time of capture she was on her way from Copenhagen to Hull with a cargo of agricultural produce and the mails. The vessel was released on 15 January 1917 by the Germans, presumably after all her cargo and mails had been seized.



Letter from Odense, Denmark to Johore, India via Singapore, postmarked "ODENSE 11.12.16". Three-line cachet in red "Part of a Mail / captured by the / Germans and delayed". Retained by the German censor as evidenced by the re-sealing strip with imprint "Unter Kriegsrecht / geöffnet." On reverse arrival postmark "JOHORE 18 MY 17".

Mail posted in various places in Denmark between 9 and 12 December 1916 has been recorded. "Vidar" was apparently carrying 71 bags of letter mail and 14 bags of parcels. Upon release of the vessel on 15 January 1917 the mail was censored by the Germans. Most of the private or personal mail appears to have been released relatively quickly. Some of the commercial mail was not released until after the war.

A small number of mails from Sweden to United Kingdom have been seen with a boxed cachet "DAMAGED BY IMMERSION/ IN SEA WATER. - I.S.". It is likely that these items were salvaged from a vessel which was damaged by a torpedo or a mine. It is not known from which vessel the items originate.



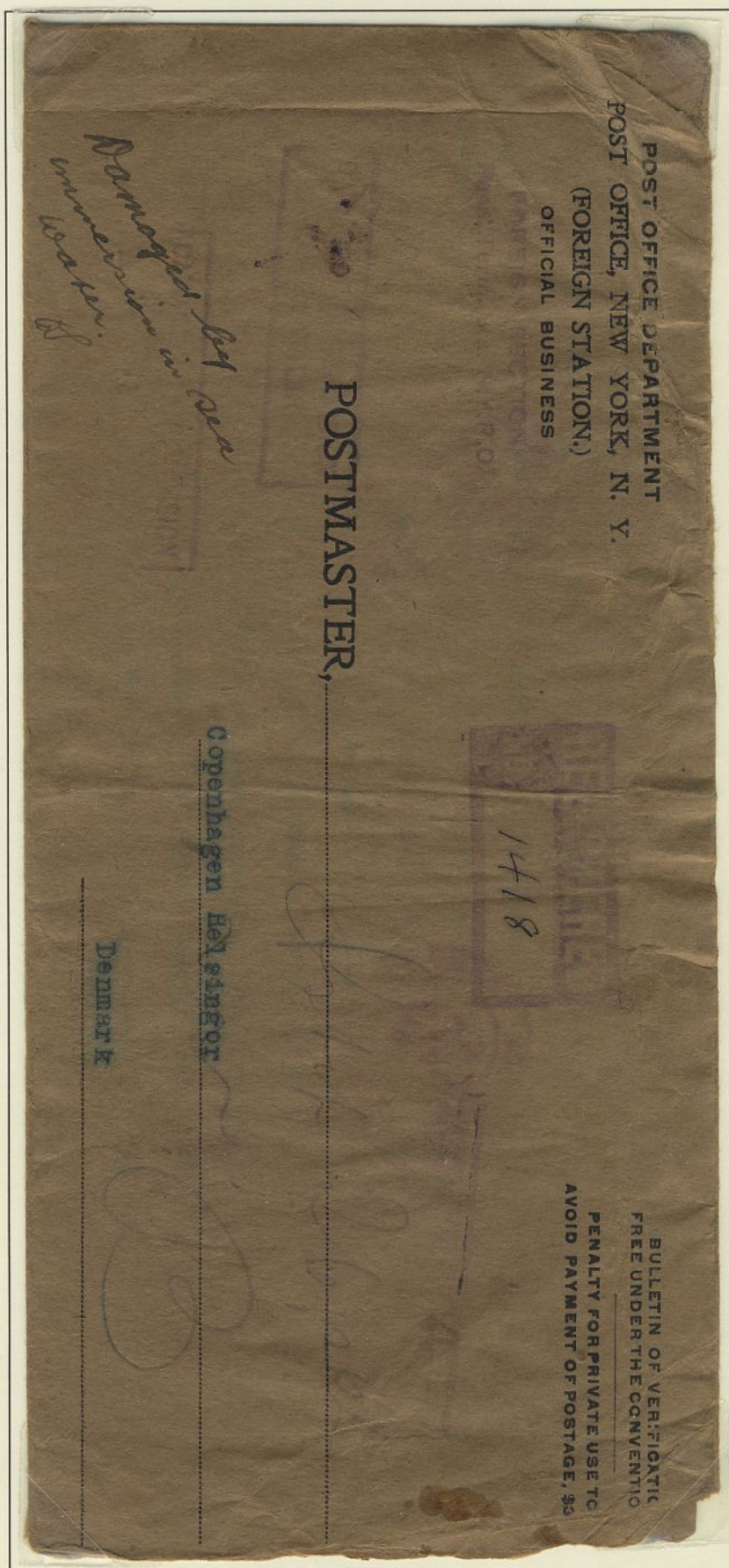
Letter from Stockholm, Sweden sent to Liverpool, England. Postmarked "STOCKHOLM 1 AVG LBR 29. 4. 18". Boxed cachet "DAMAGED BY IMMERSION / IN SEA WATER. - I.S.". British censorship and re-sealing strip "OPENED BY CENSOR. 5207".

1917 Five men killed when British SS “Norwegian” is destroyed by explosion

Germany was conducting unrestricted submarine warfare in February 1917, so that most mail and passenger liners remained in port, only a few merchantmen risking the Atlantic crossing. The British steamer “Norwegian” left New York for Liverpool on 27 February 1917 with mails, grain, general cargo and munitions. She had to be beached off the Irish coast following an explosion on 13 March. Five men were killed in the explosion which according to Lloyd’s occurred some five miles south-west of Seven Heads in County Cork, Ireland.

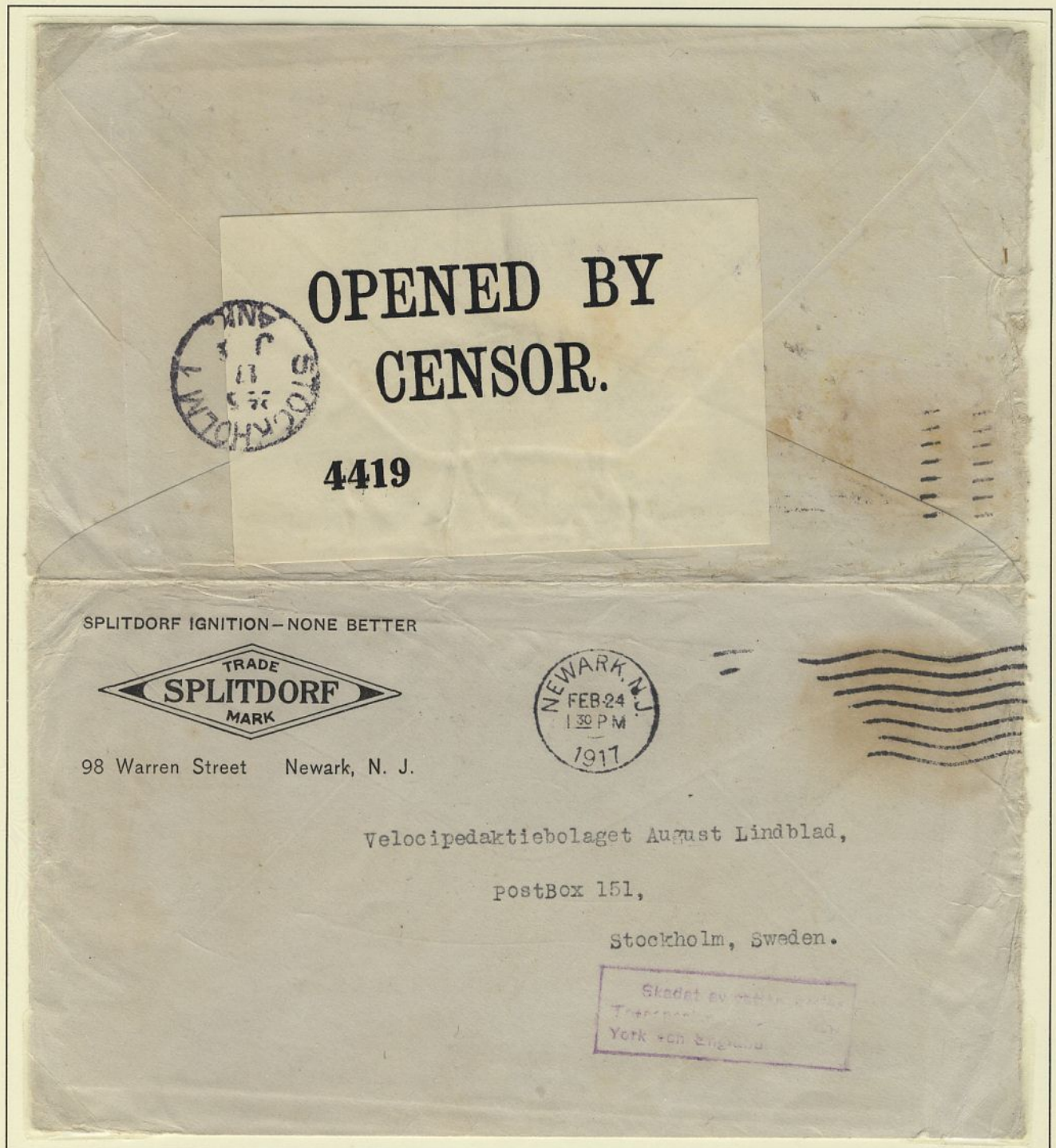
Registered letter from New York, N.Y., U.S.A. to Copenhagen, Denmark. On reverse postmarked “NEW YORK 24 1917” and receiving postmark “KJØBENHAVN 10.4.17.” Boxed cachet “DAMAGED BY IMMERSION / IN SEA WATER” and manuscript “Damaged by / immersion in sea / water”.

After being beached, the “Norwegian” was well positioned for her mail to be salvaged, and the New York Times quoted the consul as stating that “mails are being saved”. Numerous claims for salvage of mails were paid by the Post Office on the recommendation of the Receiver of Wrecks for the district. Some of the salvaged mail received a boxed cachet: “DAMAGED BY IMMERSION / IN SEA WATER”.



1917 Five men killed when British SS "Norwegian" is destroyed by explosion (cont.)

No submarine was seen when SS "Norwegian" was damaged by an explosion, and it is quite possible that the explosion was caused by a mine.



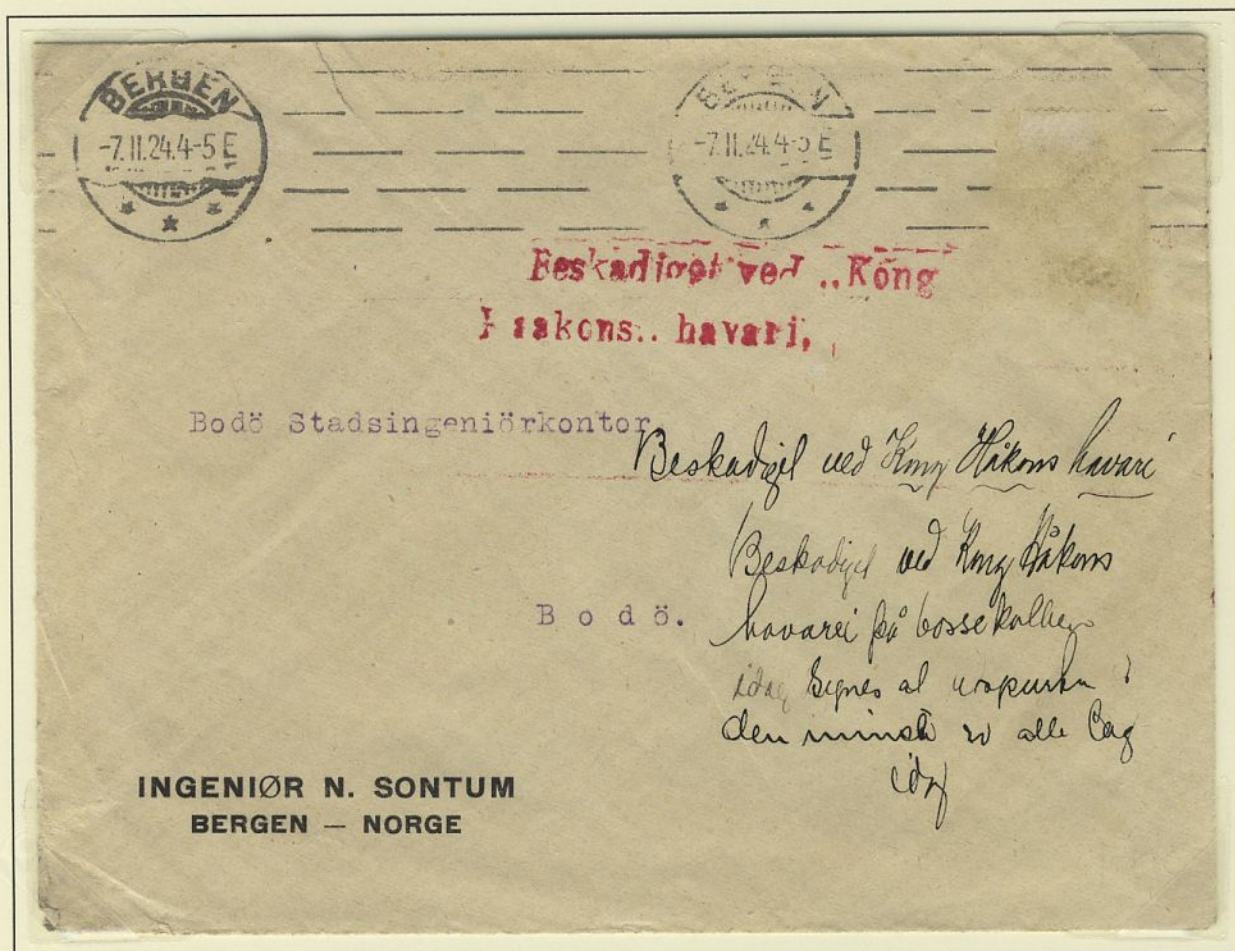
Cover postmarked "NEWARK, N.J. FEB 24 1917" and addressed to Stockholm Sweden. Recovered from SS "Norwegian", resealed by the British censor and forwarded to Sweden where it arrived (postmark on reverse) "STOCKHOLM 26 5 17". Purple boxed cachet "Skadat av vatten under / Transporten emellan New / York och England.", the Swedish text translates to "Damaged by water during transportation between New York and England".

Mail recovered from this disaster is often erroneously attributed to SS "Laconica", that was torpedoed and sunk 160 miles off Fastnet on 25 February 1917.

1924

Norwegian coastal steamer "Kong Haakon" strikes a submerged rock

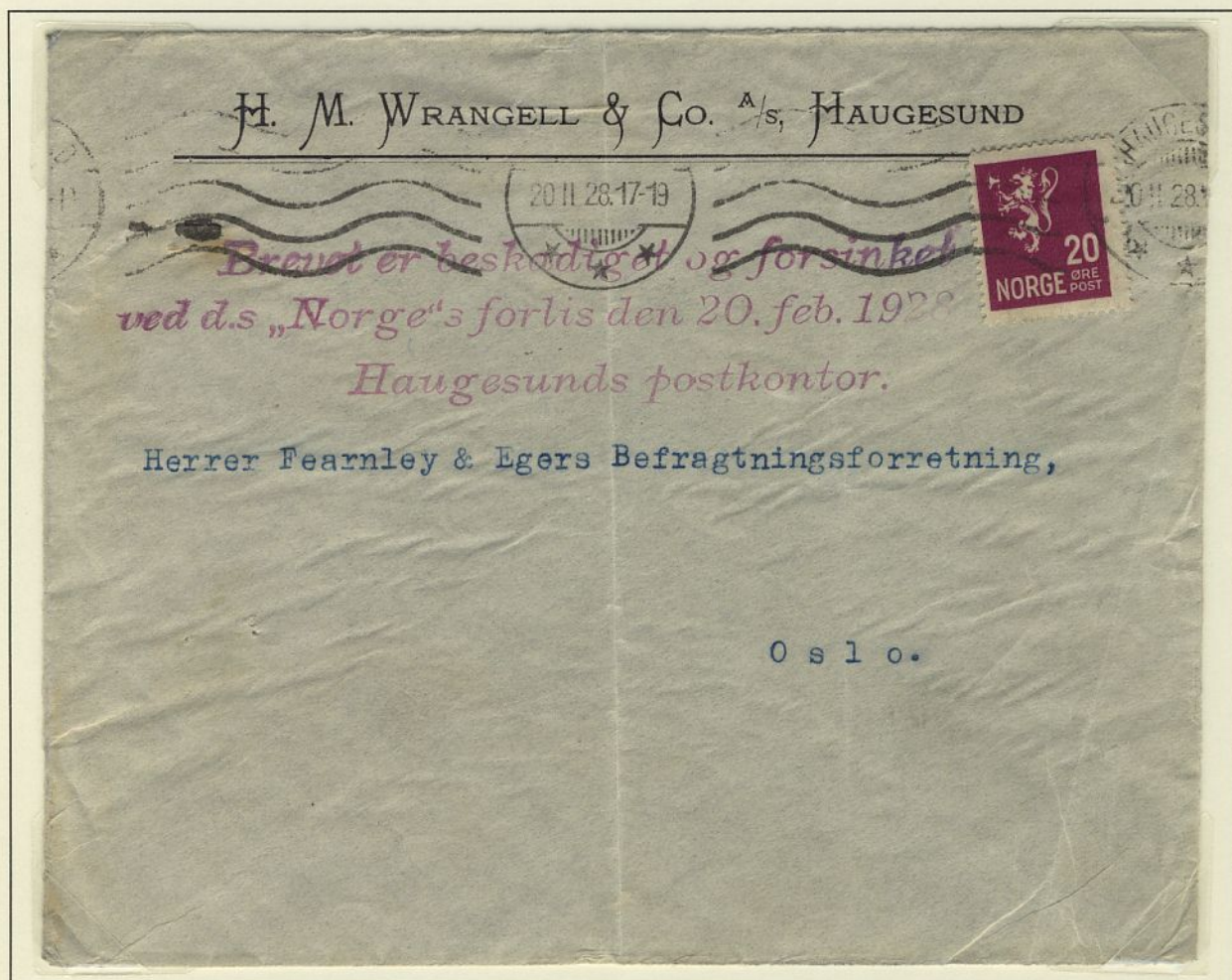
SS "Kong Haakon" was built by Det Stavangerske Dampskibsselskab in 1904 for the coastal mail route between Christiania (Oslo from 1925) and Bergen. From 1919 to 1927 she was the first of Stavangerske's ships to operate on the Northern Norway coastal route from Bergen to Kirkenes. Northbound from Bergen on 7 February 1924 she struck a submerged rock following the breakdown of her steering engine near Rongevær in Nordhordland. The vessel floated but was leaking so badly that she was beached on sand at Balehavn to prevent her sinking.



Cover postmarked "BERGEN - 7. II. 24" and addressed to Bodø in northern Norway. Postage stamp floated off in the accident. Two-line red cachet "Beskadiget ved ..Kong Haakons.. havari." (Damaged in the wreckage of Kong Haakon). The manuscript note about the incident is possibly added later. **This is the only recorded salvaged mail item from "Kong Haakon".**

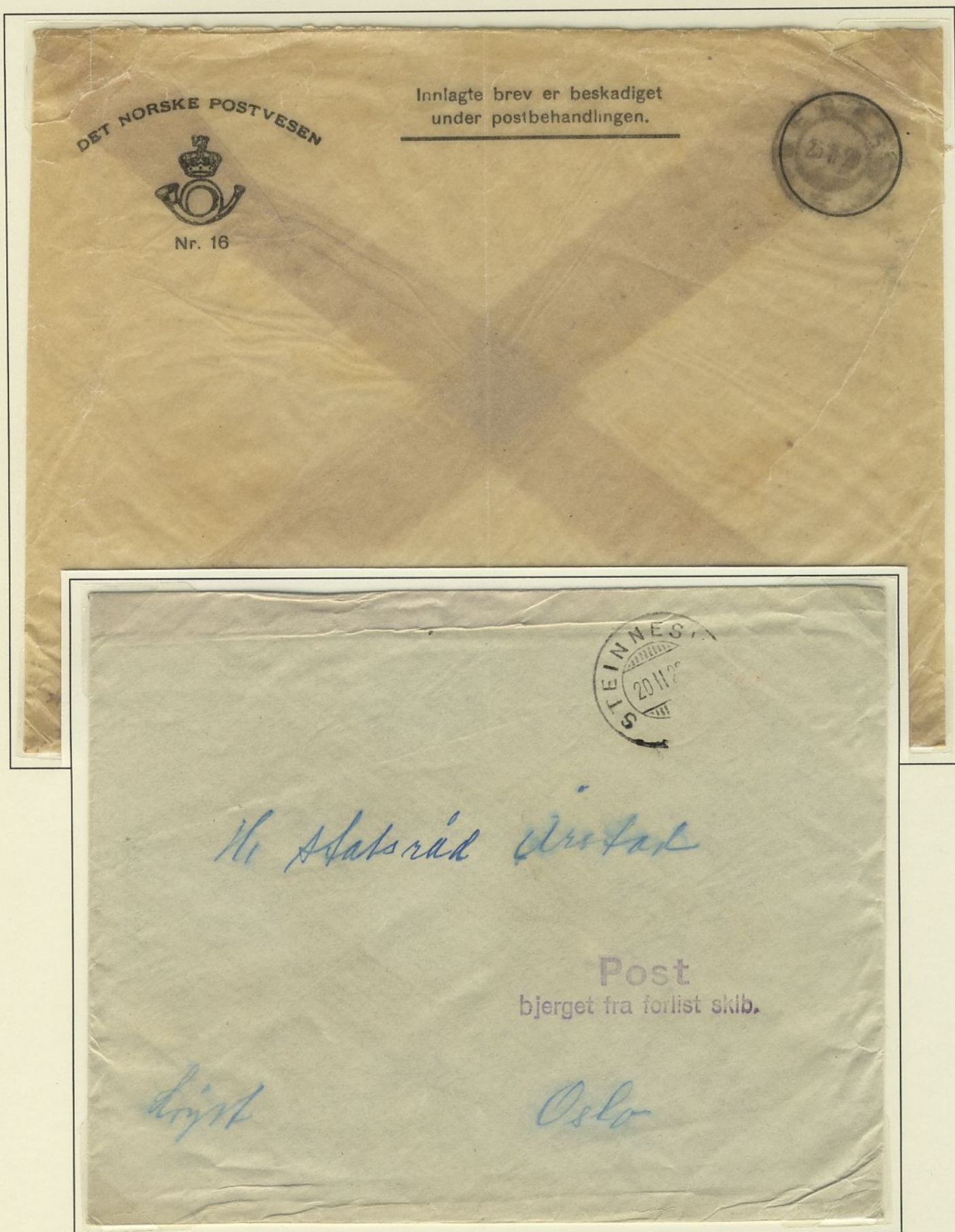
The fore-hold containing the mails was partly flooded, and some of the cargo aboard and part of the mails was damaged by water. The vessel was sealed, pumped out, refloated and returned to Bergen. The mails were dried at Bergen post office before being forwarded to the addressees with a cachet to explain the damage and delay.

Built in 1910 for Arendals Dampskibsselskab AS, Norway, SS "Norge" serviced the coastal route between Oslo and Bergen carrying passengers, mail and general cargo. She ran aground and sank 20 February at Trollholmen near Haugesund. The vessel was northbound and had just left Haugesund when the accident happened at 23.40 hrs. She immediately heeled over so quickly that it was impossible to launch the lifeboats, and she sank in no more than three minutes after grounding. There were 16 passengers on board. Ten lives were lost, three passengers and seven crew, including the captain, Oscar Knudsen, who had served the company for 26 years. The inquiry revealed that SS "Norge" before running aground had to give way to a motorboat, and that the vessel therefore came off course in the foul waters. In addition there were strong currents that probably contributed to the problem.



Cover sent from Haugesund, Norway to Oslo, postmarked "HAUGESUND 20 II 28". Three-line purple cachet "Brevet er beskadiget og forsinket / ved d.s. „Norge“s forlis den 20.feb.1928 / Haugesunds postkontor.", which translates to "The letter is damaged and delayed due to SS Norge's foundering on 20 February 1928. Haugesund Post Office.". On reverse postmark "HAUGESUND 25 II 28", and receiving postmark "OSLO 1 TUR 27 II 28". Mail from this accident is not recorded by Hoggarth & Gwynn.

Divers rescued some of the mails on the day after the accident. They could not get access to the insured and registered mail. The salvaged mail was brought to the post offices in Haugesund and Bergen where it was dried. The vessel was raised in June 1928 and towed to Haugesund where she was refurbished. After refurbishment she was given a new name "Bjørgvin".

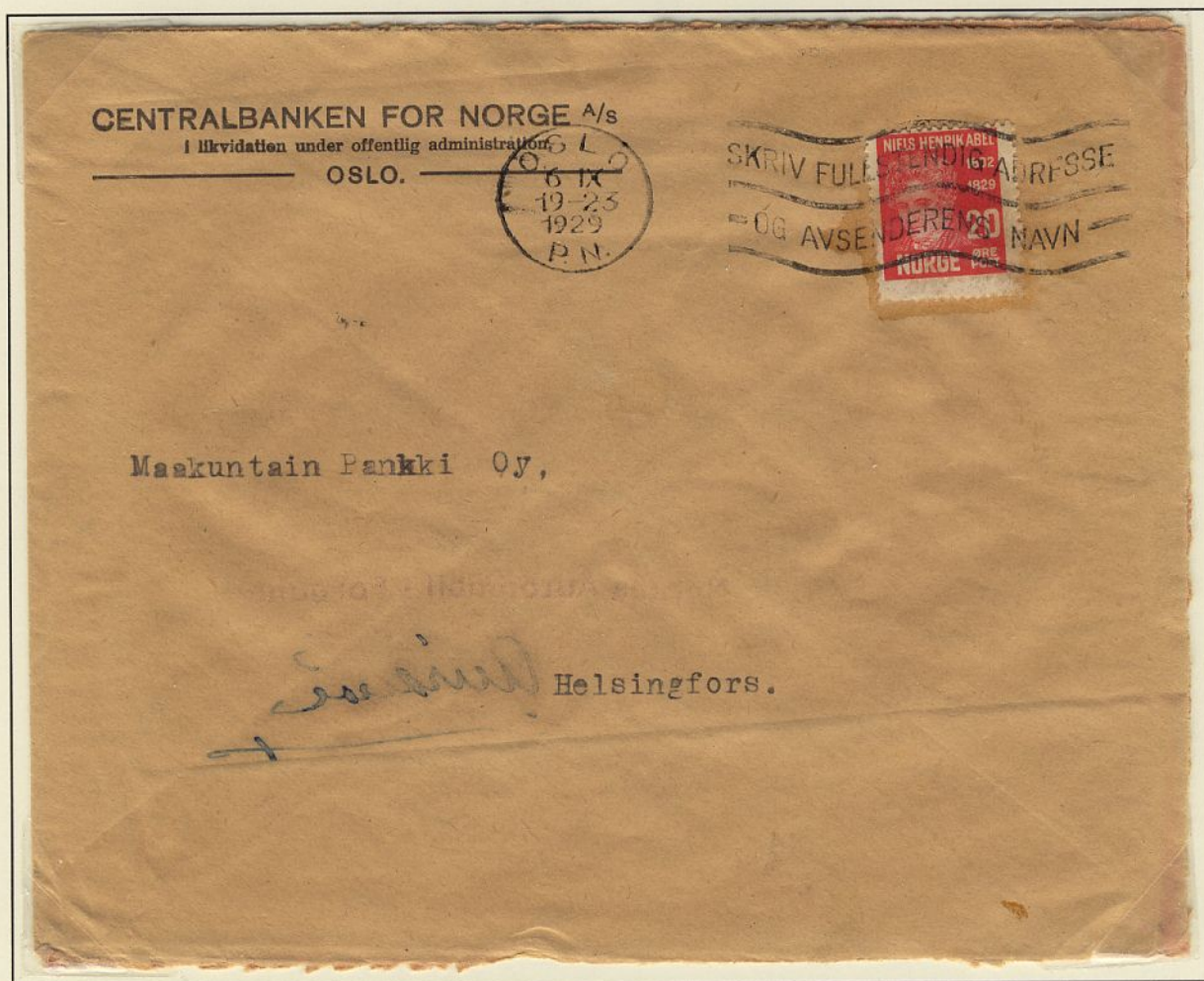


Cover sent from Steinnesvåg, Norway to Oslo, postmarked "STEINNESVÅG 20 II 28". Two-line purple cachet "Post / bjerget fra forlist skib.", which translates to "Mail salvaged from wrecked ship.". The cover was forwarded in an ambulance envelope, postmarked "BERGEN 25 II 28", and on reverse machine cancellation "OSLO 2 TUR 26 II 28". Mail from this accident is not recorded by Hoggarth & Gwynn.

1929

Swedish SS "Heimdall" runs aground and sinks near Vaxholm

The Swedish steamer "Heimdall" ran aground and sank near Vaxholm, Sweden on 8 September 1929 while on the way from Stockholm, Sweden to Åbo and Helsinki, Finland. All the passengers and crew were saved.



Letter from "OSLO 6 IX 1929" to Helsingfors, Finland. On reverse printed label "Bifogade försändelse / har skadats av vatten vid / ångfartyget "Heimdalls" / förlisning den 8. sept. 1929 / i Stockholms skärgård. / Postdirektionen i / Stockholms Distrikt.", also postmark "STOCKHOLM 11.9.29".



On 10 September divers recovered 209 bags of mail, together with some other cargo. The mails were returned to Stockholm and dried. After drying most were forwarded bearing a label which translates to "The enclosed letter has been damaged by water in the wreck of of steamship "Heimdall" on the 8 September 1929 in the Stockholm archipelago. Post Management in Stockholm District."

1929 17 lives lost as SS “Haakon VII” runs aground in rain and storm near Florø

Built in 1907 for Nordenfjeldske Dampskibsselskab, Norway, SS “Haakon VII” first serviced the England route, and from 1921 the Bergen-Kirkenes express coast steamer, carrying passengers, mail and general cargo. She left Kirkenes on 30 September 1929 and was scheduled for Bergen six days and nine hours later.

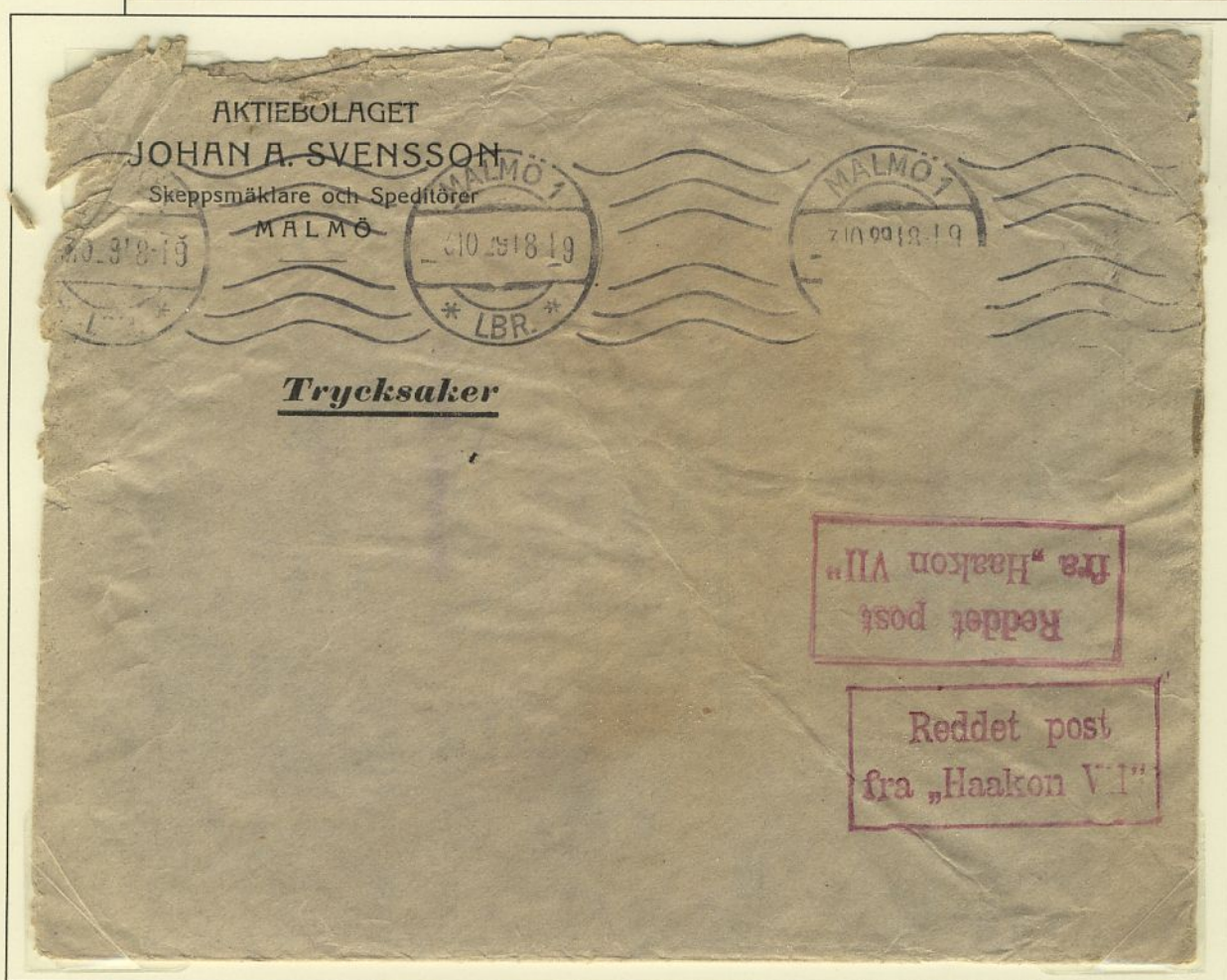
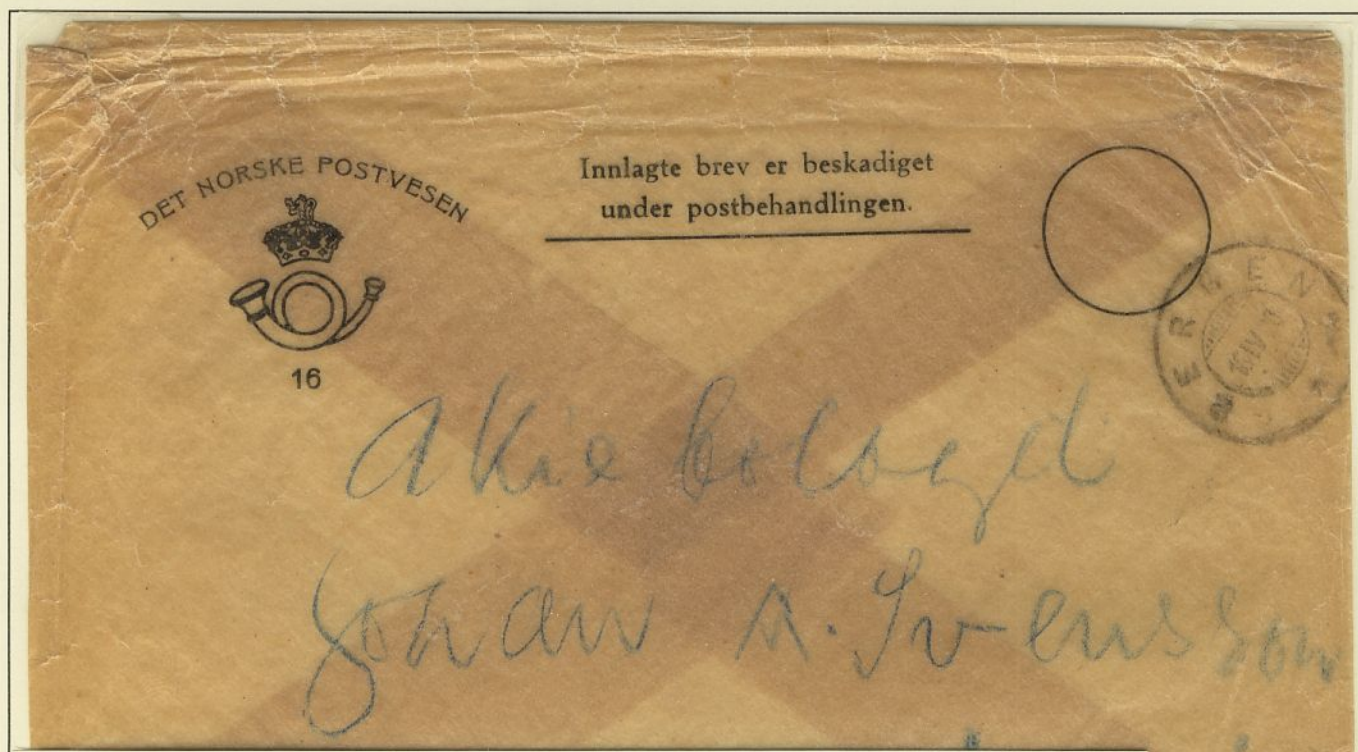
In the evening of 6 October one and a half hours after leaving Florø she ran aground at full speed on Melsholmen near Stavanen. This happened in heavy rain and storm. She ended up at 90 degrees list with the bow on dry land and the stern below water. 17 lives were lost in this disaster.



Heavily soiled domestic postal card sent from “SKOGNS STASJON -5 X 29” to Stavanger. Dark violet line cachet “Berget post fra / „Håkon VII””, which translates to “Mail salvaged from „Håkon VII””. This cachet was used at Stavanger post office. Postmarked “STAVANGER 11 IV 30” and forwarded to the addressee.

This cachet is not recorded by Hoggarth & Gwynn.

The vessel was raised by use of pontoons on 6 April 1930, exactly six months after the disaster. She was towed to Bergen and was later condemned. It was only possible to salvage parts of the mails after such a long time in the sea.



Cover sent from Malmö, Sweden to unknown address in Norway, postmarked "MALMÖ 1 LBR". The two date slugs in the machine cancel have different dates, 6.10.28 and 7.10.28. Purple boxed cachet "Reddet post / fra "Haakon VII"", which translates to "Mail salvaged from "Haakon VII"". This cachet was used at Bergen post office. The address label has floated off the cover, and it was returned to the sender in an ambulance envelope, postmarked "BERGEN 16 IV 30".

After receiving a delayed and damaged letter, a customer in Stamsund filed a complaint about the local post office with the Norway Post management. They concluded, however, after investigations, that the Stamsund postal clerk was not at all to blame for this. The postmaster in Mosjøen, which was Stamsund's superior post office, explained: "Said letter was sent from Mosjøen 18 June 1937 with steamship Skjærstad in bag marked Northbound Express Coastal Steamer. On 19 June 1937, this bag from Mosjøen was transferred to express coastal steamer Prins Olav in Sandnessjøen. By accident, shortly after leaving Sandnessjøen, the bag was blown overboard by the wind. The bag was later found and handed in to Sandnessjøen post office, supposedly on 28 June 1937. The mails were forwarded after being dried. It is thus reasonable that the letter arrived Stamsund on 30 June 1937."



Soaked and damaged cover postmarked "OSLO 14.6.37", addressed to Mosjøen and redirected to Stamsund. The stamp has been washed off. On reverse transit postmark "MOSJÖEN 18 VI 37". Forwarded to the addressee in glassine ambulance envelope with faint postmark "STAMSUND 29 VI 37". The only recorded item from this incident. Not recorded by Hoggarth & Gwynn.

"Omhandlede brev er sendt fra Mosjøen 18/6 1937 med D/S Skjærstad i pose merket Nordgående Hurtigrute. Denne pose f fra Mosjøen blev i Sandnessjøen levert ombord i hurtigruteskibet Prins Olav 19/7 1937. Ved et uheld blåste posen kort efter avgangen fra Sandnessjøen på sjøen. Posen blev senere funnet og blev avlevert til Sandnessjøen postkontor vistnok 28/6 1937. Efter at posten var tørket blev den videresendt. Det kan således passe at brevet kom frem til Stamsund 30/6 1937."

1930
1938

Missent to New Zealand and lost at sea en route to San Francisco
Norwegian cargo steamer "Lyngenfjord" wrecked in South Africa

The steamer "Tahiti" bound for San Francisco from New Zealand fractured her propeller some 460 miles from Rarotonga in the Pacific. The fractured shaft extensively damaged the vessel and caused flooding. Passengers and most of the letter mail were transferred to steamer "Ventura" which came to assistance. "Tahiti" was abandoned and sank on 18 August.

A wide variety of cachets and labels were used on salvaged mail from this rare incident where mail was recovered from a ship that sank in mid ocean.

This postcard from Norway was surely twice unlucky by first being missent and then being victim of an accident.



Postcard from T.P.O. "DOVBREBANEN -2 VII 30" to Davenport; no country mentioned. Pencil "N.Z.", and sent to Devonport, New Zealand. Forwarded to Davenport, IA, USA. Violet cachet "San Francisco, Calif./ RECOV'D FROM/ S.S. TAHITI/ LOST AT SEA".

The Norwegian cargo steamer SS "Lyngenfjord" was wrecked near Tsitsikamma River mouth, Eastern Cape, South Africa, on January 14, 1938. Her last trip was from Norway en route to Madagascar with general cargo.

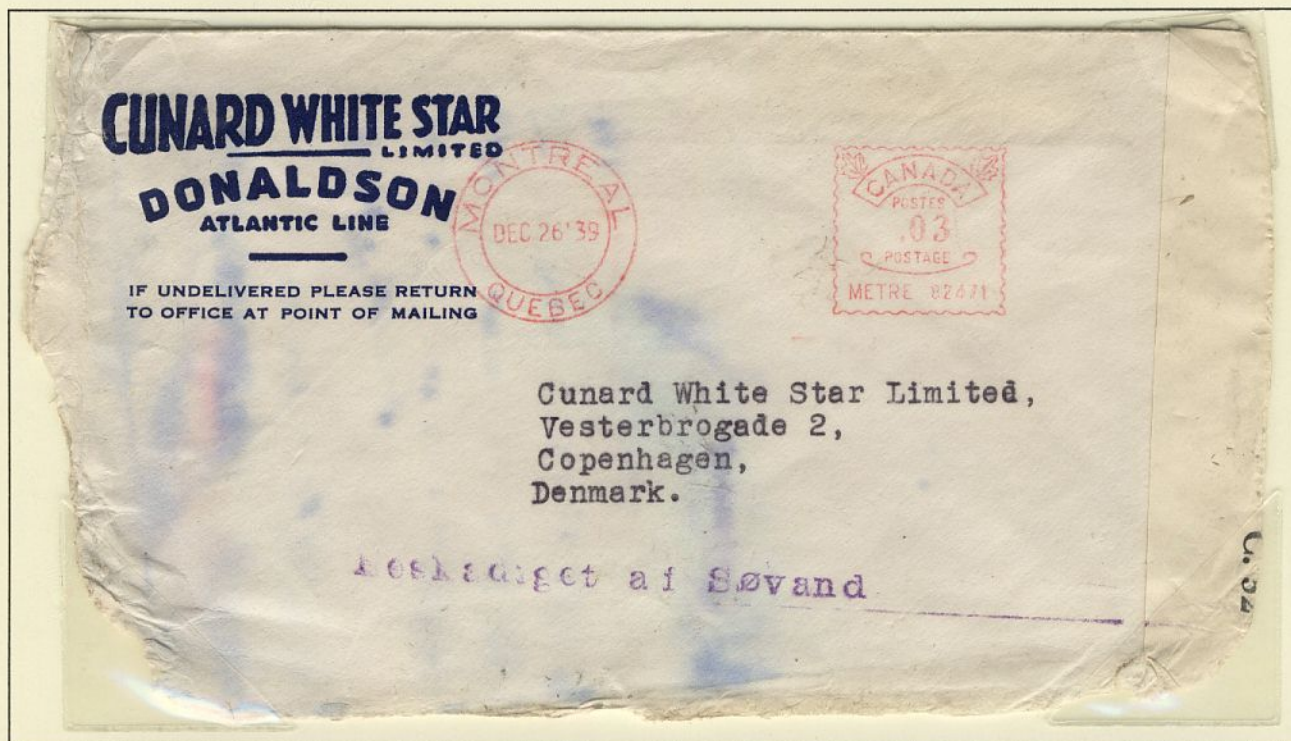


Air mail envelope from Jar, Norway to the mate on board the "Lyngenfjord" at Dakar, Senegal. Postmarked "JAR 13 12 37", transit postmark "PARIS 14 XII 37" and receiving postmark "DAKAR MUNICIPAL SENEGAL 20 12". On reverse, manuscript annotation "This envelope was found on board the ship after she was wrecked near Cape St. Francis in January 1938". The only salvaged cover from SS "Lyngenfjord". Not recorded by Hoggarth & Gwynn.

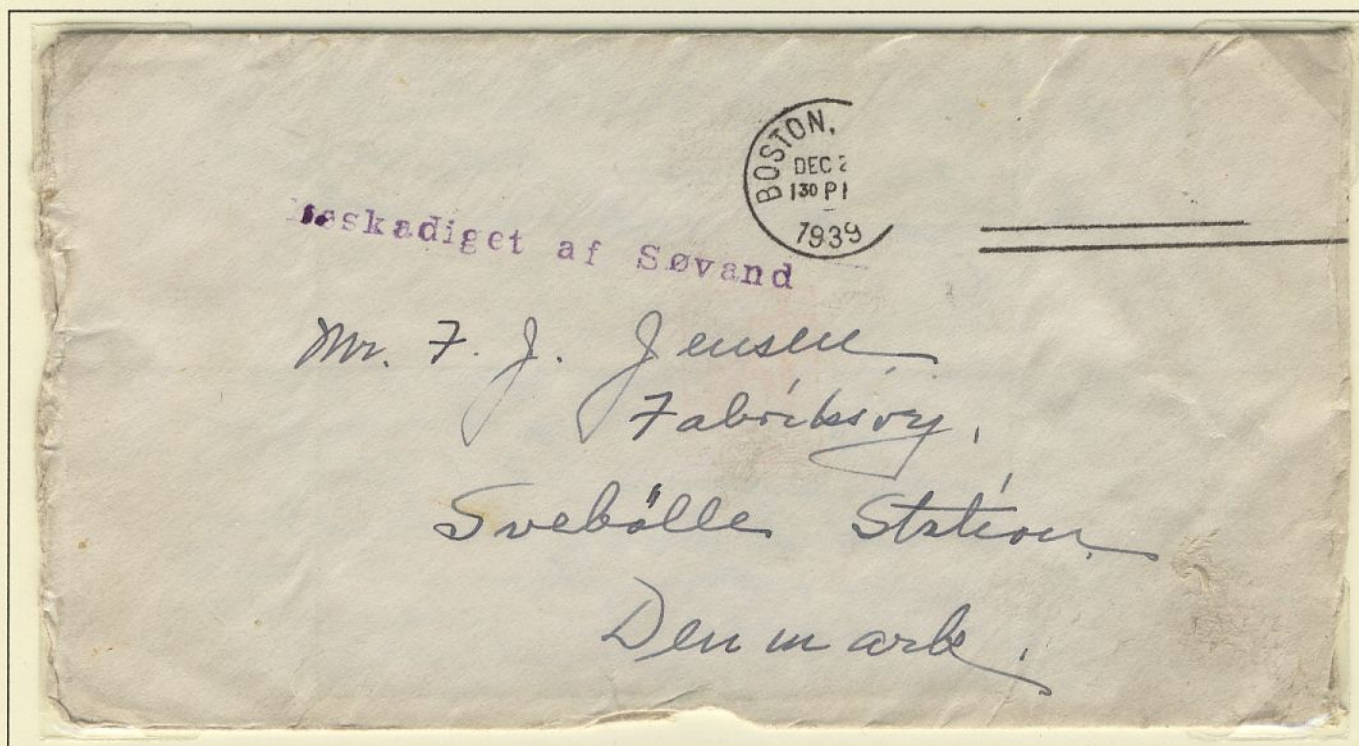
1940

Danish SS "Vidar" is attacked and sinks in the North Sea

The Danish steamer "Vidar" was attacked and sunk in the North Sea while on the crossing from Grimsby, U.K. via Newcastle to Esbjerg, Denmark. Bombing by a German aircraft caused initial damage on 31 January, and she was torpedoed and sunk by the German submarine U-21 the following day. Sixteen of the crew were lost in the attacks. Eight survivors on a raft were saved by "Hroar" and taken to Stavanger. It is reported that "Vidar" sank about 150 km east of the Moray Firth or 60 km east of Duncansby Head.



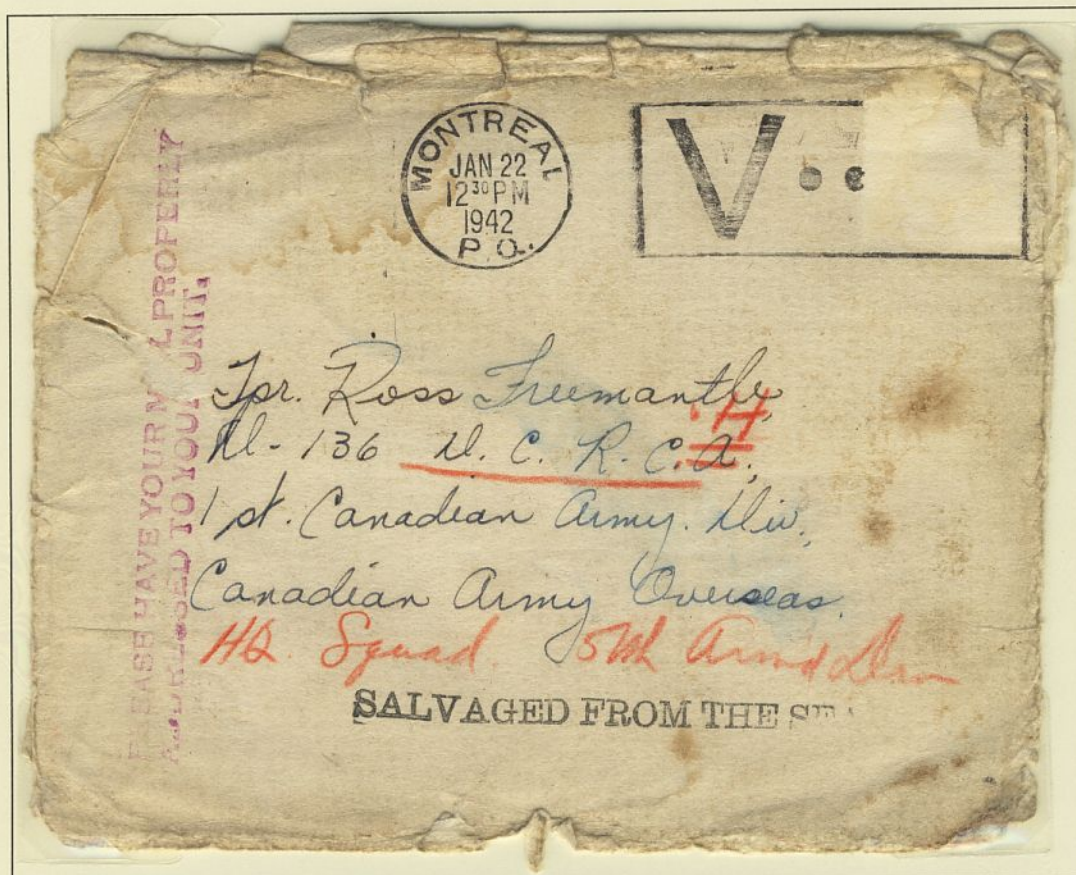
Cover postmarked "MONTREAL QUEBEC DEC 26 '39", and addressed to Copenhagen, Denmark. Violet cachet "Beskadiget af Søvand" (Damaged by Sea Water). The only recorded "Vidar" cover originating from Canada.



Cover from U.S.A. postmarked "BOSTON (MASS) DEC 2? 1939", and addressed to Svebølle Station, Denmark. Stamps floated off. Violet cachet "Beskadiget af Søvand" (Damaged by Sea Water).

The mail went down with "Vidar". Apparently three mail bags were later washed ashore, dried and forwarded to Denmark. A violet cachet was applied "Beskadiget af Søvand" (Damaged by Sea Water).

Fire broke out shortly after SS "Mosfruit" left St. John, New Brunswick, Canada on 3 February 1942, bound for the United Kingdom. The ship was owned by A/S Mosvold Shipping Company of Farsund, Norway. The ship put back to port the next day with a serious fire in No. 4 hold. The fire was brought under control, but on 8 February it was reported that the fire had broken out afresh while the vessel was being moved in port. The vessel was considerably damaged by the fire, and after the cargo was discharged was sent to New York for repairs. "Mosfruit" was one of several fast going fruit carriers, which went back and forth across the Atlantic without an escort, and up until she was sunk in July 1942 she was the one that had the most Atlantic crossings to her name.

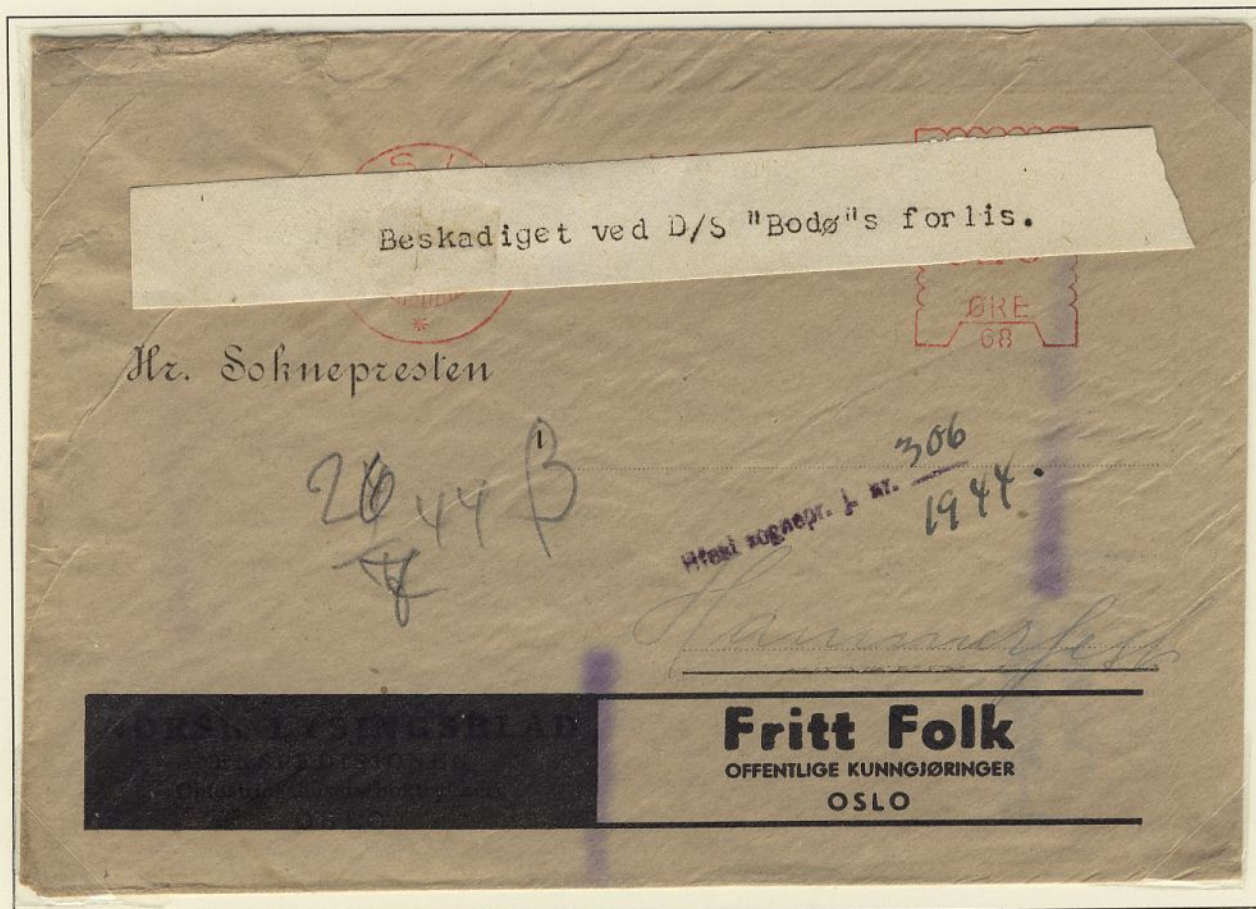


Letter sent from Canada to a trooper in Canadian Army Overseas, postmarked "MONTREAL P.Q. JAN 22 1942". Damaged by water, postage stamp soaked off and bears cachet: "SALVAGED FROM THE SEA". On reverse receiving postmark "CANADIAN POSTAL CORPS MR 7 42".

Some of the mail the vessel was carrying was damaged by water, which seeped through the bulkhead into the hold carrying the mails while the fire was being extinguished. The damaged mails were returned to the Army Base Post Office, Ottawa, Canada for examination and refurbishment. Items suitable for forwarding to the addressees received the cachet "SALVAGED FROM THE SEA". Items found to be useless were discarded.

1943 No fatalities as Norwegian coastal steamer SS “Bodø” runs aground and sinks

SS “Erling Jarl”, built 1895, wrecked by Brønnøysund in 1941 with a loss of a human life, was raised and renamed “Bodø” and was in operation again in 1942 wearing Ofotens’s colours, she operated on a Trondheim – Narvik – Tromsø express service. At 22 hrs on 26 February 1943, northbound in a blizzard and high winds, she ran aground on Bogskjæret, north of Brønnøysund, with around 20 passengers, Norwegian and German, on board. An unscheduled stop had been made at Skjelva to land some German soldiers by tender, and to collect others, and this may have contributed to the navigational error. The stranded vessel was abandoned, and later slid off the rocks and sank about 500 metres from the shore. Høvding Skipsopphugging of Sandnessjøen bought the wreck, but it was not until the winter of 1960-1961 that Bodø was raised and broken up.



Letter from Oslo to Hammerfest. Slip affixed: “Beskadiget ved D/S “Bodø”s forlis.”

Manuscript date 26/7 44 is probably the date when the letter was received.

The only recorded salvaged mail item with this slip.

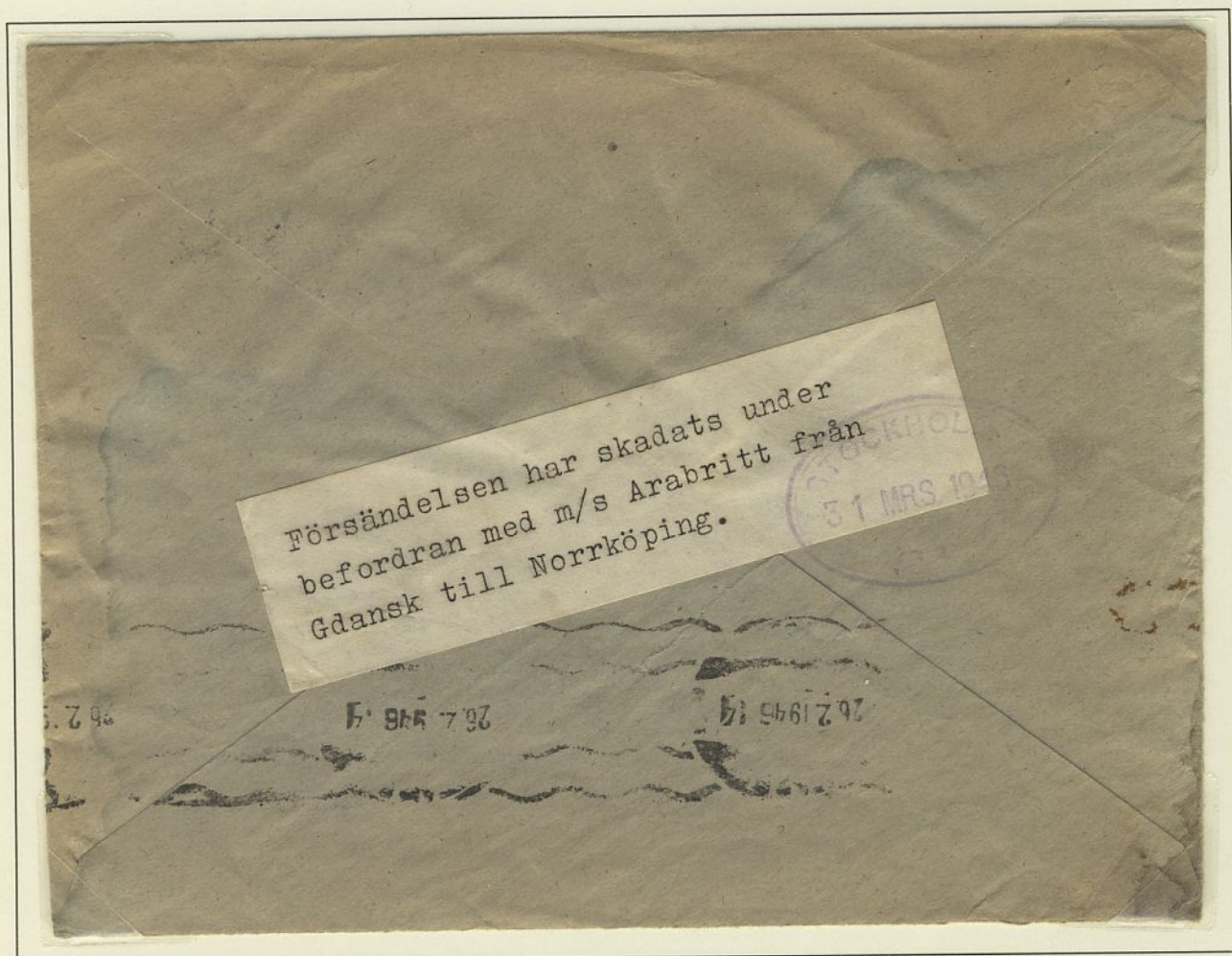
Mail from this accident is not recorded by Hoggarth & Gwynn.

There were no fatalities, but “Bodø” sank with mail and cargo. Mails were rescued by divers in July 1944, some 17 months after the accident. The salvaged mail was brought to the Brønnøysund post office where it was dried before being forwarded to the addressees. An explanatory slip is recorded (to Hammerfest), as well as an explanatory cachet (to Bodø) and an ambulance cover (to Svolvær).

1946

Incident on board Swedish motor vessel "Arabritt" in the Baltic Sea

The Swedish motor vessel "Arabritt", owner A/B Arafart, Stockholm, serviced a route across the Baltic Sea between Gdansk, Poland and Norrköping, Sweden. Mails were damaged on the crossing of the Baltic Sea, probably on 25 March 1946. It is thought the incident that caused the damage to these mails must have been of minor nature, dealt with by the crew and not reported.



Cover from Turkey, postmarked "ANKARA 23.3.46" addressed to Vaxholm, Sweden.. On reverse explanation label from the Arabritt incident.

The damaged mails were handled by the Stockholm Post Office on 31 March 1946 and forwarded with a label attached. The Swedish text on the label reads: "Försändelsen har skadats under / befordran med m/s Arabritt från / Gdansk till Norrköping." (This item was damaged during transportation with m/s Arabritt from Gdansk to Norrköping.), tied with an oval cachet in violet "STOCKHOLM 31 MRS 1946".

1967-1975

Trapped for eight years in the Suez Canal

After the 1967 Arab-Israeli war, also called the Six Day War, the Suez Canal was closed by an Egyptian blockade. In June 1967 fourteen cargo ships, later known as "the Yellow Fleet", were sailing northwards through the Suez Canal as fighting broke out between Israel and Egypt. Both ends of the canal were closed, and after three days it became apparent that the canal would remain unnavigable for some time as a result of the sinking of ships to block its passage. The fourteen ships were forced to anchor in the widest part of the Suez Canal, the Great Bitter Lake. In spring 1975 the Suez Canal was once again opened for international transport, and on May 24, 1975, the German ships "Münsterland" and "Nordwind" reached Hamburg port, cheered on by more than 30,000 spectators.

By Sea Mail

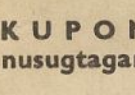
The Librarian,
Oslo University
Oslo, Norway.

Denne sendingen ble sendt med
S/S "Northwind" fra Pakistan
i 1967. På grunn av krigen i
Midt-Østen dette året ble skipet
innestengt i Suez-kanalen, og
posten er først kommet til Oslo
i dag, 2.7.1975.


Oslo postdistrikt, Brevavdelingen

Cover from Karachi, Pakistan, meter marked "P.O. KAR. 15.5.67" addressed to Oslo, Norway. Manuscript "By Sea Mail". Typed label "This shipment was sent by S/S "Northwind" from Pakistan 1967. The ship was trapped in the Suez Canal due to the Middle East war in that year, and the mails only reached Oslo today, 2 July 1975. Oslo Post District, Letter Section".


At the outbreak of the Six Day War, German MV "Nordwind" owned by Nordstern Reederei, Hamburg was en route from Bombay for U.K. Included in the cargo of the "Nordwind" were nearly 700 bags of letter and parcel mail from Pakistan to Britain and onwards. Following the release of the ships in 1975, mails for Norway reached Oslo on 2 July, and were forwarded bearing a typed label to explain the delay. **The Norwegian label is not recorded by Hoggarth & Gwynn.**



KUPON
nusugtagak



ADRESSEKORT



afdr: **A 415**

Godthåb

19. NOV. 1972

for pakker til det **Grønlandske** Danmark

Danmarkimut, nagsiussanut

Afsenderens navn og adresse:
nagsiussissup arka najugaloo

Rion. Pankson

Indholdets art: **Indlæst beskadiget**

GRØNLANDS POSTKONTOR, DEN

pørtugkap, imai

Mængde: **1**

Værdi: **100**

KØBENHAVN

19. NOV. 1972

TOLD

mag. - fto

Til udleveringsposthuset.

Pakken har været befordret med skib, der har været udsat for storm under sejlads fra Grønland. Indholdsbeskadigelse/mangel af indhold bedes konstateret ved udleveringen af hensyn til behandling af eventuel erstatningskrav fra afsender/adressat. Ved mangel af indhold udbedes nærmere beskrivelse af det manglende, idet en del effekter, der ikke kan placeres, henligger overtalligt.

Grønlands postkontor,
postboks 100, 1004 København K.

Udfyldes af postagdiagerissalimersugag

3

kg

3

afhentning

se bagsiden

pørtugkap ainekarnigssá

pivdlugo tunua takúk

Toldberigtiget

Skive postkontor

The mail, some of the parcels apparently damaged, was delivered to Greenland's post office in Copenhagen. Here, explanatory labels were affixed to parcel dispatch notes. Greenland's post office then handed the mail over to Post Denmark for further handling.

Aircraft Accidents

1870

“Ville d’Orleans” escapes Paris and lands in Norway

During the siege of Paris in 1870, the Prussian Army had cut the telegraph line under the Seine River. The volunteers taking messages from Paris to the outside were all captured or killed. To supplement the pigeon post (as trained pigeons were limited in number), the French Post Office resorted to hot-air balloons, and from 21 September onwards, a total of 85 balloons were employed. The balloon “Ville d’Orleans”, with two men and 250 kg of mail achieved the longest of all postal flights during the siege. Ascending at midnight the craft was blown out to sea on 24 November at the height of a winter storm; almost crashing and regaining altitude only after sacrificing half of the mail over the sea near Mandal. After flying 14 hours and 40 minutes, a hard landing was made in the desolate deep snows of Lifjeld in Telemark, Norway, about 1,300 km from Paris. The two men managed to bail out of the balloon’s basket, but were unable to secure the balloon which took off again with the remainder of the mails. The balloon finally landed at Tunet, Nedre Nore farm near Lake Krøderen in Buskerud. The flight of the “Ville d’Orleans” represents the first aircraft crossing of the North Sea.



The maximum allowed weight was 4 grams, and inscription “Par Ballon Monté” – By Manned Balloon – was obligatory on letters. Letter dated 23 November, postmarked “PARIS (60) 1 24 NOV 70”, and addressed to Rabastens sur Tarn in south-western France. From the ‘Mandal mail’, and the stamp was lost at sea. Faint receiving postmark on reverse “RABASTENS ? DEC 70”.

The mail bag which was dropped into the sea near Mandal on 24 November was rescued 45 hours later, and after two hours rowing, the finders deposited it at the Mandal police station. The mail was dried, packed and sent ‘free postage’ to Christianssand where it arrived on 28 November and was loaded on the steamer “Danzig” bound for Scotland. From there, the 180 kg mail box was shipped via Edinburgh to London. The British post office handled and forwarded the mail from that point on, from 2 December, 1870.

1907 Daily Graphic balloon Mammoth crashes in Sweden after over-sea record

The Daily Graphic was a mass circulation newspaper in the Edwardian era and sponsored a 1907 balloon flight, as an advertising venture. They printed hundreds of miniature booklets about the flight, which the aviators planned to jettison en route as ballast, in the way that earlier balloon pilots had jettisoned sand to maintain the height of the balloon. The coal-gas filled balloon, named Mammoth, took off from Crystal Palace, London, at 5 pm on October 12, 1907, with a crew of 3 and 15,000 postcards and drifted for 20 hours and 30 minutes over the North Sea and Denmark, eventually crash landing near Mellerud, in south-western Sweden. The crew escaped unhurt but the balloon careered on for a further 50 kilometres, scattering its load of postcards over a considerable area.



Daily Graphic balloon postcard, found after the crash. Sent unfranked to London, postmarked "TÖSSE 14 10 1907". Postage due markings "T" and "2D / FB / A".



Daily Graphic balloon postcard, found after the crash. Addressed to London by schoolmaster Mickow, postmarked "MELLERUD 5 12 1907". Arrival postmark Dec 10.

Some cards were found and forwarded to the addressees from Tösse, where the balloon eventually came to rest, but the majority were recovered over a period of several weeks by the Mellerud schoolmaster, Mr. Mickow, who had played host to the aviators when they arrived at his door after the balloon's crash landing.

1912 Engine trouble forces Children's Day flight down in the bay of Värtan

The "Barnens Dag" – "Children's Day" organisation in Stockholm wanted to arrange a mail flight, to raise funds for their charity. Olle Dahlbeck was called for to make the flights with his Sommer monoplane, and three flights were planned. The first mail flight on 21 September was successful. The second "Children's Day" flight took place from Gärdet on 22 September, and due to engine trouble Dahlbeck had to go down in the bay of Värtan. Luckily the pilot always wore a lifebelt in flight and so could swim around the plane until help came from the gunboat "Disa" which was lying at anchor a few hundred metres away. With help from "Disa" the plane was brought to a ship wharf, where a crane hoisted it on dry land. The plane was repaired and the third and last mail flight took place six days later.



Postcard postmarked "SVERIGES FÖRSTA FLYGPOST SEPTEMBER 1912", flown on the second "Barnens Dag" flight. The special air mail stamp was soaked off due to immersion in water, and a stamp from another item has been affixed. It is likely that this happened during the drying of the mail at Lidingö. Transit postmark "Lidingö Villastad 25.9.12", and forwarded from there to Stockholm by regular surface mail.

A special semi-official air mail stamp was printed (10,000 stamps in sheets of 8x7), and were sold for 60 öre, which covered air mail and onwards surface mail for letters and postcards. International mail required two air stamps. The special postmark reads "Sveriges första flygpost" – Sweden's first air mail. This is however not correct, the first air mail in Sweden was the Åkarp-Eslöf flight in June 1912. The mail got immersed and soaked, before it was brought to Lidingö post office for drying. It was not until 25 September that the back stamp could be applied: "Lidingö Villastad 25.9.12". They were then forwarded by the normal way to their final destination. A total of 3,000 air mail stamps were used on the three mail flights in 1912.

1929 Ahrenberg's "Sverige" attempts Atlantic crossing, forced down near Iceland

The aviators Albin Ahrenberg, Lt. Axel Floden and Robert Ljungland attempted, with the Junkers W33 float plane SE-ABX "Sverige", the crossing of the Atlantoc from Stockholm to New York, via Iceland and Greenland. They started from Stockholm on 9 June, and after stops at Karlstad, Sweden and Bergen, Norway the flight went out over the North Sea and the Atlantic Ocean. When nearing Iceland the trouble began and they had to go down on a desolate fjord on the eastern coast. After minor repairs they could proceed to Reykjavik. A mechanic and a new engine came from Germany, and on 10 July the flight continued from Iceland to Greenland. Even though the engine was now in good condition it was obvious that a Junkers W 33 of that time could not conquer the severe weather conditions of these polar regions. After a number of attempts the flight had to be abandoned.



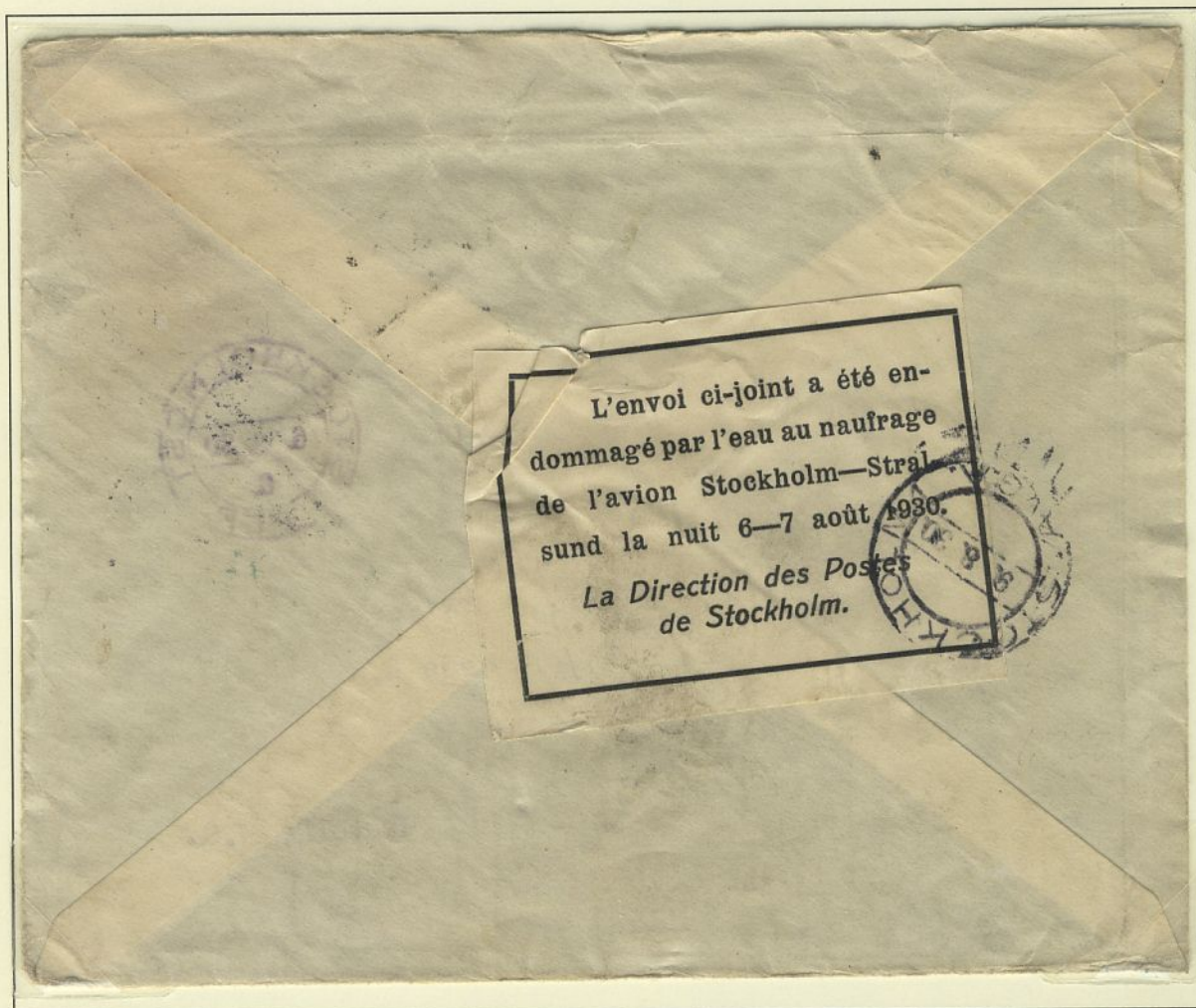
Cover with manuscript "Svenska Amerikaflygningen" (Swedish Atlantic Flight), postmarked "STOCKHOLM NEW YORK 1929 LUFTPOST" and c.d.s "STOCKHOLM PFFS 7 6 29". On reverse receiving postmark "NEW YORK N.Y. / REG'Y.DIV. 9-11 1929".

After abandonment of the flight from Greenland, the mail was carried to Ivigtut in Greenland and from there to New York by steamer, where it arrived on 11 September 1929. One mail sack fell into the water at Greenland and the mail was soaked. The 1269 covers from Sweden features a special postmark picturing Stockholm's Town Hall and the statue of Liberty. An additional 65 covers from Iceland were taken on board in Reykjavik.

1930

Crew killed as postal plane between Stockholm and Stralsund crashes

In 1924 the Germans started the longest over water night air mail route in the world, from Stockholm, Sweden to Warnemünde, Germany. This route put extreme strain on the pilots, but were run without serious accidents for several years. In 1930 Deutsche Lufthansa used three new Junkers W.33 seaplanes for this route. The planes left Stockholm at 22:50 hrs each night for a non-stop flight to Stralsund which was now the German base for the line. The plane D-1826 left on schedule on 6 August 1930 despite bad weather ahead. The fog along the coast increased and the plane disappeared. In the morning of 7 August some fishermen saw oil on the water about 300 km south of Stockholm. A Junkers F.13 was called from Stockholm and from the air the German plane was seen lying on the bottom in shallow waters. The pilot W. Langanke and the radio operator Lindeman were killed in the accident.



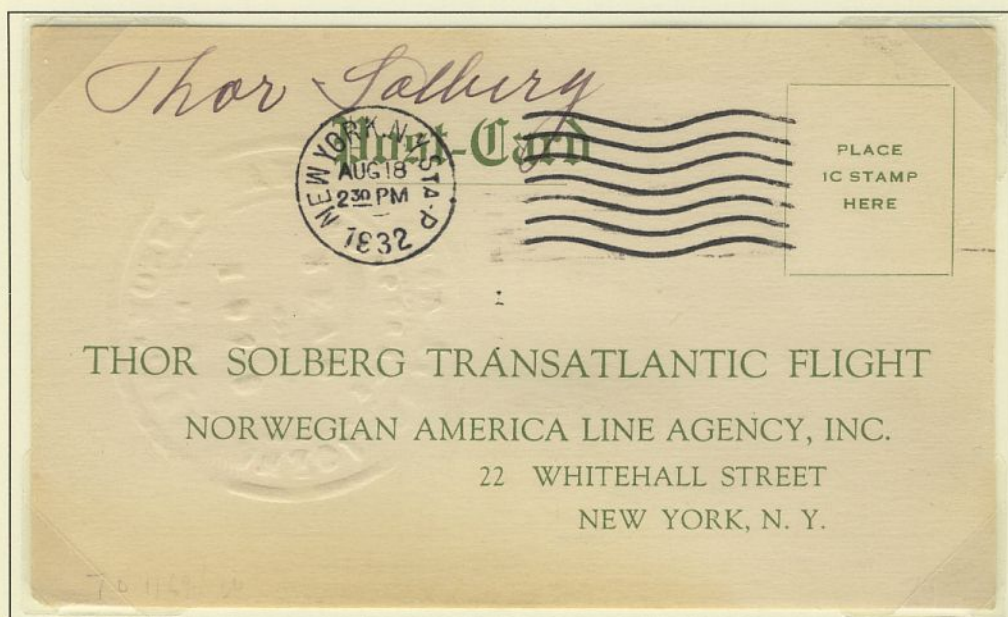
Cover from Stockholm (illegible postmark date due to stamps floated off) addressed to Berlin. On reverse printed label "L'envoi ci-joint a été en- / dommagé par l'eau au naufrage / de l'avion Stockholm – Stral- / sund la nuit 6-7 août 1930. / La Direction des Postes / de Stockholm.", also postmark "STOCKHOLM AVG.A 9. 8. 30". The cover is re-directed from Berlin to Copenhagen, Denmark, postmarked "BERLIN 12 8 30", and due to missing postage, it has been marked with a boxed purple "T" cachet on front together with manuscript "25". Postage due 25 Danish öre is paid as evidenced by a Copenhagen meter slogan imprint dated 13 8 30 (front).

The plane was raised and the 25 kg of mails on board were dried and brought back to Stockholm. The mail received a label in French which translates to "The enclosed letter has been damaged by water in the wreck of the aeroplane Stockholm – Stralsund on the night 6-7 August 1930. Post Management in Stockholm District."

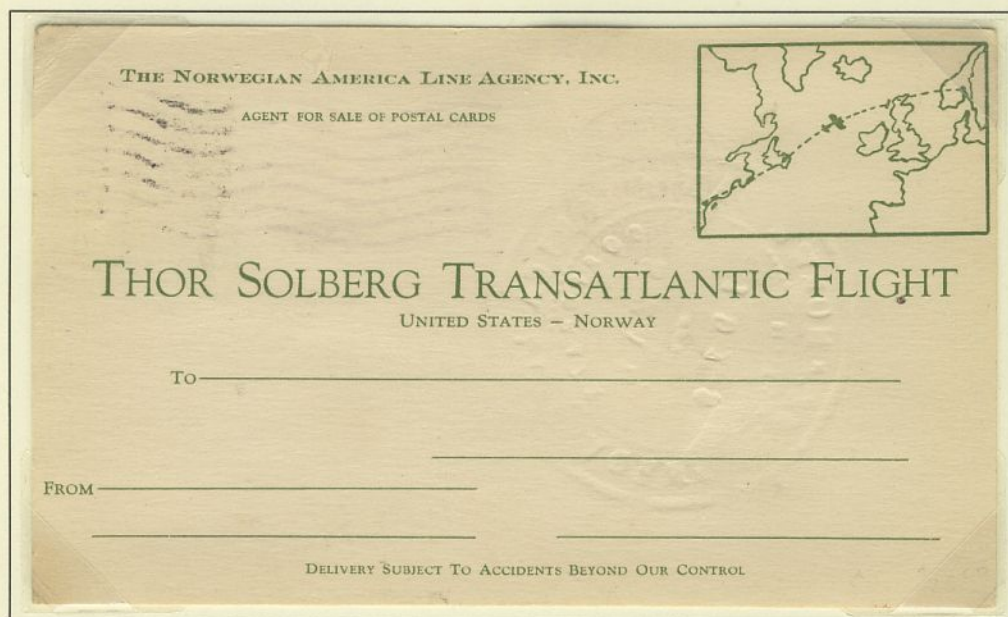
1932

Thor Solberg attempts transatlantic crossing

After a successful flying career in the United States of America, Thor Solberg wanted to fly from the USA to Norway in the footsteps of the Norwegian viking explorer "Leiv Eiriksson". On 23 August 1932, together with radio operator Carl O. Petersen he left Floyd Bennett Field, New York for Harbor Grace, Newfoundland, the first leg of a transatlantic flight to Oslo, Norway. The plane was a Bellanca "Enna Jettick". One hour from Harbor Grace they ran into a terrific thunderstorm and ground fog, climbing for altitude they encountered snow at 5,000 feet. Suddenly the engine started missing and finally stopped. Circling down for a landing in the water, they nearly crashed into a mountain, and at landing the left wing tip struck the water. The plane went down to the middle of the fuselage and settled with the tail up in the air. Both climbed out unhurt. Solberg finally succeeded in 1935 when he flew from the USA via Newfoundland, Greenland, Iceland and the Faroe Islands to Bergen, Norway.



Specially printed souvenir postcard postmarked "NEW YORK N.Y. AUG 18 1932", and signed by the pilot Thor Solberg.



Solberg was carrying mail and some of these special cards were salvaged in a rather dirty state.

1934

“Småland” crashes after 19 hours service

In 1934 Swedish AB Aerotransport obtained two very modern American planes, a Northrop “Gamma” and a Northrop “Delta”. The “Gamma” was specially constructed to carry mail, and was to be used in the long night airmail section Stockholm – Malmö. The plane which was christened “Småland” left Stockholm in the evening of 6 July 1934 on its first flight. As on most ‘first flights’ the pilot was ABA’s chief-pilot K.G.Lindner. Shortly after start from Stockholm the plane showed signs of vibrations. About 400 km south of Stockholm the vibrations increased so much that the plane was impossible to control. Lindner and his radio operator jumped by parachute, the plane crashed and was reduced to fragments.

Inneliggande, härstädes i författningssenlig ordning öppnade obeställbara försändelse, återställs härmed.

Kungl. Generalpoststyrelsens Reklamationskontor.



AB

KOPPARBERGS BERGSLAGS AKTIEBOLAG

STOCKHOLM
6 7 34 17-18

LBR.

STOCKHOLM
6 7 34 17

LBR



Fa. Heliowatt Werke, elektr. A/G

Wilmsdorfer Strasse 39

Berlin

The slip in Swedish is unrecorded by Nierinck.

Försändelsen har skadats

vid postflygmaskinen Smålands
förolyckande i närheten av Älm-
hult den 6 juli 1934.

Kungl. Generalpoststyrelsens
Reklamationskontor.

Cover postmarked “STOCKHOLM 6 7 34” addressed to Berlin. Returned to sender in ambulance envelope postmarked “STOCKHOLM 25 7 34” together with an apology slip in Swedish. The label text translates to “This item was damaged by the accident of the postal plane Småland near Älmhult the 6 July 1934. Royal Mail Complaint Office.”.

The mail carried by “Småland” was badly burned, but what was left was quickly brought to Malmö. Special apology labels were duplicated in several languages and enclosed with forwarded or returned mail..



Malmö, le 7 Juillet 1934.

Cet envoi a été endommagé
par suite de l'incendie de l'avion
de Stockholm à Malmö le 6 courant.

La Direction des Postes
du District du Sud.

Malmö, le 7 Juillet 1934.

Cet envoi a été endommagé
par suite de l'incendie de l'avion
de Stockholm à Malmö le 6 courant.

La Direction des Postes du
District du Sud.

Cover and postcard salvaged from "Småland". Labels in French; last line starting with "District" or "du District".
These two labels are unrecorded by Nierinck.



1935

Crew of Air France mail plane killed in Brazil crash

The Air France Laté 28 mail plane left Bahia, Brazil on 3 November 1935. After a first message no more signals were received. Two other planes searched for 24 hours along the coast, and discovered mail bags on a small beach near Aracaju. The three men strong crew of the mail plane had been killed in the crash, and 17 mail bags were recovered. The mail was carried to Bahia by car and to Natal by plane. It arrived in Toulouse, France on 13 Nov.



Letter from Montevideo, Uruguay to Gothenburg, Sweden, postmarked "MONTEVIDEO 1 XI 35". Violet cachet: "COURRIER ACCIDENTE AU BRÉSIL / LE 3 NOVEMBRE 1935" (Mail plane accident in Brazil 3 November 1935). Forwarded from Toulouse on 15 Nov. in ambulance envelope.



1936

Seven killed as LN-DAE "Havörn" crashes against Lihesten mountain

The first serious accident on regular air services in Norway took place on 16 June 1936 when a Junkers JU-52 "Havörn" crashed in the Sogne fjord. DNL had opened the route Bergen-Trondheim-Tromsø in 1935. "Havörn" left Bergen at 6.30 in the morning in good weather and selected the straight overland route. At Sognefjord low clouds and fog set in and "Havörn" turned west hoping to follow the fjord out to free horizons. The pilot turned northwards some 20 km too soon. Guarding the entrance to the fjord is the 777 m vertical peak of Lihesten, and "Havörn" struck right into its black vertical surface, 50 m from its top. All three passengers and four crew were killed.



Above:

Letter from Bergen to Kristiansund, postmarked "BERGEN 15 VI 36". Type 1 of the violet cachet: "Gjenfunnet post / fra „Havörn”" (Recovered mail from "Havörn"). Type 1 has wide setting 'Gjenfunnet post' 70mm.

Below:

Letter from Bergen via Harstad and back to Bergen, postmarked "BERGEN -6 VI 36", delayed in Bergen and carried by "Havörn". On reverse postmarks "BERGEN 17 6 36", "HARSTAD 18 VI 36" & "BERGEN 19.6.36".



1936 Seven killed as LN-DAE "Havörn" crashes against Lihesten mountain (cont.)

Local climbers carried out a search on 17 and 18 June and recovered some of the mail. Two mail bags marked for delivery to Brønnøysund and Kristiansund were found in relatively good condition. In addition, letters and other postal items addressed to Trondheim were found strewn about. Mail which had been found by 18 June was sent to Bergen post office where it received a violet cachet "Gjenfunnet post / fra "Havörn"", which translates to "Mail recovered from "Havörn"". Most of this mail was forwarded to the addressees.

Four or five mail bags were found on an inaccessible mountain ledge some days later, and this mail was mostly returned to the senders, also bearing a cachet with similar text.



Letter from Bergen to Honningsvåg, postmarked "BERGEN 15 6 36".
 Type 2 of the violet cachet: "Gjenfunnet post / fra "Havörn"" (Mail recovered from "Havörn"), narrow setting 'Gjenfunnet post' 67 mm.
 The type 2 narrow setting cachet is not recorded by Nierinck.
 Type 1 wide setting of the explanatory cachet is found on the reverse.
 Black ink manuscript "Brevet tilbakelevert avsenderen" (Letter returned to sender), cachet "Bergens postkontor / Brevavdelingen" (Bergen post office, Letter department), and signed "Gustavsen".

From 1934, the mail connections between U.K. and Sweden were much improved. A night-route operated Helsingfors-Stockholm-Copenhagen-Hannover-Amsterdam, with connection in Hannover to the route Berlin-Hannover-Cologne-London. This route operated until World War II. On 15 September 1936, British Airways G-ADYF De Havilland DH-86A crashed at night on take-off from Croydon near London on its route to Hannover, Germany. There were no casualties.



Letter sent from Birmingham, England to Gothenburg, Sweden, postmarked "BIRMINGHAM 1? SE 1936". On reverse transit postmark "LONDON 16 SE 36" and receiving postmark "GÖTEBORG 17.9.36". Special label affixed: "Denna försändelse har blivit skadad vid olycksfall / med postförande flygplan.". Salvaged mail from this accident is not recorded by Nierinck.

After the G-ADYF accident at Croydon, the salvaged mail was processed in London on the following day. In Sweden, a special explanatory slip was produced and affixed to damaged mail destined for Sweden. The Swedish text translated: "This shipment has been damaged due to accident with mail-transporting airplane."

1937

Lufthansa "Rostock" disappears in swamp in the Gambia

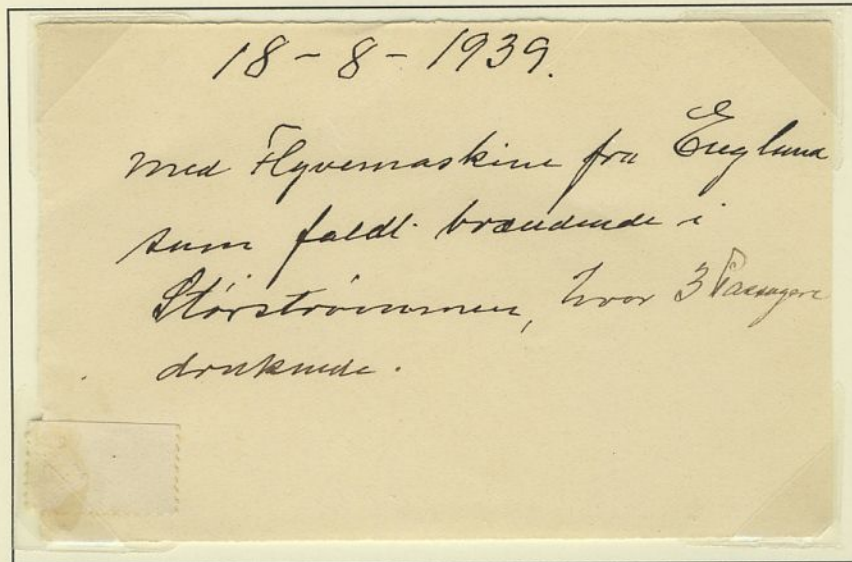
The German airline company Lufthansa operated a passenger and mail route between Germany and South America. On 12 March 1937, coming from Las Palmas, the Heinkel 111 "Rostock" performing the 113th flight to South America, arrived over Bathurst, the Gambia before daylight. It circled over the ship "Ostmark" on the Gambia river, prior to its landing at Jeshawang. The plane disappeared and never made it to the airport.



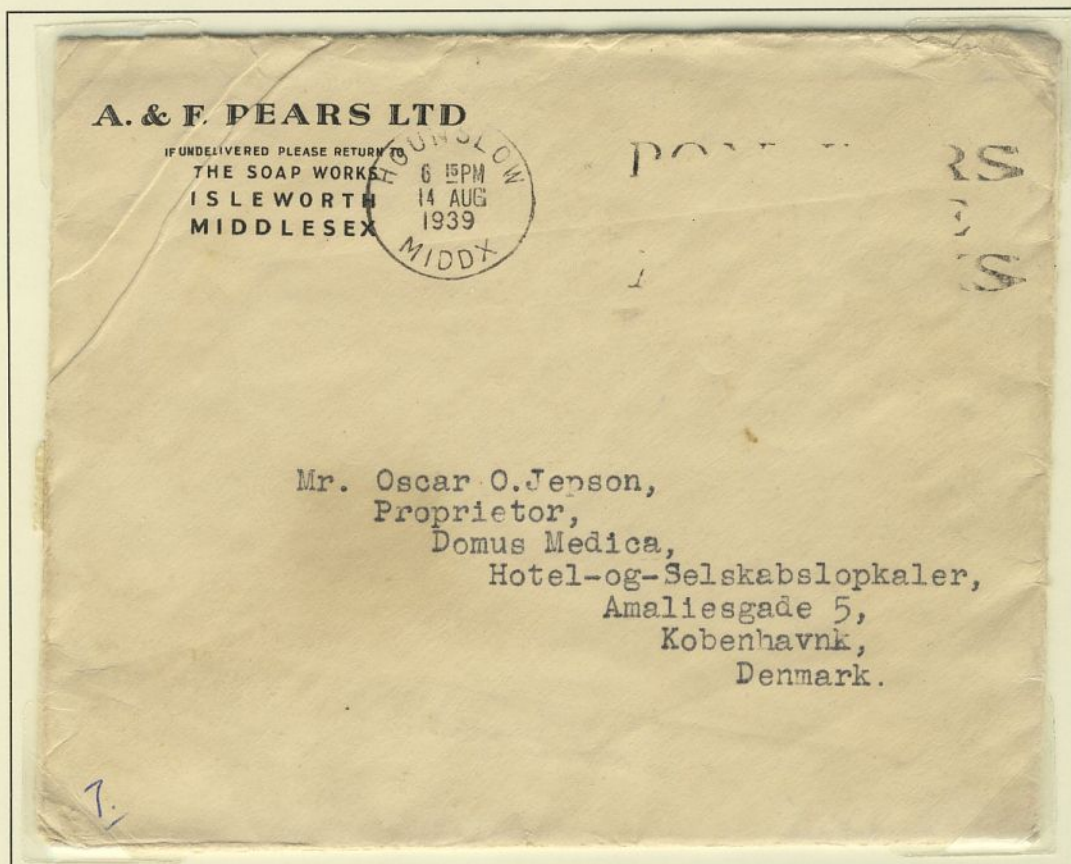
Air mail cover from Stockholm, Sweden to Montevideo, Uruguay. The stamps were soaked off and lost in the accident. Illegible Swedish postmark, railway transit postmark "BERLIN-SASSNITZ BAHNPOST 7.3.37" (reverse), undated German air mail cachet "DEUTSCHE LUFTPOST c EUROPA-SÜDAMERIKA" (code letter c was used in Friedrichshafen), and arrival postmark "MONTEVIDEO 15.III.37" (reverse). No special explanatory markings in connection with the accident have been applied to the cover.

The wreckage of "Rostock" was later found in a swamp, halfway between the river where it had been seen and the airport. Four crew members were killed in the crash. 20 postal bags were recovered.

British Airways opened their own airline to Scandinavia in 1936, using American Lockheed "Electra" planes. On 15 August 1936 such a plane, G-AESY, crashed in south Danish waters near Vordingborg. The pilot could swim ashore, but the three passengers drowned.



Air mail letter from U.K. to Sæby, Denmark, postmarked "HOUNSLOW MIDDX 14 AUG 1939". Stamps floated off. A manuscript slip was affixed to the cover using a piece of postage stamp selvage: "18-8-1939. / Med Flyvemaskine fra England / som faldt brændende i / Storstrømmen, hvor 3 Passagere / druknede." (With air plane from England which fell burning into the Storstrømmen, where 3 passengers drowned.). *The only recorded example of this slip; not recorded by Nierinck.*



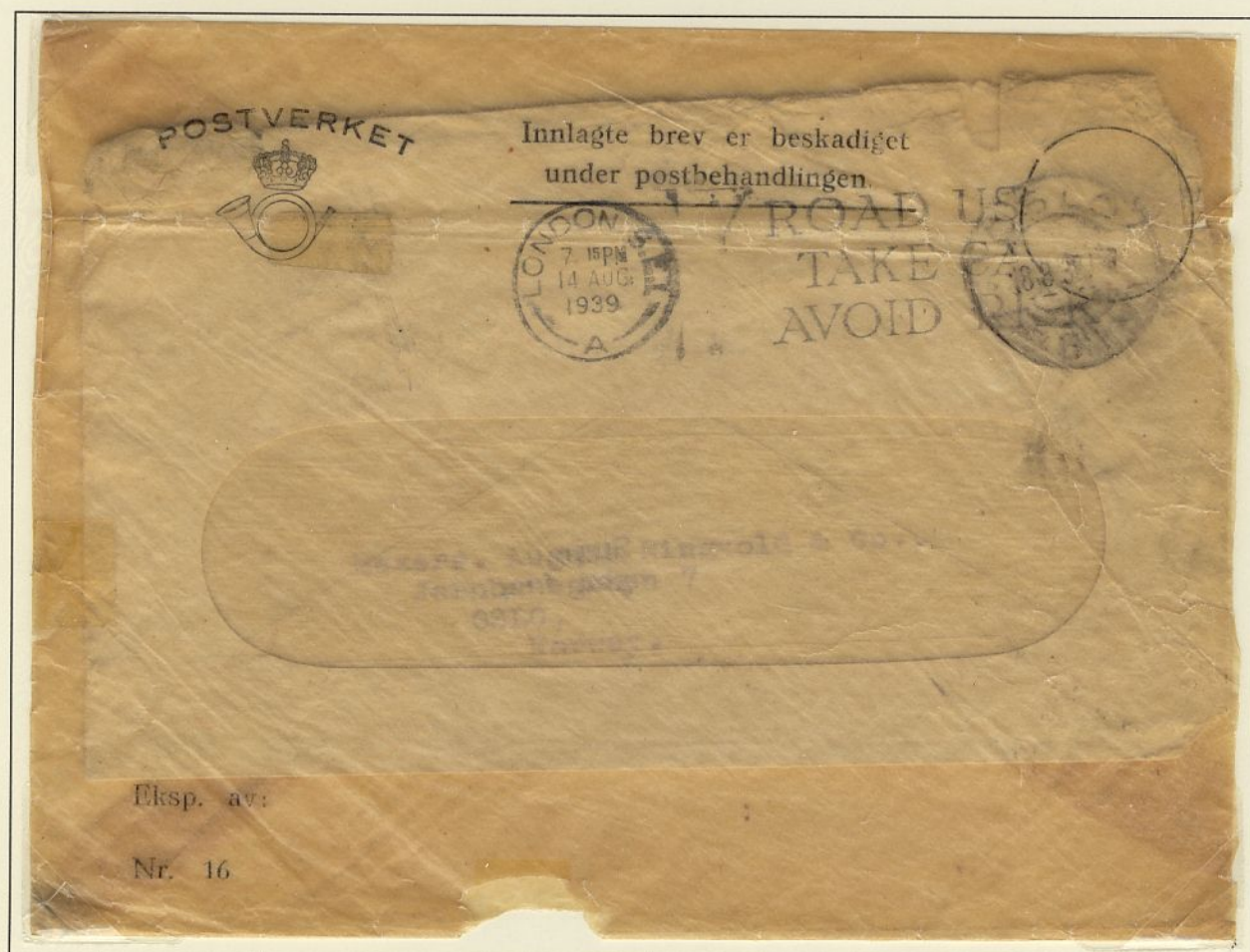
The mail which was saved from the plane was soaked. Mail destined for Sweden received a label about the accident before being distributed, and mail for Norway was forwarded in ambulance covers. Most of the mail for Denmark received no special treatment, no slip was printed and no cachet applied, and this negligence caused criticism in the Danish press – one headline was "The Swedes know how to do it!"

Sendingen er skadd ved at British Airways rutefly London -
Kjøbenhavn forulykket 15/8 d.å. og styrtet i sjøen ved Falster i Dan-
mark.

Begrunn

Oslo postkontor
BUDAVDELINGEN 17/8. 1939.

Letter postmarked "LONDON S.F.1. A 14 AUG 1939" and addressed to Oslo, Norway. Soaked in the accident and stamp floated off. As usual for mail to Norway, forwarded to addressee in ambulance envelope, postmarked "OSLO 18 8 39". An explanatory slip was enclosed, the Norwegian text translates to "The mail item was damaged when the British airways airplane London-Copenhagen was wrecked 15 August this year and crashed into the sea at Falster in Denmark. Oslo post office, mail delivery dept. 17 August, 1939."



Malmö i augusti 1939.

Närslutna försändelse har ingått till Sverige bland post, som bärgats från det den 15 dennes i närheten av Vordingborg, Danmark, störtade engelska trafikflygplanet G-AESY.

Postdirektionen i Södra distriktet.

Note with text in Swedish on seven lines, second last line starts with "net", differs from the note recorded by Nierinck. The text translates to: "Malmö, August 1939. This item arrived to Sweden among mail that were rescued from the English aeroplane G-AESY which crashed near Vordingborg, Denmark on the 15th instant. Post Management Southern District."

Letter postmarked "LONDON S.W.1 14 AUG 1939", addressed to Stockholm, Sweden. Stamp floated off. Forwarded with apology slip to addressee in ambulance envelope: "Inneliggande försändelse har ingått hit / i skadat skick." (The enclosed item arrived here in damaged condition.).

Inneliggande försändelse har ingått hit
i skadat skick.

FROM
HENRY WIGGIN & CO., LTD.
THAMES HOUSE,
MILLBANK LONDON, S.W.1.



Mr. FRANK MALMBERG,

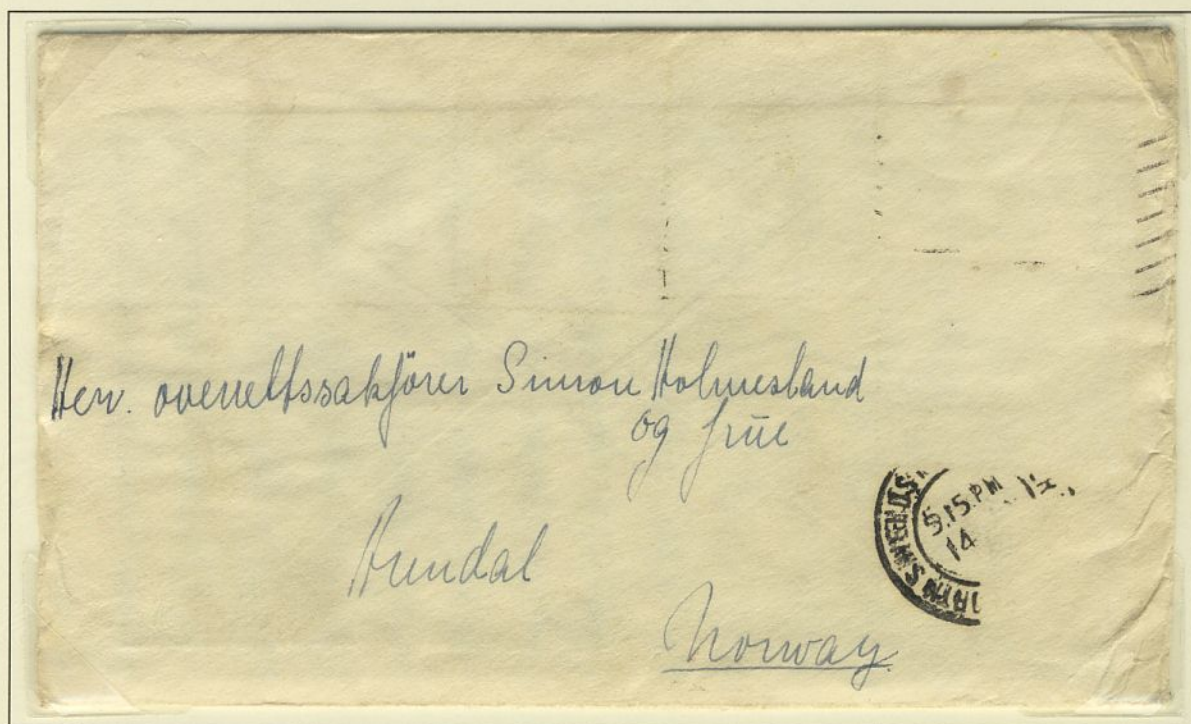
Kungsgatan 55,

STOCKHOLM,

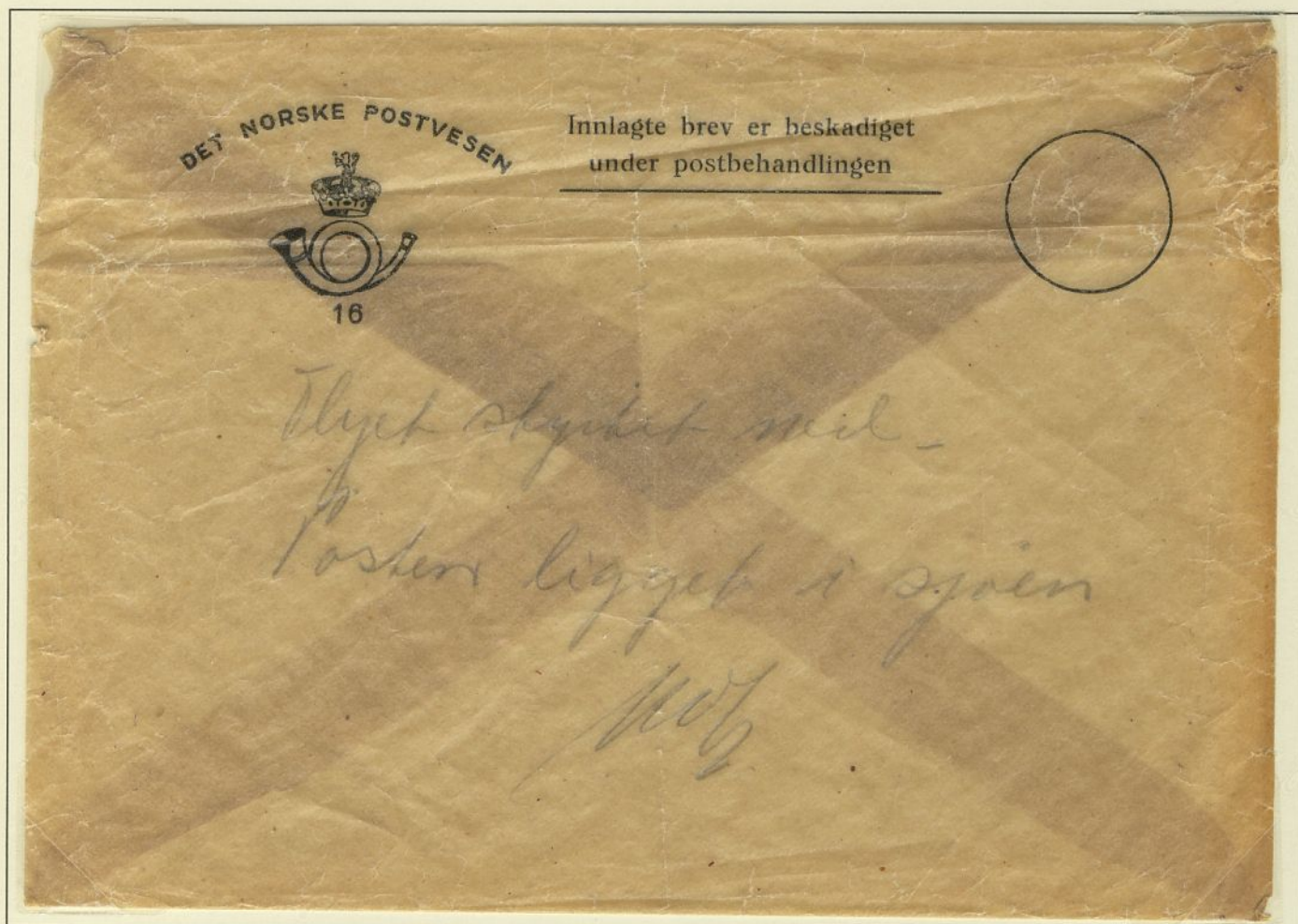
Sweden.

1939

British Airways G-AESY crashes at Vordingborg, Denmark (cont.)



Letter from North Shields, England addressed to Arendal, Norway. Stamps floated off. As usual for mail to Norway, forwarded to the addressee in an ambulance envelope..



In March 1940, Deutsche Lufthansa applied to Norwegian authorities for an air route to Stavanger with onwards connection to Bergen. The reason for the German plans was to have a direct connection to a planned route between Bergen and New York. The Germans argued that the British already had a route to Stavanger, and that Norway as a neutral country should treat the two war-faring countries equally.

The Germans intended to carry through their plan. On 1 April, Norwegian aviation authorities received a message that a German airliner en route from Berlin to Copenhagen also had passengers destined for Norway. The German aircraft did not receive landing permission in Norway. Only eight days later came the German invasion of Norway.



Cover from Berlin and addressed to Stavanger, intended for the first flight Berlin-Stavanger. The route was not approved by Norwegian authorities, and the flight ended in Copenhagen.

Late March 1940, in connection with the German national stamp exhibition in Berlin, special first flight covers were prepared for the planned route Berlin-Stavanger. The covers were equipped with a special printed air mail label, an oval cachet mentioning the first flight, and the postage stamps were cancelled with the exhibition postmark 28 March, and a regular Berlin postmark 1 April 1940. As explained above, the planned route did not materialize.

1941

En route to Sweden, "Sampo" ditches west of Åbo, all on board survive

The 1939-1945 war resulted in a large number of aircraft accidents. The accidents were not limited to military aircraft, but also struck civilian aviation. Finnish Aero OY's Junkers 52 "Sampo" left Åbo, Finland 7 November 1941 with destination Bromma, Sweden. Shortly after the left engine stopped. Some time later the other engines stopped too. The pilot succeeded in turning the aircraft and descend near land in an area with shallow water. All 16 passengers and crew were rescued from the ice cold water.



Cover sent from Hungary to Norway, postmarked "BUDAPEST 941 OKT 25", flown by Deutsche Luft-hansa via Vienna (censorship), Berlin and Helsinki. From Helsinki with Aero OY "Sampo". Damaged in the crash, and repaired with large green tri-lingual label in Finnish, Swedish and French: "Päällis korjattu - Omslaget reparerat L'emballage réparé" and similar tri-lingual cachet: "The letter has been damaged in an air accident".

The mail was soaked and the stamps on the items are often floated off. Finland Post employed a three-line tri-lingual cachet that explained the incident: "The letter has been damaged in an air accident.". Most of the mail which was saved was addressed to Sweden and Switzerland.



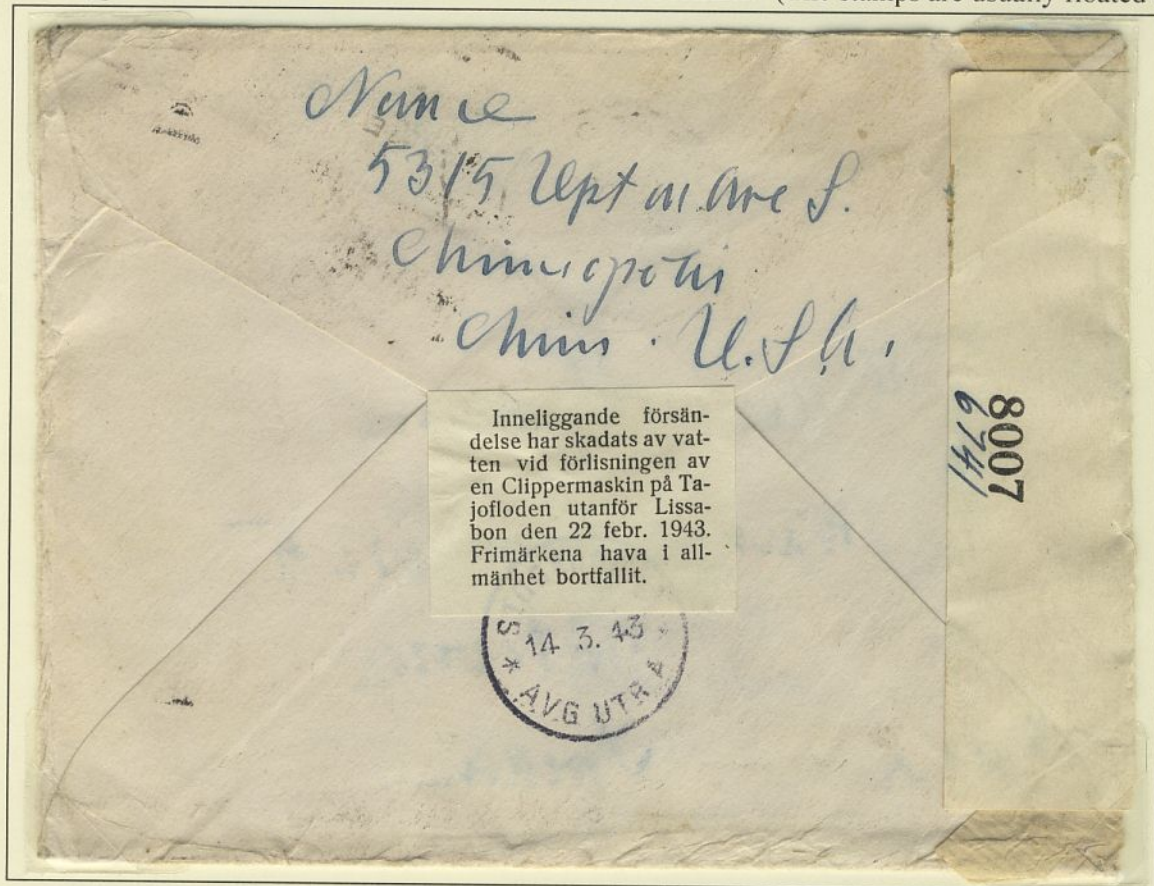
1941 Finnish censored cover to U.S.A., postmarked "NÄRPIÖ" and illegible date. The strip of four stamps and the air mail label do not belong to the cover, but appear to have come off another cover of the mails. Tri-lingual cachet: "The letter has been damaged in an air accident" in Finnish, Swedish and French.



During WWII normal mail delivery was interrupted and trans-oceanic mail had to make long detours. Much of the long distance mail between Sweden and other continents was sent via Lisbon, and via American airlines from there. When an incoming Pan American Clipper crashed on landing on the Tagus (Tajo) river, 22 Feb. 1943, much mail for Sweden was carried. Many injured were rescued from the wreck, but 20 passenger were lost.

Left: Cover from Pawtucket, Rhode Island, U.S.A. to Rolfstorp, Sweden. Stamps floated off. Swedish apology cachet type 1 (seven lines). Arrival postmark on reverse "STOCKHOLM 8.3.43"

The mail was damaged by water, and upon arrival Sweden Post applied a special printed apology label about the Lisbon crash: "Inneliggande försändelse har skadats av vatten vid förlisningen av en Clippermaskin på Tajo-floden utanför Lissabon den 22 febr. 1943" (The letter has been damaged by water in the crash of a Clipper aircraft on the Tajo river outside Lisbon on the 22 Feb. 1943.) Two types of the label are found, the second type adds the text "Frimärkena hava i allmänhet bortfallit." (The stamps are usually floated off.).

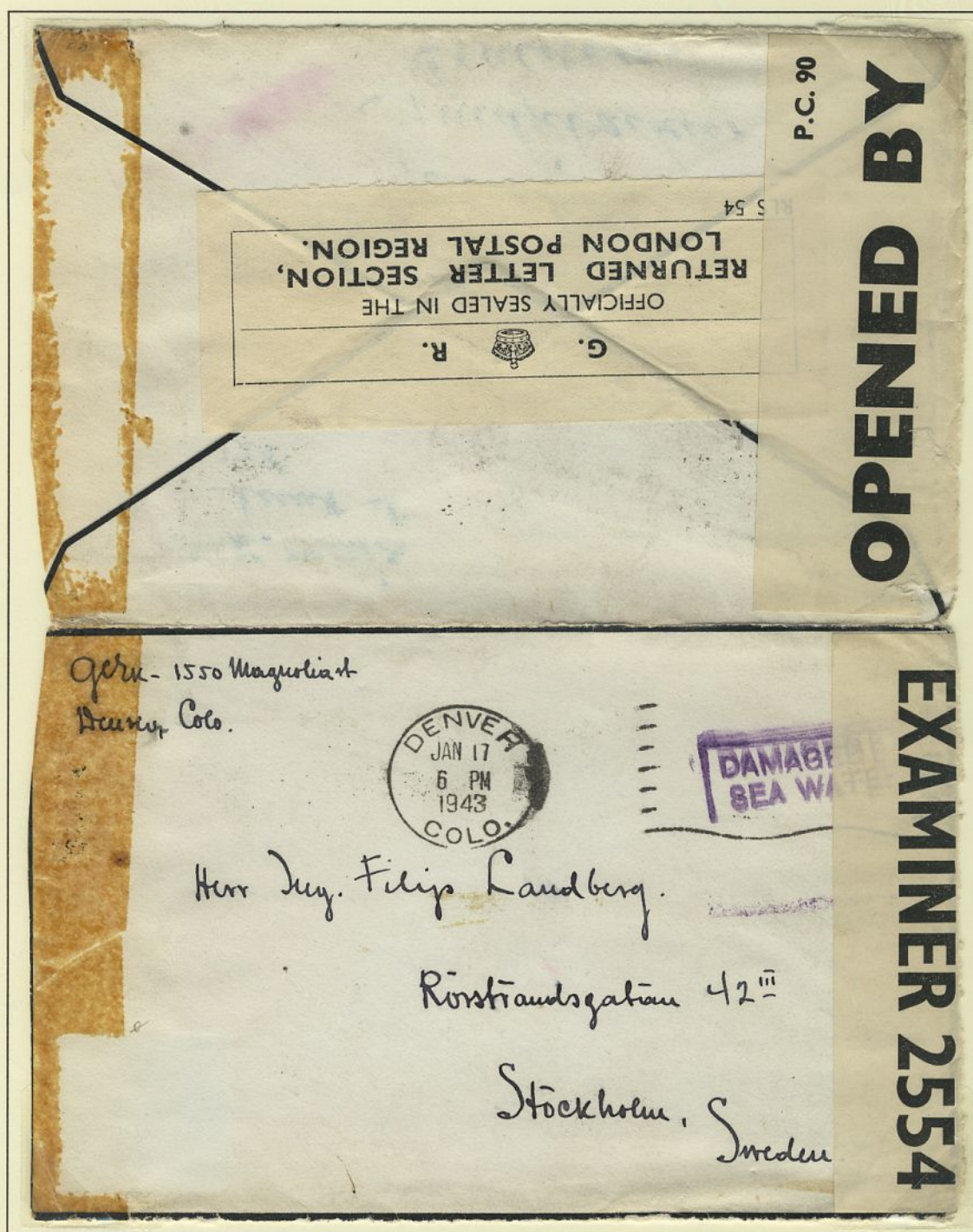


Cover postmarked "MINNEAPOLIS, MINN DEC 22 1942" addressed to Malmö, Sweden. Stamps floated off. Swedish apology label type 2 (eight lines). Arrival postmark "STOCKHOLM 14.3.43".

1943

Lisbon accident gives echo in Sweden (cont.)

This was the only Boeing Clipper to be lost due to an in-flight accident, when the flying boat crashed while landing on the Tagus River near Lisbon. 24 of the Yankee Clipper's passenger and crew were killed in the crash, and 15 persons survived. Seven entertainers were among the passengers, two of these perished.



Cover postmarked "DENVER, COLO. JAN 17 1943" addressed to Stockholm, Sweden. U.S. censorship re-sealing tape (left) has fallen off. Label on reverse "OFFICIALLY SEALED IN THE / RETURNED LETTER SECTION, / LONDON POSTAL REGION.". Violet boxed cachet "DAMAGED BY / SEA WATER". British censorship and re-sealing strip (right) from London. The only recorded cover to Sweden with a British cachet.

1943

Dangerous and difficult war time service Sweden – U.K.

A war time air service was established between Bromma, Sweden and Leuchars, Scotland, and was operated by BOAC. A total of 1,200 flights took place from 1941 to end of WW II. The planes were unarmed, and several were shot down or crashed. 17 August, 1943 - the plane took off from the airbase at Leuchars at 20:16. The crew soon experienced difficulties with the orientation, and they requested several times for bearing and distance information. As they had no response they decided to return to Leuchars. At 21:30 the plane crashed when it hit a mountain near Glen Esk more than 60 km north of the airbase. The crew of two died in the crash. The wreck was located on 8 September by a local gamekeeper, some 3 weeks after the crash.



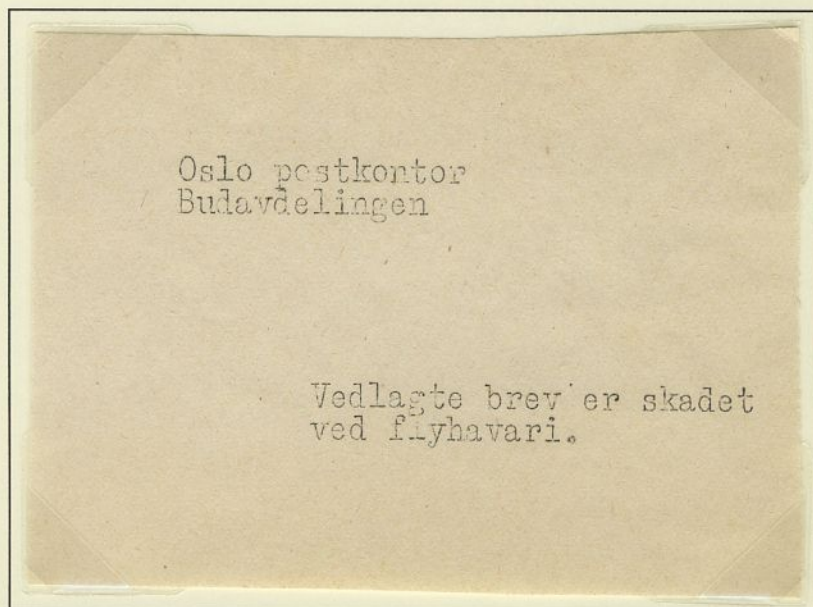
Cover postmarked "BRADFORD, YORKSHIRE 10 AUG 1943" addressed to Norrköping, Sweden. British censorship and re-sealing tape (left). Label on reverse "OFFICIALLY SEALED IN THE / RETURNED LETTER SECTION, / LONDON POSTAL REGION.". On reverse violet boxed cachet "DAMAGED BY / SEA WATER" and transit postmark "MALMÖ 1 ANK. -2.10.43". Mail from this accident is not recorded by Nierinck.

The plane carried 608 kg of mail which according to the the records was lost in the crash. It is, however, very likely that the above cover and two other recorded covers originate from this crash. The covers were processed by the Returned Letter Section, Mount Pleasant, London which usually handled British crash mail. This office used various handstamps, labels and service covers. The use of the "DAMAGED BY SEA WATER" cachet simply represents re-use of an earlier cachet and the covers from this accident never saw any sea water damage.

1944

Lufthansa's DC-3 shoots itself down near Fredrikstad

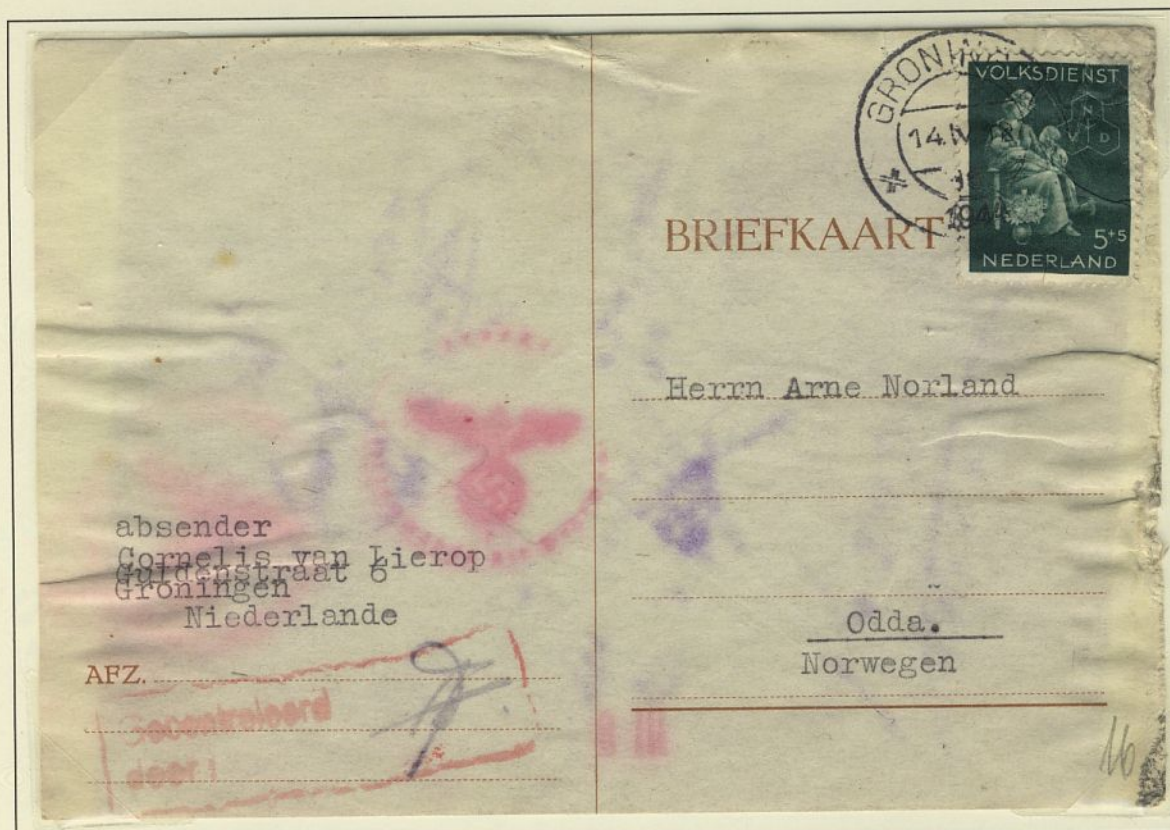
During the second world war, regular services both within and to/from Norway were under auspices of the German company Lufthansa, partly by using planes "borrowed" from occupied countries. On 21 April 1944, a Lufthansa DC-3 (previously owned by the Czech company Ceskoslovenska Letká Sploecnost) was flying up Oslofjord on its return from Berlin and Copenhagen. A signal cartridge exploded in the cockpit and started a fire, causing the pilot to make an emergency landing in the sea just outside Fredrikstad, Norway. The plane sank after the forced landing.



Postcard from the Netherlands to Odda, Norway, postmarked "GRONINGEN 12 IV 1944". Various German censorship markings, including chemical censorship. Soiled in the accident at Fredrikstad, and forwarded to the addressee together with the explanatory slip. This slip is not recorded by Nierinck.



The plane, which had "shot itself down", was carrying mail from the continent to Norway. A slip was enclosed with salvaged mail, and the Norwegian text reads "Oslo postkontor / budavdelingen. / Innlagte brev er skadet / ved flyhavari." (Oslo Post Office, mail delivery department. The enclosed letter has been damaged in an air crash.).



Soiled postcard from the Netherlands to Odde, Norway. Postmarked "GRONINGEN 14 IV 1944". Various German censorship markings.



Cover from Germany to Oslo, Norway, postmarked "LÜBECK 17.4.44". German censorship and re-sealing strip from Frankfurt (reverse). Stamp floated off and soiled in the accident at Fredrikstad. Receiving postmark "OSLO BR -6.5.44".

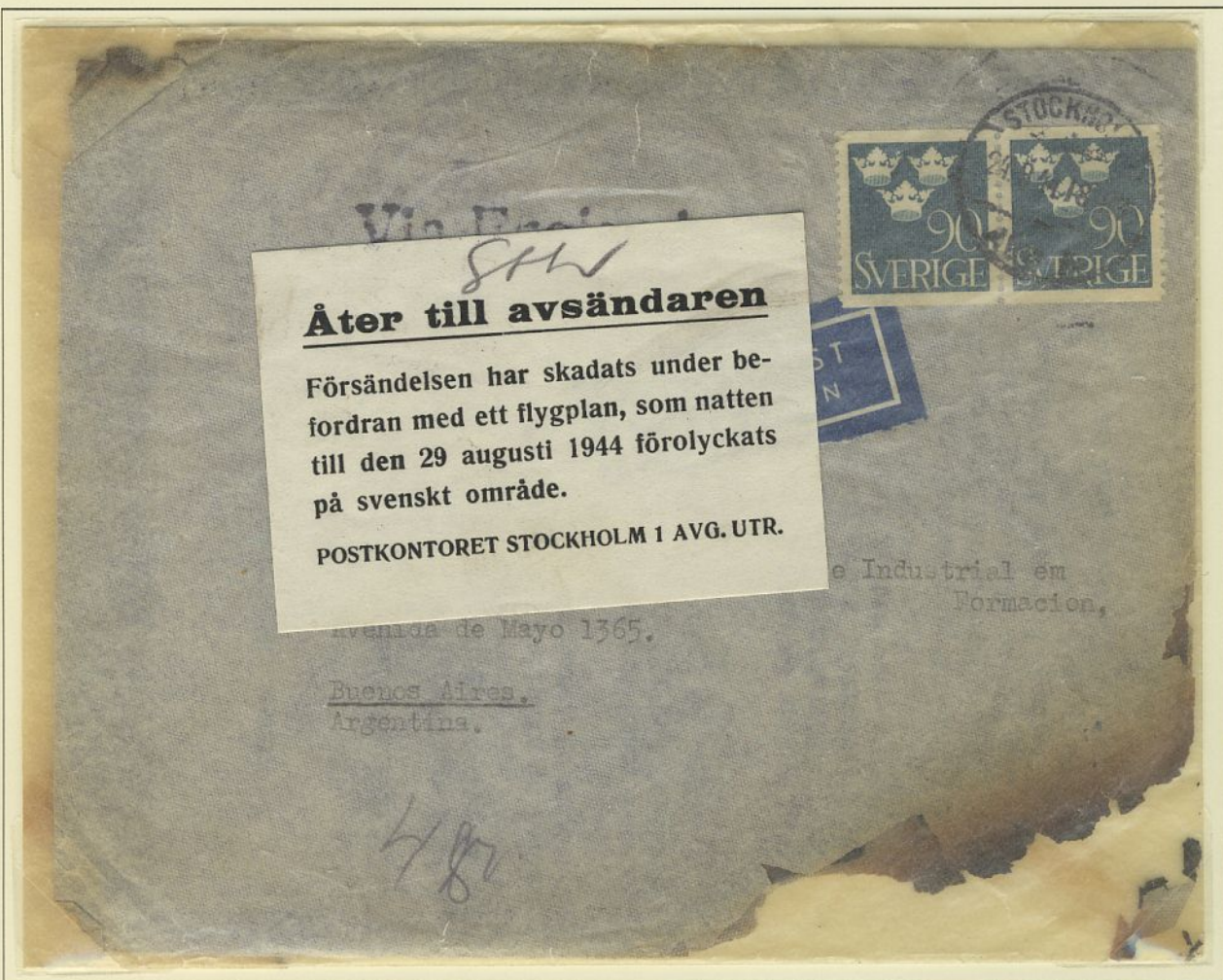
1944

11 die in dangerous wartime traffic between Scandinavia and Scotland



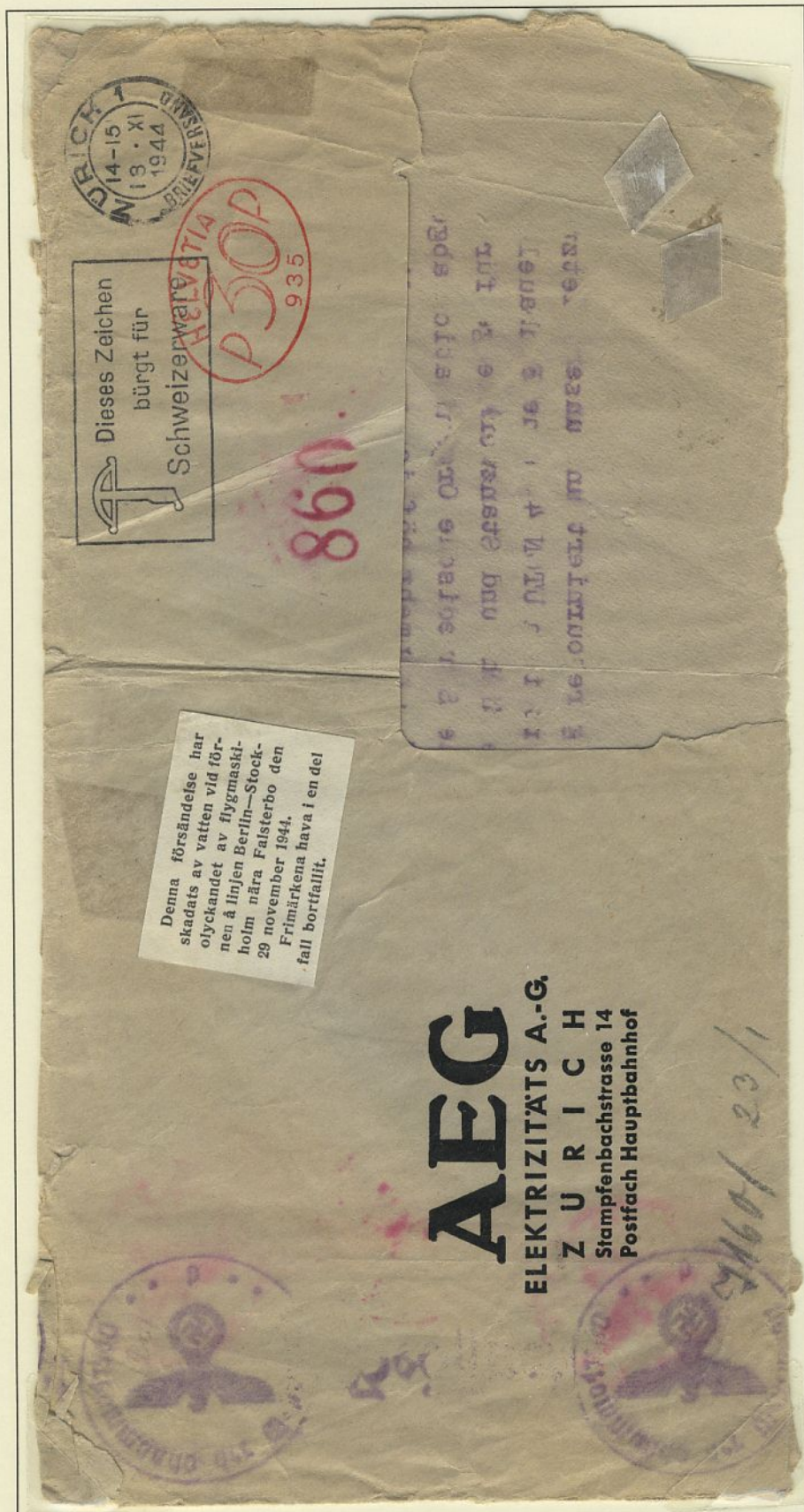
The G-AGIH BOAC Lockheed "Lodestar", left Bromma at 20.53 on 28 August 1944, bound for Leuchars, Scotland. The aircraft had Norwegian crew and passengers and a big load of mail. After some hours, sight were lost, and they turned for fear of coming in over Norway. Coming in to land they struck the Kinnekulle mountain south of lake Vänern in western Sweden. A farmer and his wife could save four persons from the burning wreck, while 11 persons died.

Cover to U.S.A. postmarked "GÖTEBORG 24 VIII 44". Boxed cachet "Damaged through an air- / plane accident in course / of conveyance." Postmark on reverse "STOCKHOLM 1.9.44".



Cover postmarked "STOCKHOLM 24.8.44" and addressed to Buenos Aires, the Argentine. Returned to sender in ambulance envelope with label affixed, the text translates to: "Return to sender. The letter was damaged while being transported with an aircraft which perished in the night to 29 August 1944 on Swedish territory. Stockholm Post Office 1 Dep. Foreign."

In November 1944 there were rumours that German military airplanes had shot down one of their own passenger planes on the route from Berlin to Malmö, Sweden. No confirmation of this has ever been given, and the wreck is still lying where it fell in the sea. The plane was a Fokke Wulf Condor on a regular flight from Berlin to Malmö, where it was expected to land at 11 a.m. on 29 November 1944. The Fokke Wulf was last seen falling burning into the sea at Måkläppen south of Falsterbo, Sweden. This was the time when big Allied bomber squadrons, returning after bombing missions in Germany, used this route over the Baltic Sea and southern Sweden to England. Perhaps the Germans took their own Fokke Wulf for a "Flying Fortress", the planes were somewhat similar.



Mail from the Fokke Wulf was later washed ashore in Sweden.

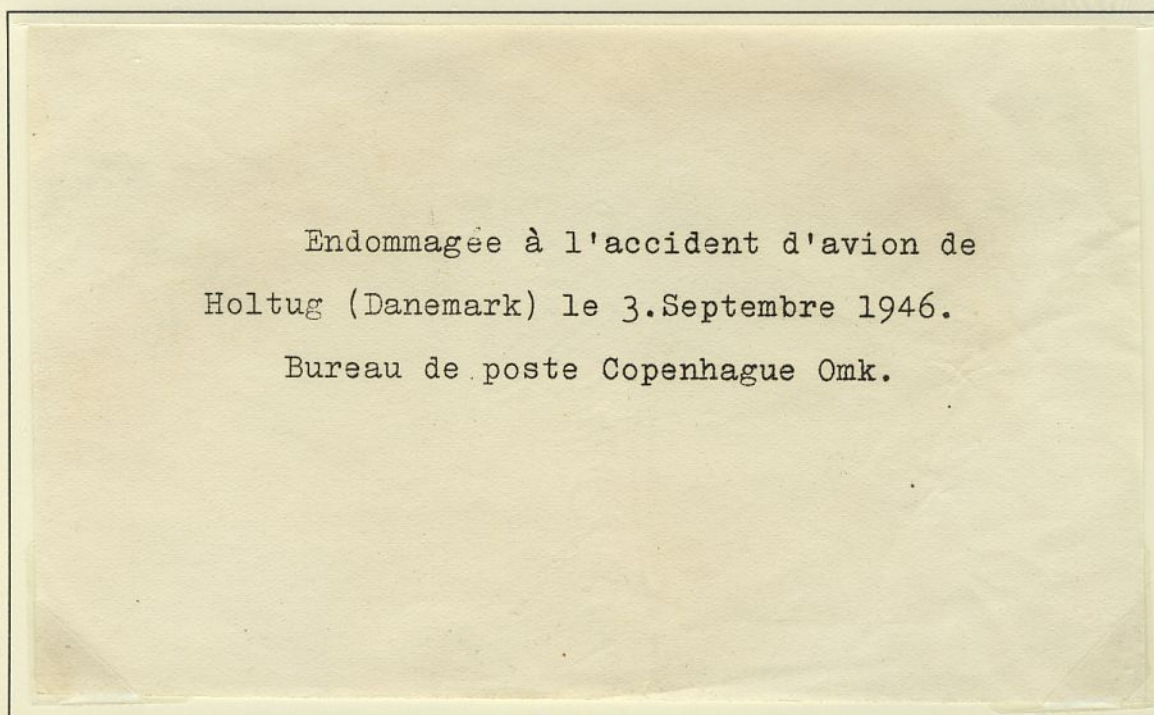
Window envelope from Switzerland, postmarked "ZÜRICH 18 XI 1944". German censorship annotations in pencil (lower left on front) and re-sealing strip from Berlin (reverse). Label in Swedish "Denna försändelse har skadats av vatten vid för-olyckandet av flygmaskinen å linjen Berlin—Stockholm nära Falsterbo den 29 november 1944. Frimärkena hava i en del fall bortfallit.",

which translates to: "This letter is damaged by water during the accident of the aircraft in the route Berlin—Stockholm near Falsterbo on 29 November 1944. The stamps are sometimes floated off."

1946

Air France's DC-3 crashes near Holtug, Denmark

Air France's F-BAOB Douglas DC-3 left Kastrup airport in Copenhagen, Denmark on 3 September 1946. The aircraft crashed at Stevn near Holtug, some 40 km from Copenhagen. The crew was killed in the accident. The mail was partly recovered.



Badly charred postcard dated Helsingør (Denmark) 1/9 46 to U.S. Army Post Office. Forwarded to addressee in ambulance envelope with enclosed explanatory slip. The French text translates to: "Damaged in airplane accident at Holtug (Denmark) on 3 September 1946. Copenhagen Exchange Post Office". The slip in French language is not recorded by Nierinck.



Beskadiget ved Flyveulykken ved Holtug
den 3. September 1946.

OMKARTERINGSPOSTKONTORET.

Kan "Red Barnet" give Oplys-
ninger om afsenderen?

Badly charred cover from Denmark, addressed to France. Forwarded in glassine ambulence envelope to the Save the Children organisation in Copenhagen, together with enclosed mimeo label. The Danish text translates to: "Damaged in airplane accident at Holtug (Denmark) on 3 September 1946. Copenhagen Exchange Post Office", with manuscript "Can Save the Children give any information about the sender?".

Heri en under Postbesørgelsen beskadiget Forsendelse



Madame L. Mommie Hensgen

À rue Alexandre Ribot

Red Barnet

Parity

Sans K

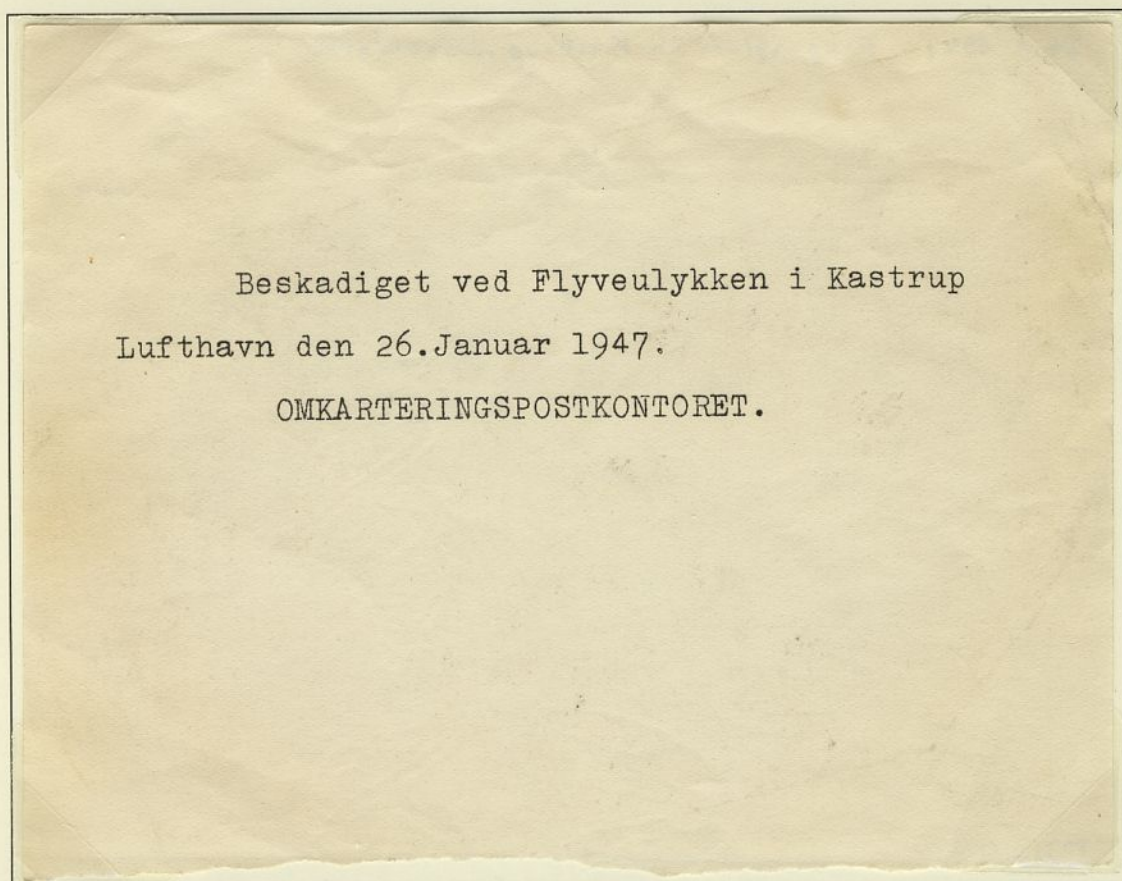
For

Coming from Amsterdam on 26 January 1947, a Douglas DC-3 belonging to KLM arrived at Kastrup, Copenhagen at 14.58 hrs. At 15.31 it took off for Stockholm, Sweden. The wind was NNE and 40 km/h. It was climbing but too fast. At an altitude of 75 metres it fell and crashed about one kilometre from the runway. It caught fire immediately. All crew of six and the 16 passenger died, among these were H.R.H. Prince Gustaf Adolf of Sweden and the American singer Grace Moore. Probable cause of the accident was failure to remove the elevator locking pins which had been mounted while on ground at Kastrup.

Brevet medföljt det flygplan, som
störtade invid Köpenhamn söndagen
den 26 Januari 1947, då H. K. H.
Prins Gustav-Adolf, omkom.

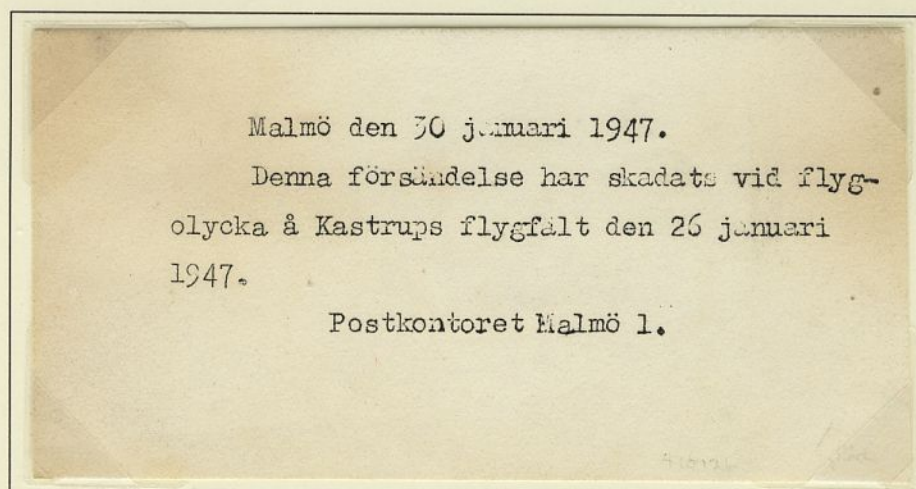
Cover sent from Brussels, Belgium to Stockholm, Sweden, postmarked "BRUXELLES 25-1-47". Damaged in the crash and forwarded to the addressee in a Danish ambulance envelope: "Heri en under Postbesørgelsen beskadiget Forsendelse" (Herein a postal item which was damaged while being transported). Explanatory slip (unrecorded by Nierinck) in Swedish enclosed, the text translates to: "The letter was carried by the aircraft which crashed near Copenhagen Sunday 26 January 1947, when H.R.H. Prince Gustav-Adolf died".





Postcard sent from Brasschaat, Belgium to Helsinki, Finland. Postmarked "BRASSCHAAT 25 1 1947". Badly charred in the crash and forwarded to the addressee in a Danish ambulance envelope: "Herein a postal item which was damaged while being transported". Label in Danish enclosed: "Damaged in the aircraft accident at Kastrup airport on 26 January 1947. Exchange Post Office."





Cover sent from Antwerp, Belgium to Lund, Sweden, postmarked "ANTWERPEN 25-1-47". Badly charred in the crash and forwarded to the addressee in a Danish ambulance envelope: "Heri en under Postbesørgelsen beskadiget Forsendelse" (Herein a postal item which was damaged while being transported). Label in Swedish enclosed, the text translates to: "Malmö, 30 January 1947. This item was damaged in the aircraft accident at Kastrup airport on 26 January 1947. Post Office Malmö 1."

Heri en under Postbesørgelsen beskadiget Forsendelse



ANTWERP



Messrs. AKTIEBOLAGET LINNEVARON

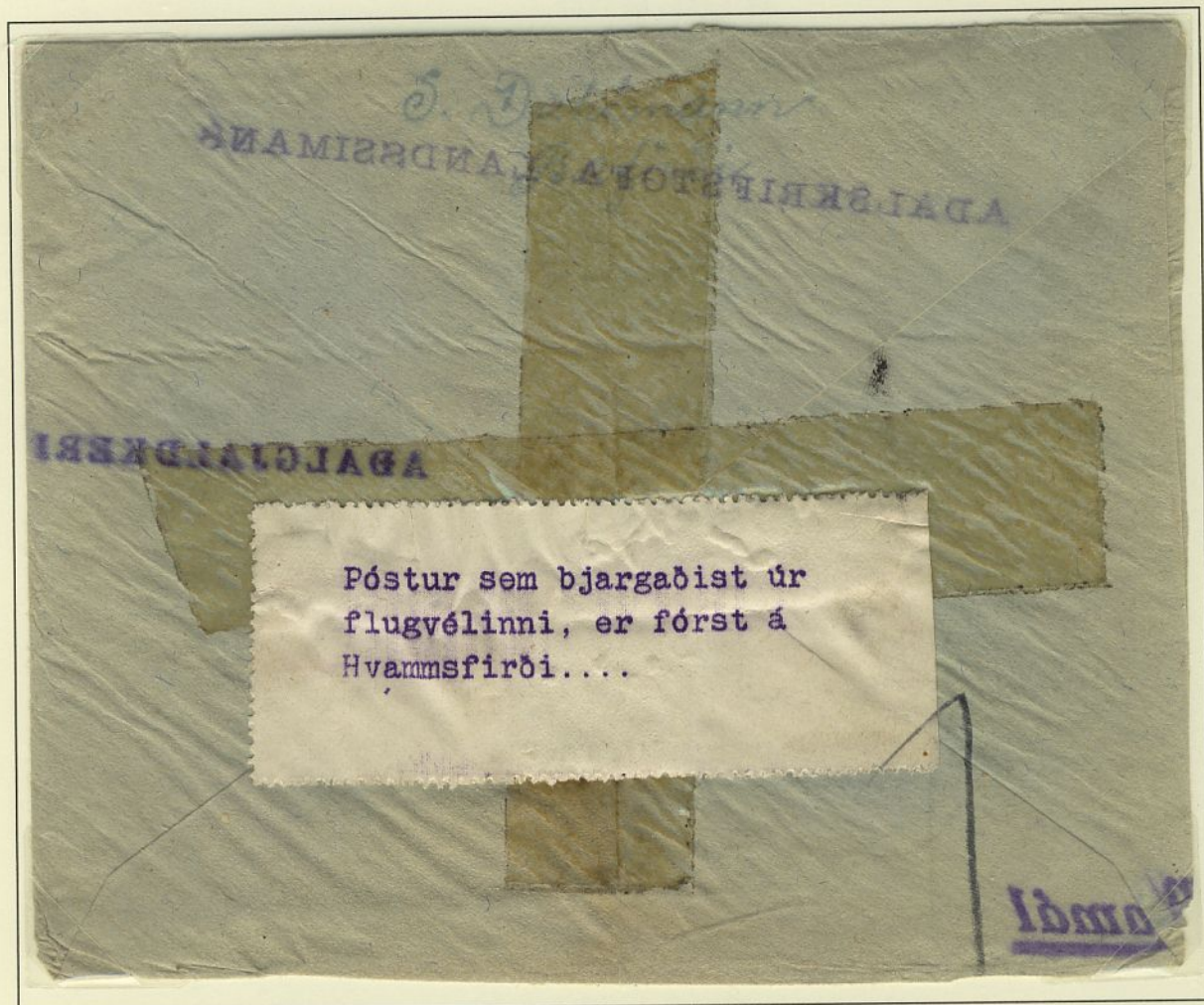
6, Lilla Fiskaregatan

LUND.

SUEDE

1947 All four killed when Loftleiðir's Grumman Goose crashes at Búðardalur

Icelandic Loftleiðir was established in 1944 and operated from 1947 a service between Iceland and Denmark in addition to domestic lines. On 13 March 1947, a Grumman JRF-6B Goose amphibious aircraft crashed during take-off at Búðardalur, located in the fjord Hvammsfirði in northwestern Iceland. All four crew were killed.



Registered letter postmarked "ISAFJÖRÐUR 12 III 47" and addressed to Copenhagen, Denmark. On reverse label in Icelandic "Póstur sem bjargaðist úr flugvélinni, er fórst á Hvammsfirði...." (Mail recovered from the aircraft which crashed in the Hvamm Fjord). Cover soiled by water in the crash. Recovered mail from this accident is not recorded by Nierinck.

1947

Swedish ABA's "Sunnan" crashes in Greece; 44 killed

Douglas DC-4-1009 "Sunnan" operated by Swedish AB Aerotransport on a flight from Istanbul-Yesilköy Airport, Turkey, to Stockholm-Bromma, Sweden with en route stops at Athens-Hassani Airport, Greece; Rome-Ciampino, Italy; Geneva, Switzerland; and Copenhagen-Kastrup, Denmark.

26 October, 1947 – the aircraft crashed into the western slope of Mount Hymettus while on approach to Hassani Airport near Athens in a severe rainstorm. The captain, John Douglas, probably tried to force the landing due to the weather conditions, when the belly of the aircraft hit the summit, resulting in loss of control, crash and fire. The wreckage was found the next morning with the corpses of the victims plundered (the victims' pockets were found to be turned inside-out). All on board lost their lives, 8 crew and 36 passengers.



Registered letter postmarked "BEYOGLU ISTANBUL 21-10-1947" and addressed to Switzerland. Opened in lower / left side and re-sealing strip tied by postmark "ATHENS 4 NO 47". On reverse receiving postmark "ZÜRICH 10.XI.47". Cover soiled by water in the crash. The Athens postmark proves that this cover originated from the Sunnan crash.

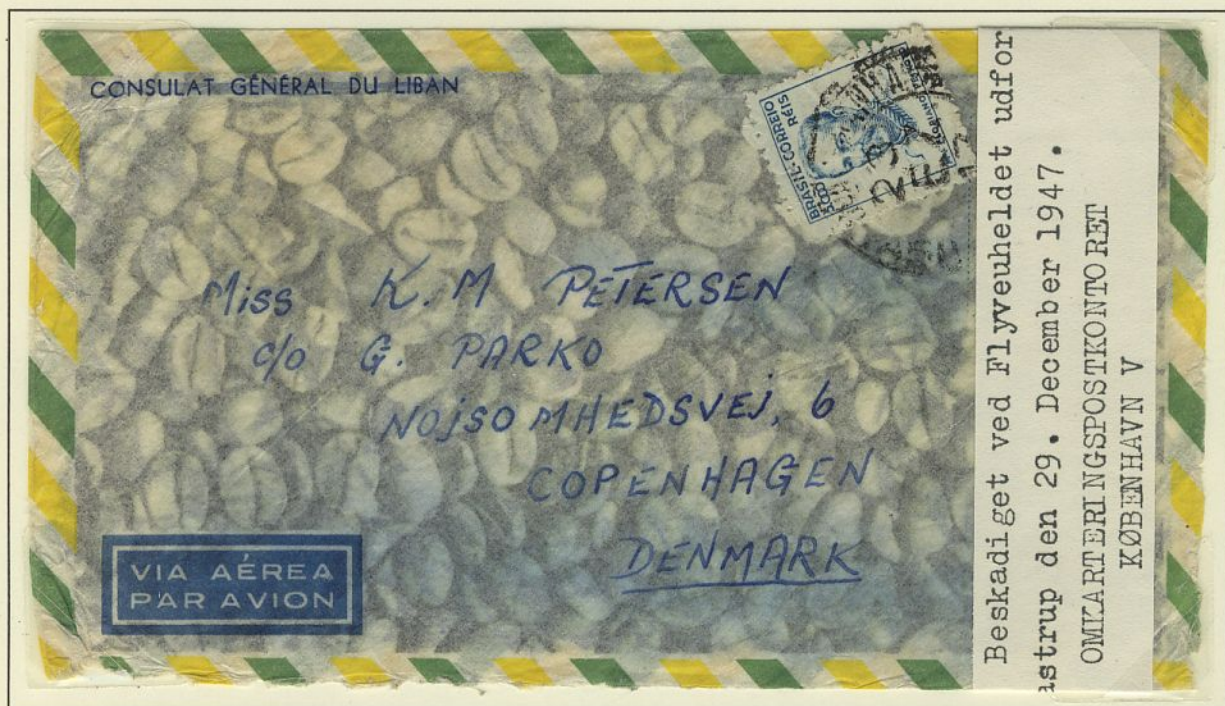
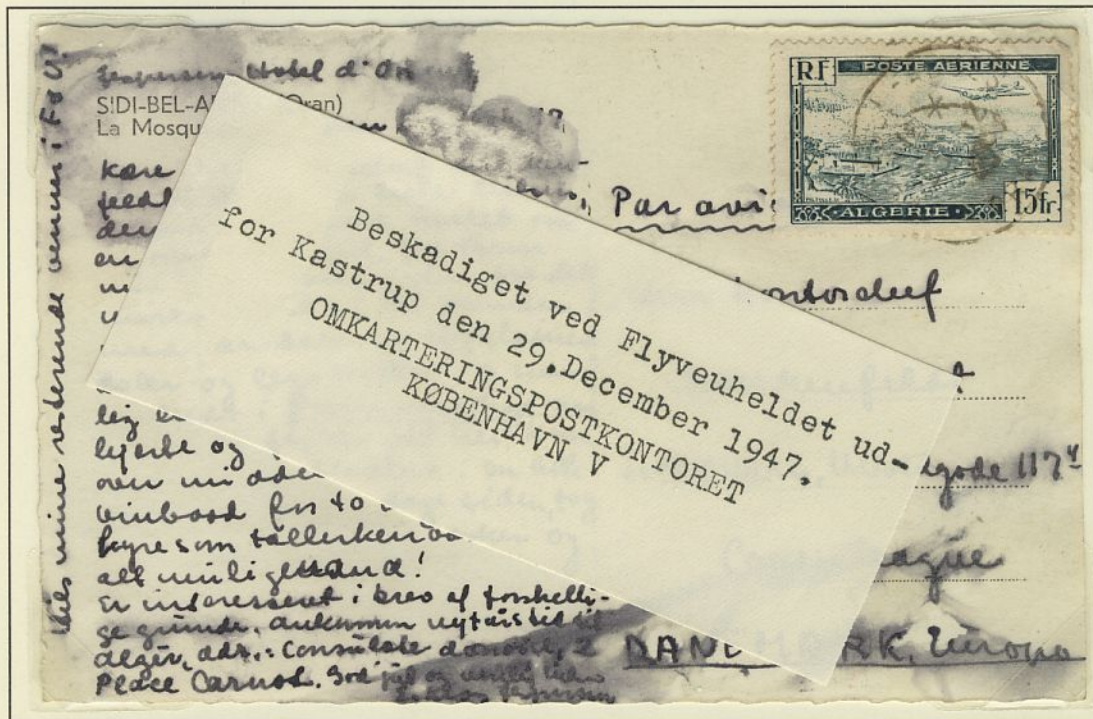
*The only recorded mail item from this accident.
Recovered mail from this accident is not recorded by Nierinck.*

Salvaged mail was processed from Athens, Greece and was forwarded to the addressees some three weeks after the accident.

1947

Vickers Viking lands in water at Kastrup

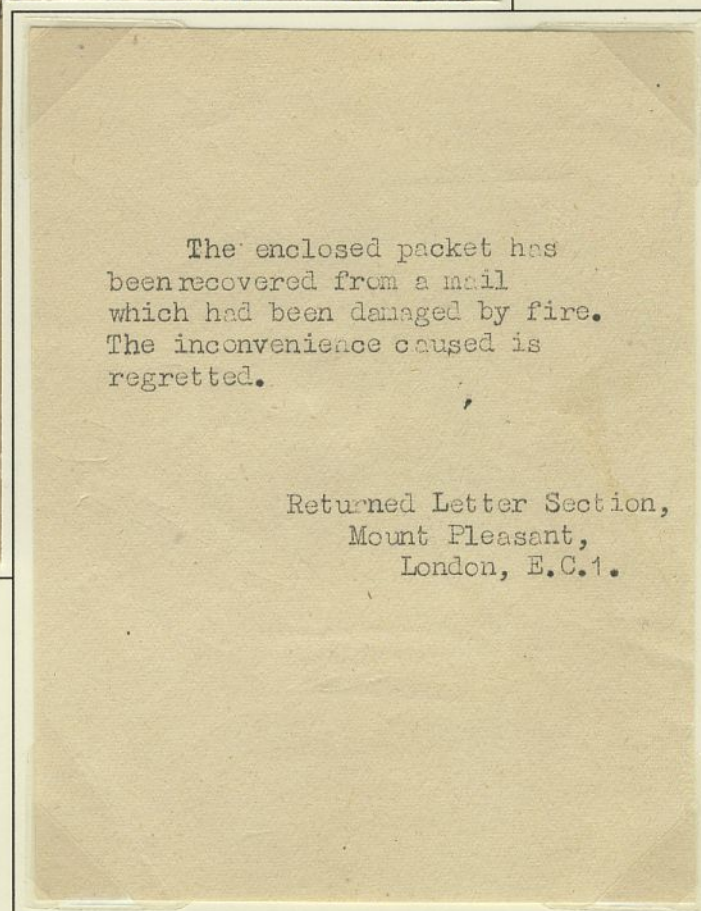
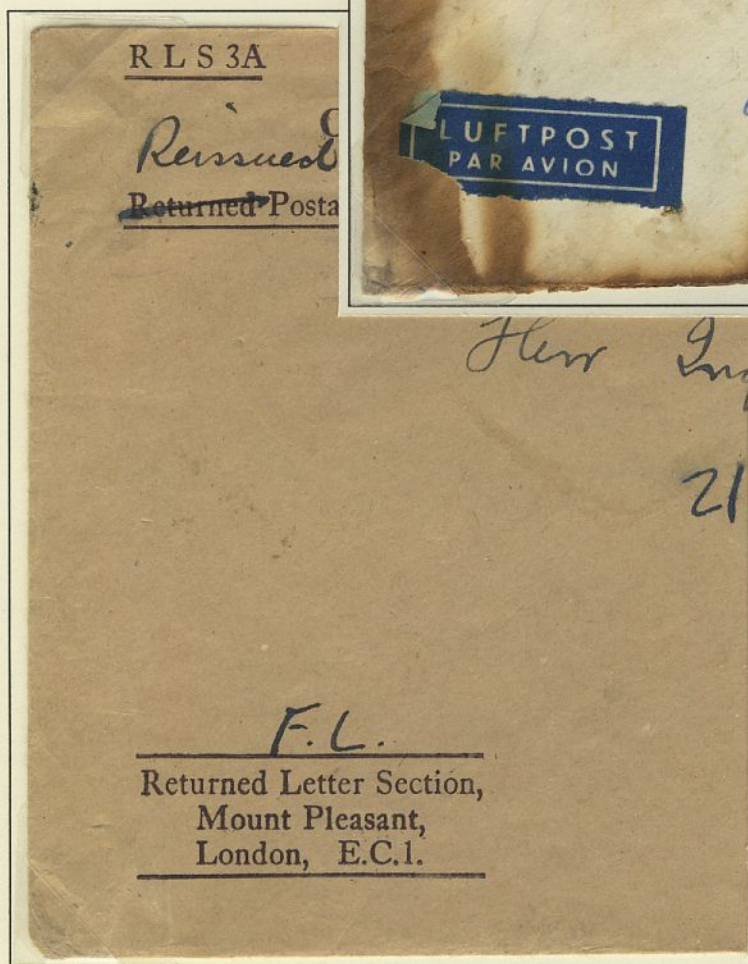
On 29 December 1947, a Vickers Viking aircraft belonging to Det Danske Luftfartsselskab (Danish Airline Company), coming in from Paris, landed short of the runway at Kastrup airport, Copenhagen. Despite having struck water it kept straight in the shallow water, and the passengers were brought ashore in small boats. No one were hurt, but the mail that was carried was soaked.



Cover from Brazil to Copenhagen, Denmark, postmarked "SAO PAULO 23 DEZ 47". Danish slip type 2 (Unrecorded by Nierinck) affixed: "Beskadiget ved Flyveuheldet udfor / Kastrup den 29. December 1947. / OMKARTERINGSPOSTKONTORET / KØBENHAVN V" (Damaged at the aircraft accident outside Kastrup on 29 December 1947. Re-listing Post Office, Copenhagen V.).

1948 More than 40 die as Swedish "Agner Viking" collides over Northolt, U.K.

4 July 1948 – Britain's worst aeroplane disaster to that point in time occurred when a Swedish Douglas DC-6 SE-BDA "Agner Viking" of A.B.A. collided in fog with an R.A.F. Avro York, while waiting to land at London's Northolt airport. Both planes crashed into a forest and caught fire. More than 40 people died. The DC-6 had flown from Stockholm and Copenhagen, and the Avro York MW 248 came from Singapore. Only the Swedish DC-6 was carrying mail and a small part was recovered.



Cover sent from Sweden to London, postmarked "TRANÅS 3 7 48". Damaged in the crash and forwarded to the addressee in an OHMS Service cover with a typewritten explanatory slip from the Returned Letter Section, Mount Pleasant, London E.C.1. Post Office. **This slip is not recorded by Nierinck.**

When, in 1946, Det Norske Luftfartsselskap (DNL) resumed air services in Northern Norway, they used Junkers JU-52/3 sea-planes for the first year. From June 1947 until the end of the 1951 season, Short S-25 Sandringham flying boats were used on the stretch Oslo-Trondheim-Tromsø. Three of these crashed, "Kvitbjörn" in 1947, "Bukken Bruse" in 1948 and "Bamse Brakar" in 1950. On Saturday 2 October 1948, northwards bound "Bukken Bruse" was coming to land at Hommelvik outside Trondheim. In the high sea and strong wind one float was forced up, tipping a wing into the water. The plane nose-dived into the sea and sank. In the course of the next eight minutes 19 people died and 26 were saved. The flying boat was later lifted and pulled into shallow water.



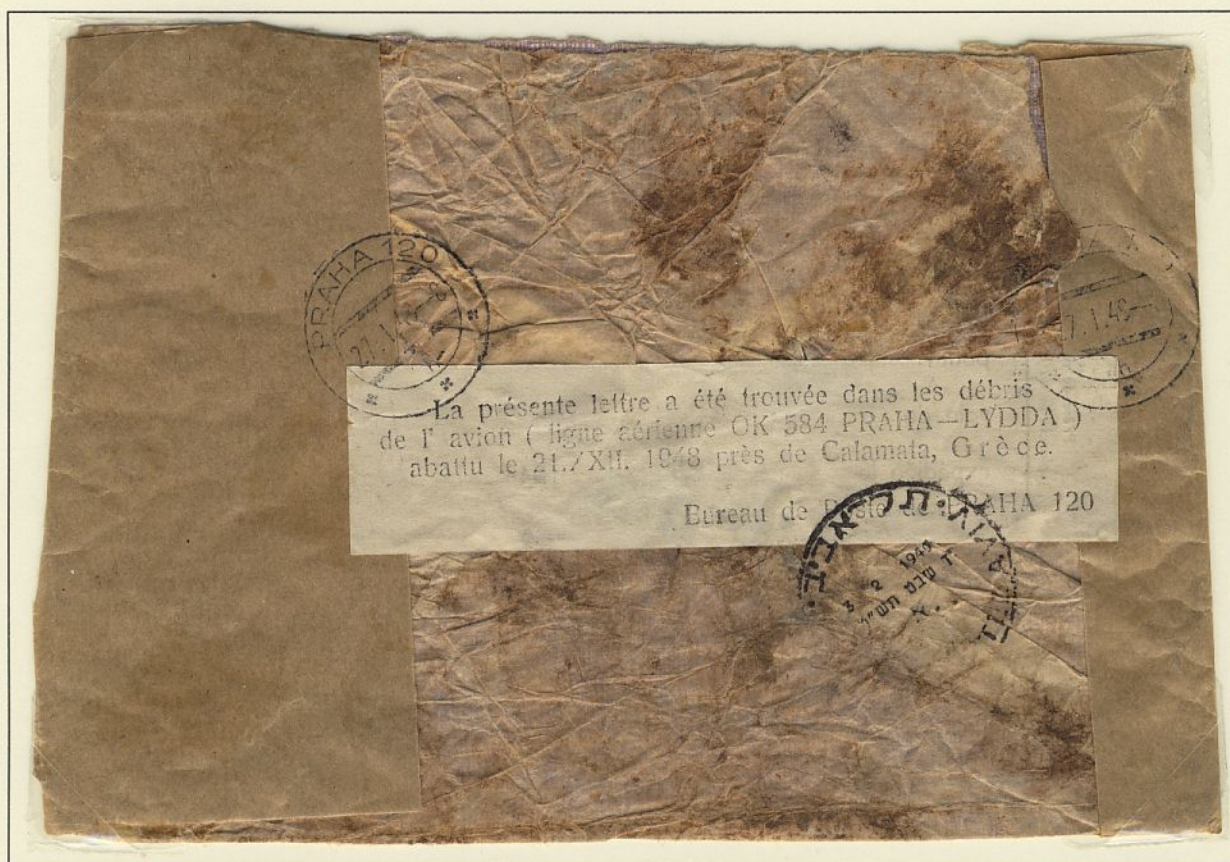
Cover sent from Drammen to Trondheim. Postmarked "DRAMMEN 10 20 1948". Stamp floated off. Cachet in black colour "Post fra «Bukken Bruse»" (Mail from «Bukken Bruse»). On reverse re-sealed with official seal ("Postoblat") and three additional strikes of the cachet.

Most of the mail was rescued, taken to Trondheim post office and dried. According to postal circular No. 79 of 20 October 1948, the following mail was lost: "One bag of letters from Bergen to Trondheim, a similar one from Oslo to Kristiansund N (transit), one from Oslo to Sunnmøre S, and another from Oslo to Trondheim.". The salvaged mail was given a cachet in black at Trondheim post office: "Mail from «Bukken Bruse»".

1948

23 killed when Czech DC-3 crashes in Greece due to insurgents' action

21 December 1948 – A Douglas Dakota DC-3 registered OK-WDN of Ceskoslovenske Statni Aerolinie (C.S.A.) en route Prague – Rome – Athens – Lydda (Israel), crashed in the Taigetos mountains near Calamata and Pilos in south-western Greece. Since liberation from Nazi Germany, Greek Communist partisans had attempted to overthrow the pro-western royalist government by open rebellion, and in December 1948, fierce battles were raging all over Greece. The rebels were supported by Yugoslav air drops, mainly at night, using flares for lighting and navigational guiding. OK-WDN took off from Rome in horrendous weather conditions. As the plane neared Greece, the weather forced the pilot to deviate from the planned route, and after a while he lost his whereabouts. Greek air controllers remained silent to his Mayday, believing that the aircraft from communist Czechoslovakia was intending to drop weapons to the local communist insurgents. The partisans, hearing the Dakota in the skies above them, assumed that the flight was intended for them, hurried to light flares signalling the landing area for parachutes on a ridge which they controlled. The pilot mistook the flares for an air strip which he could use for emergency landing. As he descended, a hill suddenly rose up in front of him, he could not climb in time and crashed into the slope. All four crew and the 19 passengers were killed.



Cover from Bergen, Norway to Tel Aviv, Palestina. Postmarked "BERGEN 18 12 48". Label affixed "La présente lettre a été trouvée dans les débris / de l'avion (ligne aérienne OK 584 PRAHA-LYDDA) / abattu le 21./XII./ 1948 près de Calamata, Grèce. / Bureau de Poste de PRAHA 120". The label is tied by postmark "PRAHA 120 27.1.49" and receiving postmark "Tel Aviv 3 2 1949".

Very little mail survived. The salvaged mail was returned to Prague where the Post Office re-sealed the damaged items and added a label in French tied by postmarks dated 27.1.49. The label text translates to: "This letter was found in the wreckage of the aircraft (airline OK 584 PRAHA-LYDDA) which was brought down on the 21st December 1948 near Calamata, Greece. Prague Post Office 120". As described above, the assumption that the plane was brought down is not correct.

1949

"Torlak Viking" disappears near the Swedish coast; all on board killed

8 February 1949, a Vickers Viking 1B airplane belonging to Det Danske Luftfartselskab, flying from Madrid to Copenhagen, encountered bad weather when approaching Kastrup. After an attempt to make an instrument landing it disappeared. A few days later the wreck was found near the Swedish coast. All 28 people on board were killed.


Beskadiget ved "Torlak Vikings"
flyveuheld den 8'februar 1949.

OMKARTERINGSPØSTKONTORET
KØBENHAVN V



Soiled cover from Spain to Copenhagen, postmarked "7 FE ??". Forwarded to addressee in glassine ambulance envelope "Herein an item which was damaged during conveyance", together with mimeographed label. The Danish text on the label translates to: "Damaged in "Torlak Vikings" air accident on 8 February 1949. Exchange Post Office Copenhagen V". Both label and ambulance envelope are postmarked "KØBENHAVN Omk. 25.2.49".

Heri en under Postbesørgelsen beskadiget Forsendelse

ANTONIO MUÑOZ MUÑOZ
EXPORTACION

María de Molina, 1
VALENCIA

DINAMARCA.

POR AVION



Messrs.

E. Ohlhues,

Soendre Fasanvej 93.

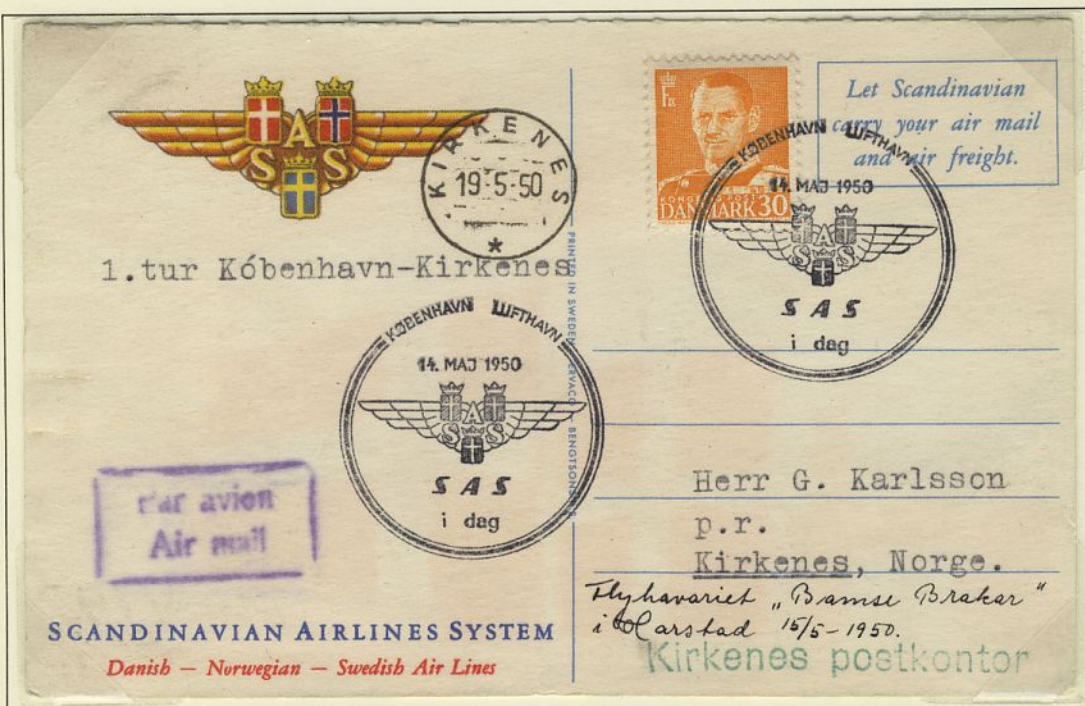
COPENHAGEN, F.

but

1950

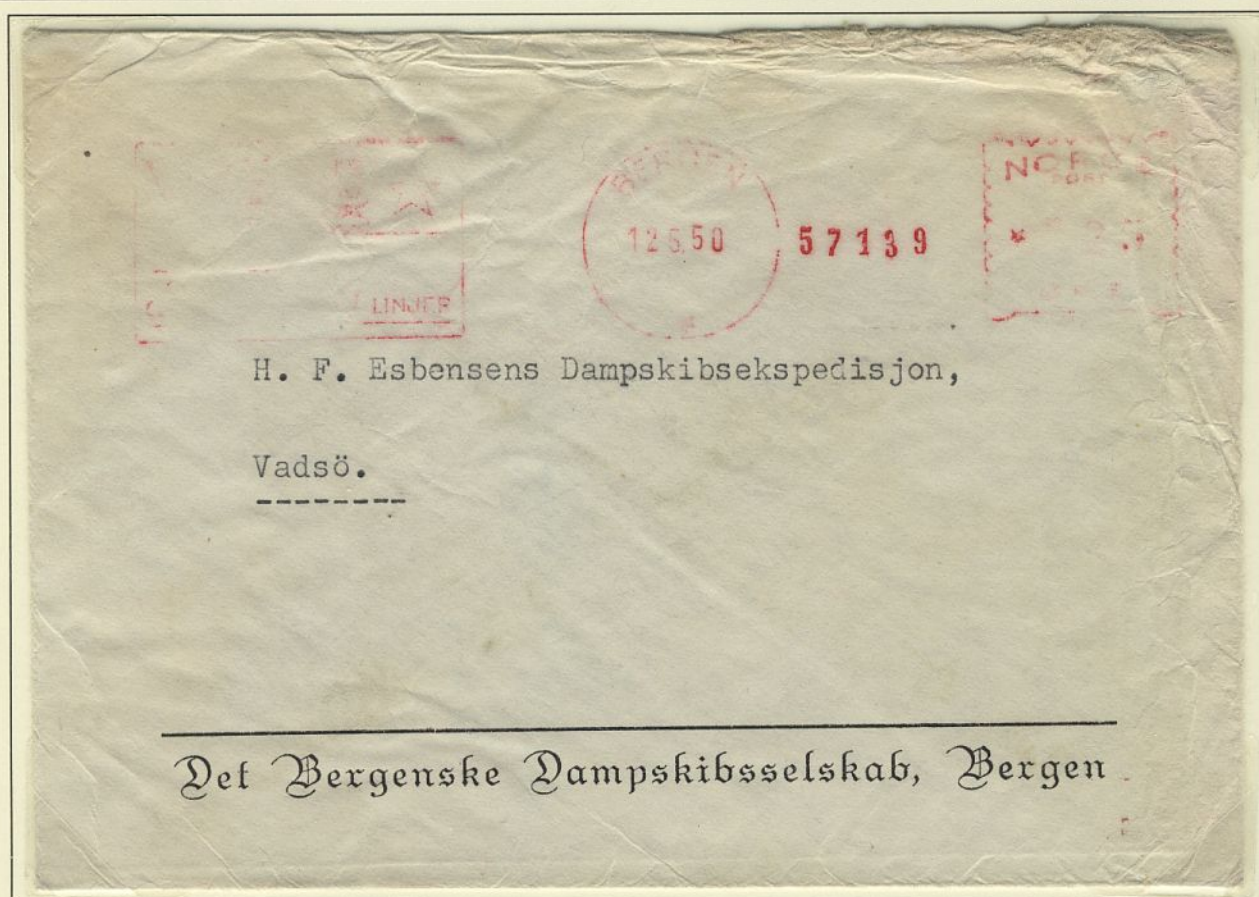
No fatalities when "Bamse Brakar" crashes in Harstad

Accidents continued to dog the Sandringhams in Norway. On 15 May 1950 it reached the LN-IAU "Bamse Brakar". On the first northwards trip of the year "Bamse Brakar" crashed at 15.30 just after leaving Harstad. Both of the port engines cut out just as the plane was a few metres off the water. It tilted to port and lost height, the wing tip and the floats hitting the sea first. Both floats and the wing were torn off and the plane sank. Fortunately, this happened slowly, so everyone managed to evacuate and were quickly picked up by a rescue boat.



Left: Philatelic postcard from Copenhagen, Denmark to Kirkenes, Norway. Postmarked "KØBENHAVNS LUFTHAVN 14 MAJ 1950". The post office in Kirkenes applied a green one-line cachet "Kirkenes postkontor" and a manuscript explanation "Flyhavariet „Bamse Brakar“ i Harstad 15/5-1950", which translates to Aircraft accident in Harstad 15 May 1950. Receiving postmark "KIRKENES 19-5-50".

Below: Cover postmarked "BERGEN 12.5.50" to Vadsö. Damaged by immersion in water, but as usual no markings for mail to other destinations than Kirkenes.



Like the other Sandringhams, "Bamse Brakar" carried mail. There were no service during the winter, and as this was the first trip of the year, there were quite a lot of philatelic mail in addition to regular commercial mail. Some of the mailbags floated to the surface shortly after the accident, and much of the rest was saved when the wreckage later was lifted to the surface using a large crane. Only three mail bags for Troms and Finnmark were lost.

1952

KLM's DC-6 from South Africa hits a tree and crashes in Frankfurt

22 March 1952 – KLM's route from Johannesburg for Amsterdam was serviced by Douglas DC-6 "Konigin Juliana". The plane landed at Rome at 06.38 and took off again for Frankfurt. 10 crew members and 37 passengers were on board. The plane was seen at Neu-Isenburg at an altitude of 60 metres and a short time before landing it hit a tree. It broke a wing and crashed in a fir wood where it caught fire. There were only two survivors. A part of the mail and 500 kg of gold were recovered from the wreckage.



Cover from Italy to Oslo, Norway, postmarked "ROMA FERROVIA 21 -3. 52". Damaged in the crash and forwarded to the addressee together with an explanatory slip: "Vedlagte sending er blitt skadet ved nedstyrtningen av fly / K1-592 ved Frankfurt a/M den 22/3-52. / Oslo Ank. utland". The Norwegian text translates to "Enclosed item has been damaged in the aircraft crash at Frankfurt, Main on 22 March 1952. Oslo Foreign mail arrival post office". The addressee has noted on the slip that the item was received on 27 March. **The Norwegian slip is not recorded by Nierinck.**

Vedlagte sending er blitt skadet ved nedstyrtningen av fly
K1-592 ved Frankfurt a/M den 22/3-52.

Oslo Ank. utland

Ankommet
Oslo Sparebank 27/3 52

Best'adiget ved flyveuheldet
ved Frankfurt (Main) den 22.marts
1952.
OMKARTERINGSPOSTKONTORET,
KØBENHAVN V.

Holmens Kanal 42,
Copenhagen K.,
Denmark.

VIA AIR MAIL



921bne2101 191ibskæd næslegresd120q rebnu n9 i951

Cover from Rio de Janeiro, Brazil to Denmark. Damaged in the crash and forwarded to the addressee in an ambulance envelope "Heri en under postbesørgelsen beskadiget forsendelse", which translates to "Herein an item which was damaged during the mail transport".

Danish slip type 2 (differs from the slip recorded by Nierinck) was attached to the reverse of the ambulance envelope:

"Beskadiget ved flyveuheldet / ved Frankfurt (Main) den 22.marts / 1952. /

OMKARTERINGS KONTORET, / KØBENHAVN V."

The text translates to "Damaged in the aircraft accident at Frankfurt (Main) on 22 March 1952. Exchange Post Office, Copenhagen V.

Beskadiget ved flyveuheldet ved
Frankfurt (Main) den 22.marts
1952.

OMKARTERINGSPOSTKONTORET,
KØBENHAVN V.

Cover from Italy to Denmark, postmarked "ROME 21 III 1952". Damaged in the crash and forwarded to the addressee in an ambulance envelope "Heri en under postbesørgelsen beskadiget forsendelse", which translates to "Herein an item which was damaged in the mail transport". Danish explanatory slip: "Beskadiget ved flyveuheldet ved / Frankfurt (Main) den 22.marts / 1952. / OMKARTERINGSKONTORET, / KØBENHAVN V.", the text translates to "Damaged in the aircraft accident at Frankfurt (Main) on 22 March 1952. Exchange Post Office, Copenhagen V.". This variety of the slip is not recorded by Nierinck.

Fru Schrecker Line Haark
% Dr Thygesen; Leese
Vesterbrogade 66
Copenhagen V.
Danimarke.



1954

Philippine DC-6 from Manila crashes in Rome, 16 deaths

14 January 1954 – Philippine Airlines PI-C-294 DC-6 “Cloud Master” in the Manila – London route took off from Beirut. Approaching Rome, both engines on the right side were burning and it was impossible to reach Ciampini airport. It tried a forced landing in a field but it exploded 20 metres above the ground. All 16 persons on board were killed in the accident.

Bifogade försändelse har skadats
vid flygolycka i Rom, Italien, den 14.1.
1954.
Postdirektionen, Malmö
den 28 januari 1954.

Cover from the Philippines to Stockholm, Sweden, postmarked “MANILA JAN 14 1954”. Cachet in black applied in Italy: “Corrispondenza recuperata in seguito / incidente aereo del 14 GEN 1954”, which translates to “Recovered mail from the aircraft incident 14 January 1954”. Forwarded to addressee in ambulance envelope “Inneliggande försändelse har ingått hit i skadat skick.” (This item arrived herein damaged condition), and postmarked “POSTDIREKTIONEN SO 28 1 54”. A Swedish slip was enclosed, and the text translates to “Enclosed item was damaged in the aircraft accident in Rome, Italy on 14.1.1954. Post Management, Malmö, 28 January 1954.”.

This explanatory slip from Sweden is not recorded by Nierinck.

Inneliggande försändelse har ingått hit
i skadat skick.

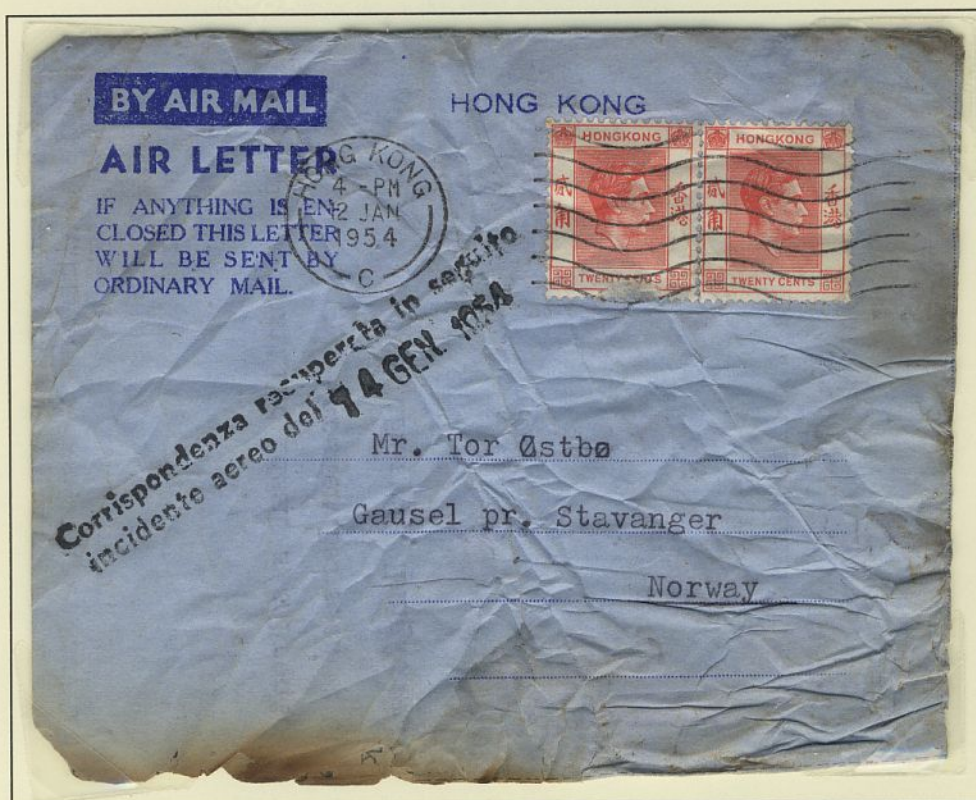
NT CO., LTD.
Port Area
1596
planes



VIA AIR MAIL

A. B. Electrolux
Stockholm, Sweden

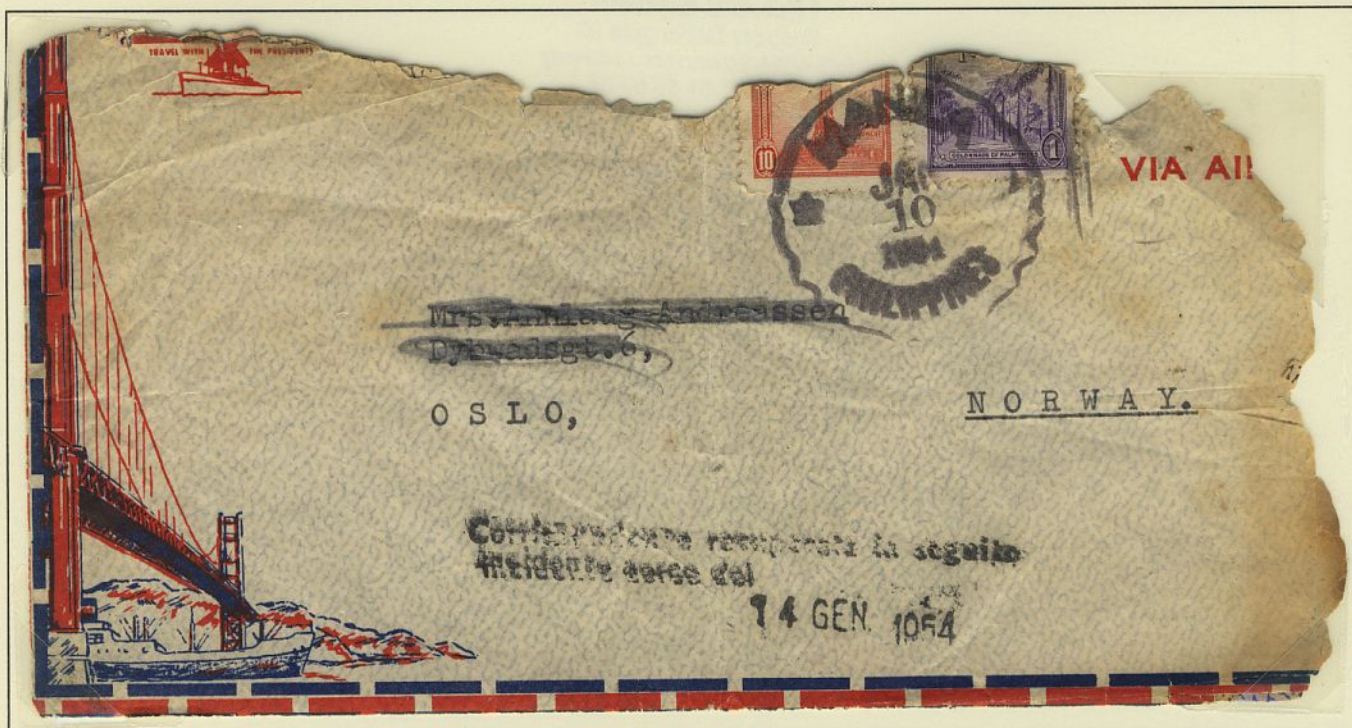
Corrispondenza recuperata in seguito
incidento aereo del 14 GEN. 1954



Cover from Hong Kong to Stavanger, Norway, postmarked "HONG KONG C 12 JAN 1954". Cachet in black applied in Italy: "Corrispondenza recuperata in seguito / incidente aereo del 14 GEN 1954", which translates to "Recovered mail from the aircraft incident 14 January 1954". Forwarded to addressee with Norwegian slip type 1: "Vedlagte brev, mottatt fra Milano i dag, ble skadd ved / P.A.L. flyets nedstyrting ved Rom den 14/1 1954. / Oslo postkontor / avd. for reisetjenesten, den 4. februar 1954.", the text translates to "Enclosed item, received from Milan today, was damaged due to the P.A.L. aircraft crash in Rome on 14.1.1954. Oslo post office, department for travelling post offices, 4 February 1954". Explanatory slips from Norway are not recorded by Nierinck.

Vedlagte brev, mottatt fra Milano i dag, ble skadd ved
P.A.L. flyets nedstyrting ved Rom den 14/1 1954.

Oslo postkontor
avd. for reisetjenesten, den 4. februar 1954.



Salvaged mails reached Norway on 4 and 10 February. Cover to Oslo postmarked "MANILA PHILIPPINES JAN 10 1954". Forwarded to addressee with Norwegian slip type 2, the text translates to: "Damaged air mail. Enclosed item which was transported by an air plane belonging to Philippine airlines has been damaged when this air plane perished outside Rome on 14 January this year. Parts of the mails were salvaged and has been forwarded through Royal Mail of England. Oslo post office, 10 February 1954". Explanatory slips from Norway are not recorded by Nierinck.

Skadet flypost.

- /. Vedliggende brev som var sendt med et fly tilhørende Philippine Airlines er blitt skadet da dette flyet forulykket utenfor Roma den 14. januar d.å.

En del av posten ble reddet og er sendt frem gjennom det engelske postverket.

O s l o postkontor, 10. februar 1954.

1954

33 die as B.O.A.C.'s plane from Sydney for U.K. crashes in Singapore

British airline B.O.A.C. operated a route between Australia and U.K. using Lockheed 749 Constellation aircraft. On 13 March 1954 during landing at Singapore, the "Belfast" coming from Sydney, Darwin and Jakarta crashed on the landing strip of Kallang airport and caught fire. 32 passengers and one crew member were killed. A large part of the mail was recovered and a cachet was applied in Singapore.



Cover from Australia to Norway, postmarked "SYDNEY 12 MCH 1954". Red boxed cachet: "SALVAGED MAIL / AIRCRAFT CRASH / SINGAPORE 13.3.1954". Forwarded to the addressee with an explanatory slip from the Oslo post office.

./.
Vedlagte sending er blitt skadet ved flyulykke på
Singapore flyplass den 13/3.54.

Oslo postkontor
Reiseavdelingen

Explanatory slip in Norwegian, the text translates to "Enclosed item was damaged in an aeroplane accident at Singapore airfield on 13 March 1954. Oslo post office, Traveling p.o. dept.". Explanatory slips from Norway are not recorded by Nierinck.

1956

DC-3 from Nice to Paris hits pylon at Lyon

The Douglas DC-3 belonging to Air France, registered F-BCYX, in the Nice to Paris route, took off from Nice on 27 January 1956, and arrived at Nice in very heavy fog. At the Bron airport (Nice) it hit a pylon and missed the landing strip. It crashed and caught fire. The three crew members were killed. Some of the mail was recovered.

KUNGL.
GENERALPOSTSTYRELSEN
REKLAMATIONSKONTORET

Stockholm den 11 februari 1956

Till Nordisk Transport & Spedition AB
Box 32

Dnr Fb R 36/56

Anhålls att i svarsskrivelse ovan-
stående diarienummer anges.

GÖTEBORG 1

Bifogade försändelse har översänts av franska postförvaltningen till generalpoststyrelsen jämte meddelande, att inneliggande försändelse skadats i samband med brand i ett flygplan, som stör-
tat natten mellan den 27 och 28 januari 1956 vid Saint Priest (Isère) i Frankrike.



POSTES
TÉLÉGRAPHES
TÉLÉPHONES



COMMERCIAL DE FRANCE

Succursale Anonyme au Capital de 5.000.000.000 de Francs

SUCCURSALE DE FRANCE
11, Rue



*spärrt och
station*

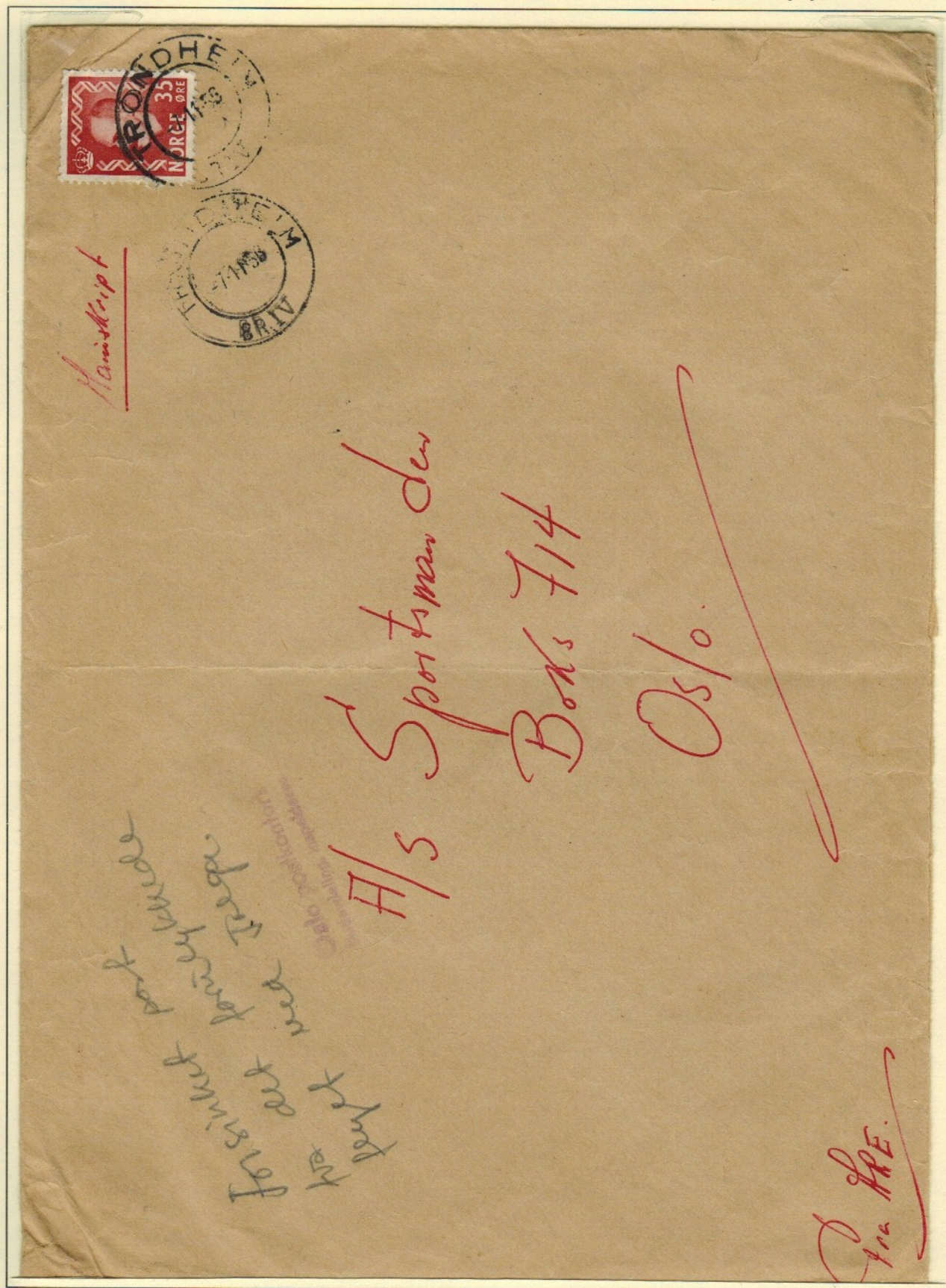
frakto

Cover postmarked "MARSEILLES 27 1 1956" to Gothenburg, Sweden. French violet cachet "Courier détériore / Avion accidenté" (Item damaged, aircraft accident). Forwarded to addressee in Service cover "LYON-GARE 2-2 1956" together with explanation note from Sweden Post Complaint Office.

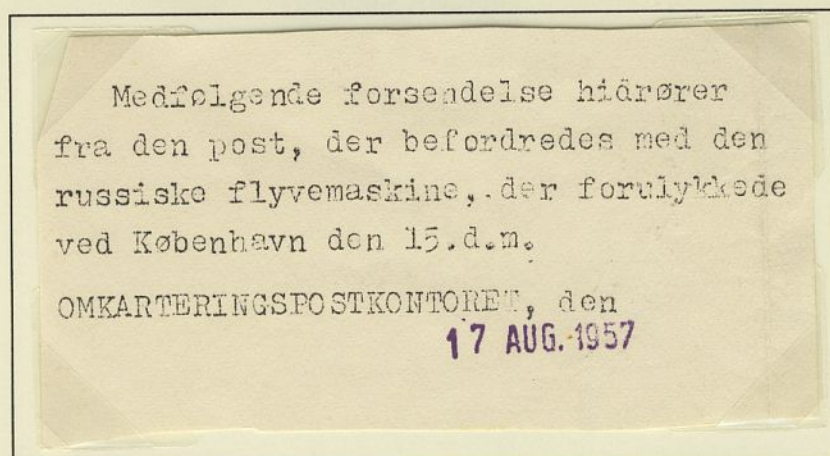
1956

Two die as Braathens SAFE's Heron "Lars" crashes at Hummelfjell

7 November 1906, en route from Trondheim towards Oslo, Braathens SAFE de Havilland Heron crashed into the mountain Hummelfjell in Tolga, Norway. Rapidly accelerating atmospheric icing combined with downdraft caused the accident. The aircraft's captain was killed in the impact and a passenger died shortly afterwards. Ten people survived the crash, and amongst the survivors was Rolf Kirkvaag, at the time Norway's most popular radio host.



Cover from "TRONDHEIM BR.IV - 7 11 56" to Oslo. Manuscript "Forsinket post fra det forulykkede flyet ved Tolga" (Delayed mail from the crashed aircraft at Tolga) and violet P.O. cachet "Oslo postkontor Budavdeling Inspektoren". The mail onboard was delayed, but not damaged in the crash. Mail from this accident is not recorded by Nierinck.



Postcard from Kaunas, Soviet Union (today in Lithuania) to Store Heddinge (near Roskilde), Denmark. Postmarked "KAUNAS 10 8 57". Forwarded to addressee in ambulance envelope "Heri en under postbesørgelsen beskadiget forsendelse" (Herein a postal item which was damaged during conveyance), with enclosed mimeographed slip (type 2, differs from the slip recorded by Nierinck): "Medfølgende forsendelse hidrører / fra den post, der befordredes med den / russiske flyvemaskine, der forulykkede / ved København den 15. d.m. / OMKARTERINGSKONTORET, den / 17 AUG. 1957" (Enclosed item originates from the mail being conveyed by the Russian aeroplane, which crashed at Copenhagen on the 15th instant. Exchange Post Office, 17 August 1957.).



1963

Icelandic aeroplane crashes at Nesöya, Norway

A Vickers Viscount "Hrimfaxi" belonging to Flugfélag Islands (Icelandair), registered TF-ISU, serviced a route on Reykjavik - Kastrup via Bergen and Oslo. On 14 April 1963, at 13.28 it came in for landing at Fornebu, Oslo from Kastrup and crashed in a residential area at Nesöya just 6 km west of the Oslo runway 06. All on board were killed, eight passengers and a crew of four. No-one on the ground was injured. It is possible that the accident was caused by ice formed on the stabilizer or that the propellers went over to ground fine pitch (a special ultrafine pitch available after landing to increase drag on aircraft that do not have the thrust-reversing capability). The Commission considered that the latter hypothesis was slightly more probable than the former.



Air letter from U.K. to Iceland, postmarked "GOUDHURST CRANBROOK KENT 12 AP 63". Forwarded to addressee with explanation slip: "Meðfylgjandi sending bjargaðist úr flugvélinni, / sem fórst við Oslo hinn 14. þ.m. / Póststofan í Reykjavík." (Enclosed item was recovered from the aeroplane which crashed at Oslo on the 14th instant. Reykjavik Post Office.). **Mail from this accident is not recorded by Nierinck.**

Meðfylgjandi sending bjargaðist úr flugvélinni,
sem fórst við Oslo hinn 14. þ.m.

Póststofan í Reykjavík.

1965

Danish Air Force C-54D bound for Greenland ditches in Kattegat

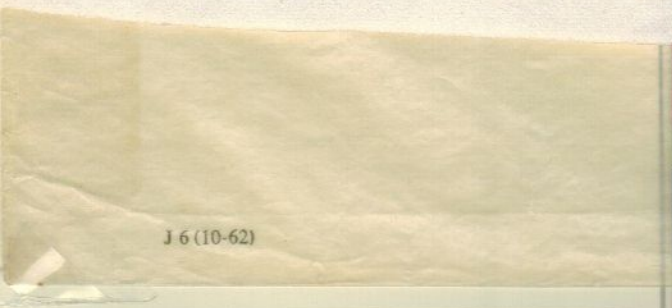
The Danish Air Force lost one of their Douglas C-54Ds on 8 November 1965. The aircraft left Denmark bound for Greenland, but all four engines failed and the plane ditched in Kattegat (the strait between Denmark and Sweden), north of Hesselö. A passing fishing boat saved the six crew members and 14 passengers but the airplane sank.

Soiled cover addressed to Scoresbysund in eastern Greenland. Forwarded to addressee in ambulance envelope "Herein a postal item which was damaged during conveyance", with enclosed slip – the Danish text translates to "Enclosed item(s) has been transported by the airplane which crashed on 8 November 1965. GREENLAND POST."



./. Vedlagte brevfor sendelse(r) har været befordret med fly, der er havareret den 8. november 1965.

GRØNLANDS POSTVÆSEN



Salvaged mail was forwarded to the addressees by Greenland Post.

Only three covers are recorded from this accident.

Mail from this accident is not recorded by Nierinck.

1969

15 dies as SAS "Sverre Viking" plunges into the Santa Monica Bay

13 January 1969 – the Scandinavian Airlines System's DC-8 "Sverre Viking" operated the route from Copenhagen to Los Angeles. The aircraft was on approach to the airport when it crashed into Santa Monica Bay six miles short of the runway. The fuselage broke into three pieces, one of which floated for 20 hours. Lack of crew coordination and inadequate monitoring of aircraft position resulted into the unplanned descent into the water. 15 of the 45 people on board died in the accident

Newspaper wrapper with remnants of the Dutch newspaper 'De Telegraaf', addressed to Los Angeles and with illegible meter mark from the Netherlands.

Forwarded to the addressee with an explanatory slip from the Los Angeles Post Office. Mail from this accident is not recorded by the American Air Mail Catalogue, and the slip is unrecorded by Nierinck.



UNITED STATES POST OFFICE
Los Angeles, California 90052

JED

Dear Patron:

The enclosed mailing piece was recovered by a Postal Inspector following a crash of an aircraft into the sea.

The damage or delay of your mail is regretted.

POSTMASTER

1970 SAS DC-8 "Anund Viking" destroyed by fire in Rome, all on board survive

A Douglas DC-8 "Anund Viking" belonging to S.A.S., registered SE-DBE, operated a route between Japan and Scandinavia. On 19 April 1970, after having stopped at Manila, Bangkok and Rome, when taking off from Fiumicino, Rome, the airplane caught fire due to an explosion in engine number 1. The cause for the accident was that a blade from a fan in the engine loosened, hit the ground and thereafter damaged one of the fuel tanks. The aircraft was completely destroyed in the fire that followed. Luckily there were no fatalities.

Bifogade försändelse har tyvärr skadats, då ett SAS-plan
den 19 april 1970 brann upp på flygplatsen i Rom.

Postens Reklamationskontor

Charred postcard postmarked "BANGKOK 17.4.70" and addressed to Sweden. Forwarded to addressee with apology slip "Bifogade försändelse har tyvärr skadats, då ett SAS-plan / den 19 april 1970 brann upp på flygplatsen i Rom. / Postens Reklamationskontor" (Enclosed item was unfortunately damaged when a SAS aircraft was destroyed by fire at the Rome airport on 19 April 1970. Post Office Claims Department.)



1973

“Reidar Viking” slides off the runway and into the sea, no fatalities

On the evening of 30 January 1973, SAS’s new DC-9 “Reidar Viking” was taking off from Fornebu, Oslo on its way to northern Norway. Just a third away on the runway, an alarm sounded, indicating not enough lift for take-off. The captain slammed on the brakes, but the ground was too icy and “Reidar Viking” slid off the end of the runway and 20 metres out to sea. The ice on the fjord supported the plane for several minutes before giving way. The plane sank in 10 metres of water, but not before the 33 people on board had managed to don lifebelts. All were rescued unhurt.

The plane, SK 370 bound from Oslo to Tromsø and Alta carried 1207 kg mail destined for Troms and Finnmark counties. Some of the mail was saved in the following 24 hours, and the rest was retrieved on 4 February when the plane was raised and hauled ashore.

The mail was partly dried off at Oslo airport post office, and then despatched to the original sorting offices.

Registered cover postmarked “OSLO SENTRUM 30-1-73”, addressed to Tromsø. The stamps and registration label are floated off, and are partly re-attached using self adhesive tape.

On reverse manuscript annotation “brevet var med / under flyhavariet” (the letter took part in the aircraft accident), illegible signature (presumably by a Tromsø postal clerk) and postmark “TROMSØ 5-2-73”.

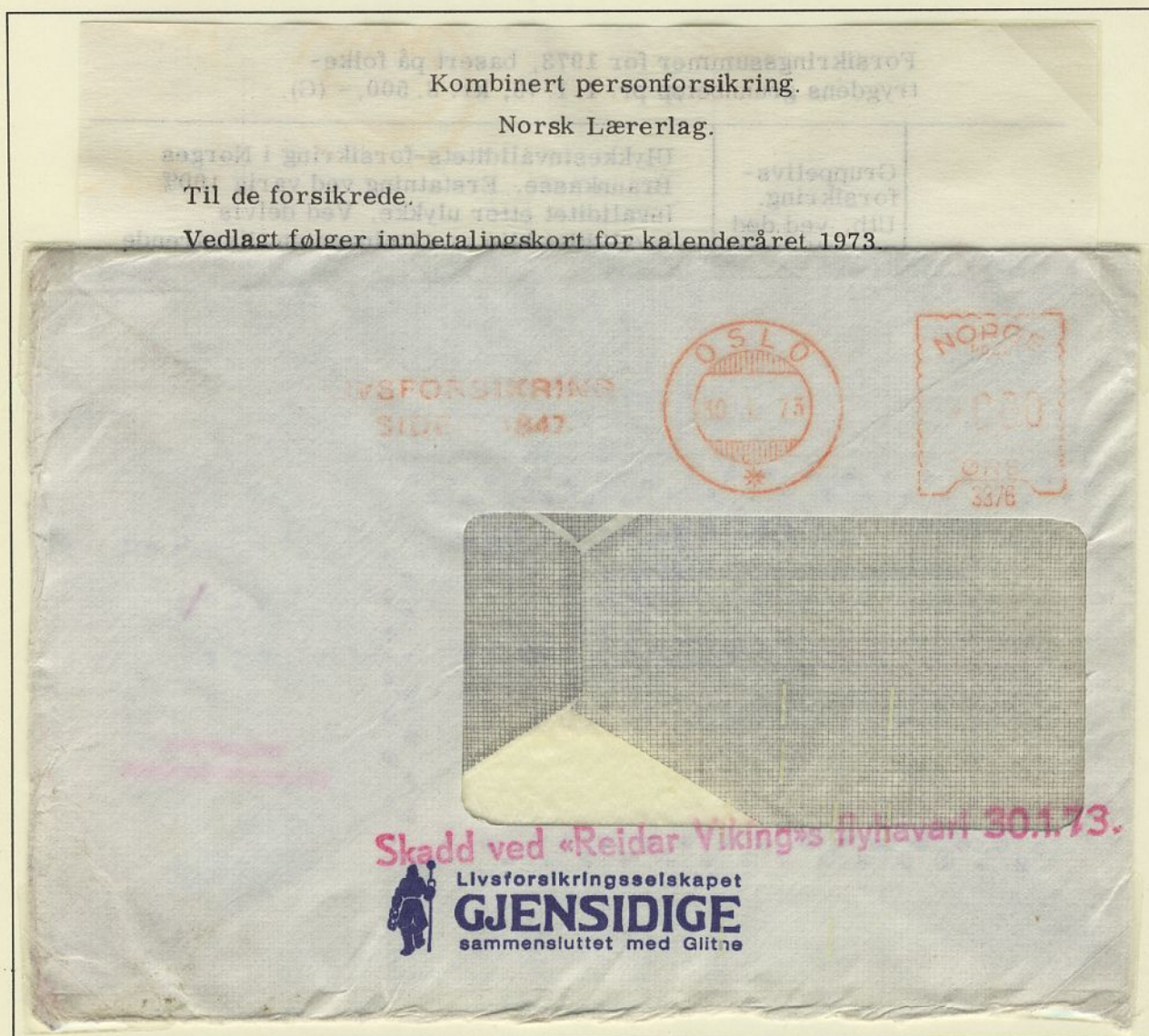


1973

“Reidar Viking” slides off the runway and into the sea, no fatalities (cont.)

Recovered mail destined for Finnmark arrived at the Tromsø post office earlier than the mail for Tromsø. The transit mail was forwarded without any further treatment in Tromsø.

Mail for Tromsø was delivered to the addressees as soon as it had been dried at the post office. The bulk of this mail was delivered without any special notices. Some of the mail was more severely damaged by water, and had to be forwarded under service cover. Due to the large amount of damaged mail, a special cachet was produced locally, and applied to mail which were forwarded under service cover.

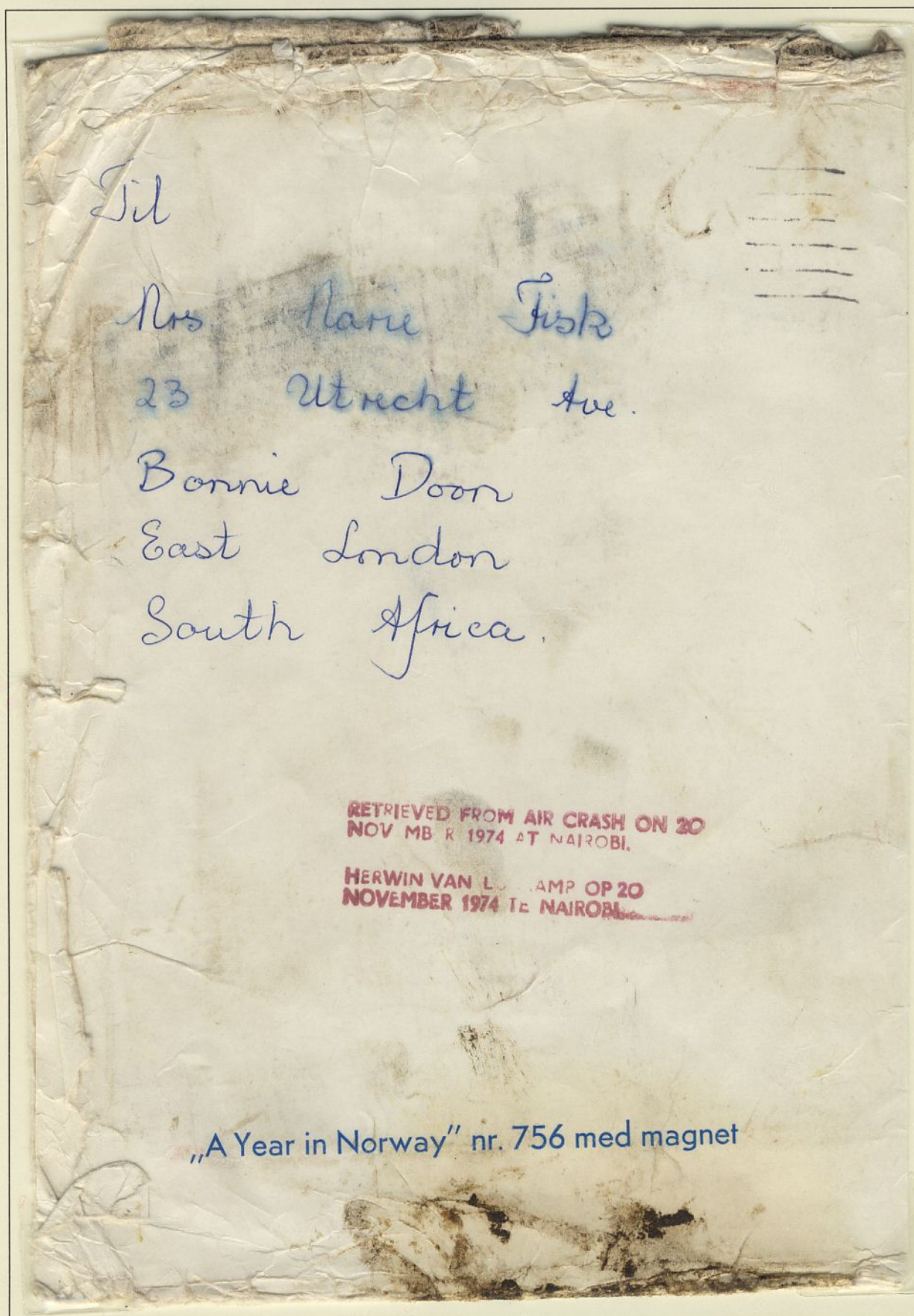


Cover postmarked “OSLO 30-1-73” and damaged by water. It bears the red cachet “Skadd ved «Reidar Viking»s flyhavari 30.1.73” which was applied in Tromsø.

1974

59 killed in Nairobi when Lufthansa Jumbo Jet crashes at take-off

20 November 1974 – Lufthansa's Boeing 747 "Hessen" was flying Frankfurt – Johannesburg. It crashed and caught fire at take-off when leaving the Nairobi airport. 59 people on board died, A part of the mail was recovered.



Cover from Nesttun, Norway to East London, South Africa, postmarked "NESTTUN 18. 11. 74". Damaged and dirtied in the crash. Red-violet bi-lingual cachet (English and Afrikaans): "RETRIEVED FROM AIR CRASH ON 20 / NOVEMBER 1974 AT NAIROBI. / HERWIN VAN LUGRAMP OP 20 / NOVEMBER 1974 TE NAIROBI".

Incidents on Land

1888-1925

Shelved in Buenos Aires for 37 years

The reason for undelivered mail being tucked away for nearly 37 years at the Norwegian Legation in Buenos Aires, Argentina is not known. The fact that a special label was produced indicates that the amount of mail involved must have been significant.



Letter sent from "STAVANGER 26 6 1888", addresses to the Captain of the brig "Gloria", c/o Norwegian and Swedish Consulate in Montevideo, Uruguay. Received in Uruguay "MONTEVIDEO 23 JULIO 88". Forwarded to Buenos Aires, Argentina, postmarks "MONTEVIDEO 15 OC 88" and "BUENOS AIRES 16 OC 88", where it obviously failed to reach the Captain.

Label "Brevet har henligget ved Den norske Legasjon i Buenos Aires. Oslo Postkontor, mai 1925." (The letter has been shelved at the Norwegian Legation in Buenos Aires. Oslo post office, May 1925.). On reverse receiving postmark "STAVANGER 18 V 25", and manuscript in Norwegian "Received after 37 years of wandering".

1879, 1905

Norwegian postmen were stealing mail

An employee of Norway Post was caught stealing letters in 1879. The extent of his crime must have been fairly substantial, causing a special label to be prepared. The pink label translates to "Found in arrested postal clerical officer Gulbrandsen's possession and handed out from Christiansand Police Department at the conclusion of the interrogation in June, 1879."

Forefundet i arresteret Postfuldmægtig Gulbrandsens Besiddelse og udleveret fra Christianssands Politikammer ved Forhørets Slutning Juni 1879.

Til
Den Norske Regjerings Post-Departement
af Biff 966
79
København
Kristiania

Letter from HEGGEBOSTAD 28 2 1879, transit postmark LYNGDAL 2 3 1879 and addressed to Kristiania. Stamp removed at lower left. Pink label affixed on front: "Forefundet i arresteret Postfuldmægtig Gulbrandsens Besiddelse og ud-/ leveret fra Chistianssands Politikam-/ mer ved Forhørets Slutning Juni 1879".

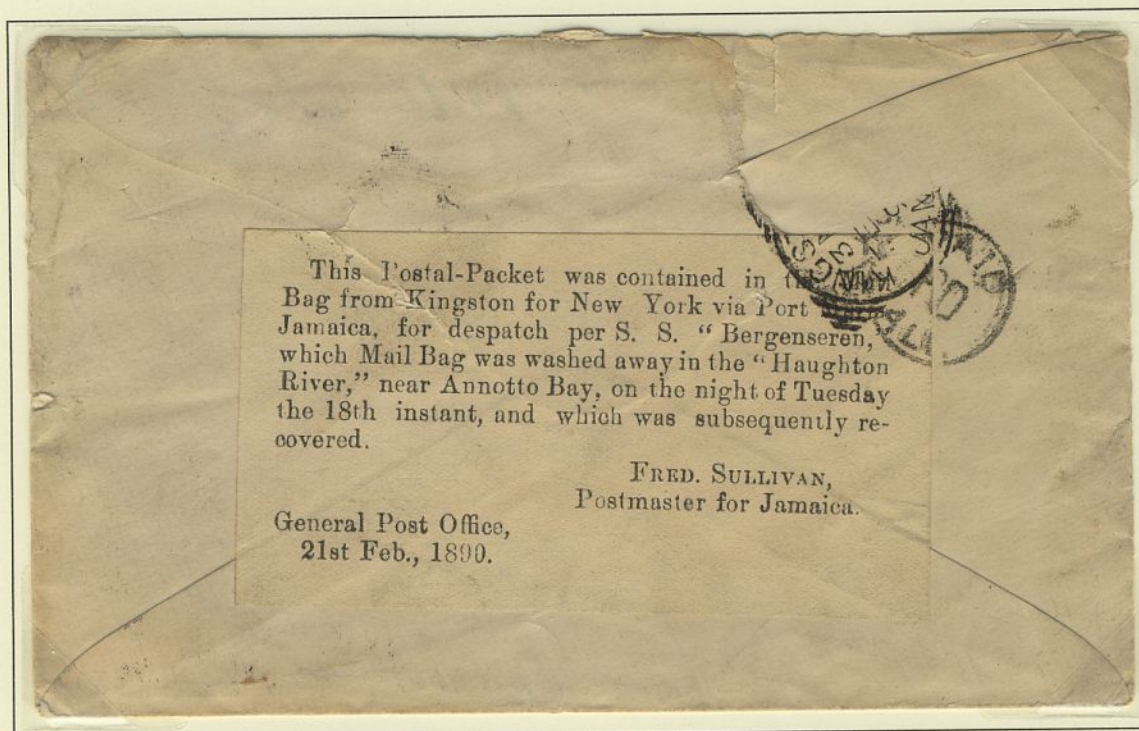
Brevet er forsinket
ved underslag
af en postfunktionær.

A similar crime was discovered in 1905. The extent of his crime too must have been fairly substantial, since a special cachet was prepared. The boxed cachet was applied in violet and translates to "The letter is delayed due to embezzlement by a postal clerk."

Letter from New York, N.Y., U.S.A. to Bergen, Norway, postmarked "New York, N.Y. JUL 11 1905". On reverse boxed cachet "Brevet er forsinket / ved underslag / af en postfunktionær.", transit postmark "KRISTIANA 17 IX 05" and arrival postmark "BERGEN 18 IX 05".

1890 Mule cart with mail for SS "Bergenseren" washed away in Jamaican river

18 February 1890: mail from Kingston, Jamaica for New York (including mail for onward dispatch) was transported by mule cart to Port Maria to connect with the 615-ton Norwegian-registered ship SS "Bergenseren". Port Maria was port of shipment for fruit and bauxite. The mule cart was travelling from Annotto Bay to Port Maria, and was washed away while crossing the Houghton River some four miles out of Annotto Bay. The mules were drowned, although the driver was saved; the mail was submerged for nearly 24 hours before being salvaged.



Cover postmarked "KINGSTON JAMAICA FE ??", addressed to New York City, U.S.A.. Manuscript annotation "Per Bergenseren". Stamps floated off, and boxed red cachet "JAMAICA PAID / 22 FEB 1890". Explanatory label on reverse.

The mail in question consisted of one bag containing 1000 letters and 35 letters for New York and onwards. Typically, the mail was posted at Kingston on 17-18 February. It suffered in the accident on the evening of the 18th, and was recovered late on the 19th. The printed explanatory label applied to covers is dated the 21st. Since stamps had often floated off, a small boxed red "JAMAICA PAID" handstamp was applied on the 22nd. After the covers had been dried, the labels were actually applied on 24 February, and are tied with the Kingston squared circle of that date. The about ten surviving covers from this accident are often mis-classified as shipwreck mail.



A major accident occurred on the Hamburg-Cologne line on 30 December, 1906. The accident happened at Ottersberg station, east of Bremen, and involved two trains both of which had originated in Hamburg. At 1 p.m. the Hamburg-Cologne express collided with a Hamburg-Bremen freight train loaded with livestock. There was thick fog at the time, and it is possible that the driver of the express never saw the signal light because of the fog. At least four officials were killed and a further eleven injured.



Postcard from "KJØBENHAVN 29.12.06.10-11F" addressed to Apeldoorn, the Netherlands. German boxed cachet in green was applied in Münster Westfalen: "Beschädigt beim Eisenbahnunglück bei Ottersberg (Hanvr.)", which translates to "Damaged in railway accident at Ottersberg (Hannover)".

Cachet (reduced):

**Beschädigt
beim Eisenbahnunglück
bei Ottersberg (Hanvr.)**



Heavily soiled cover from "KJØBENHAVN 29.12.06. 5-6¼F" and addressed to London.

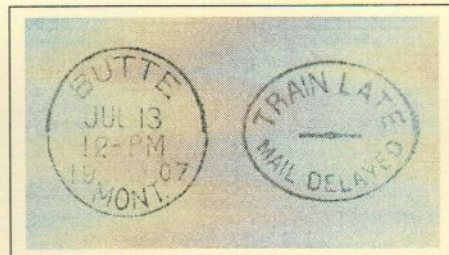
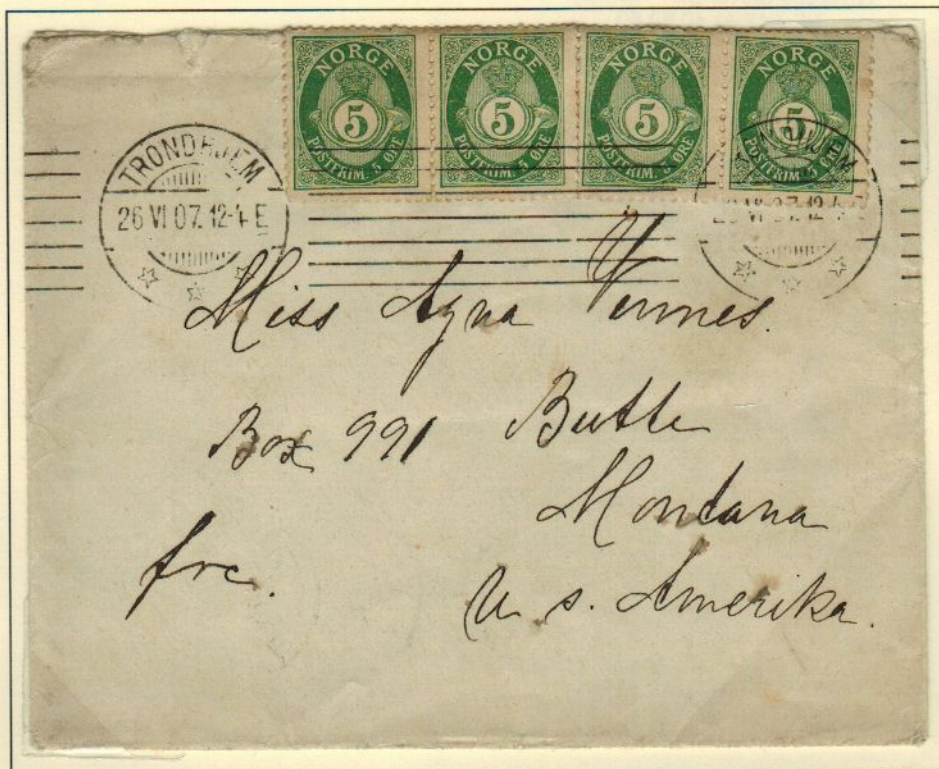
German three-line cachet in blue was applied in Hannover: "Beschädigt beim Eisenbahnunglück bei Ottersberg (Hann)", which translates to "Damaged in railway accident at Ottersberg (Hannover)".

Both locomotives, the postal car, luggage van and eight freight wagons were all destroyed by the collision, which also set the mail coach on fire. Salvaged covers are mostly in a particularly soiled and sorry state, with mud, oil and fire involved. While much recovered mail was delivered promptly, even on 31 December at Cologne, some took a long time to process. Several explanatory cachets and labels were used following the accident.

1907
1913

Train Late – Mail delayed in Butte, Montana Train Late – Mail delayed on the Bergen railway

Late trains were apparently so common in the United States that special machine cancels were prepared and applied on delayed mail. Similar markings are known from various cities in the period 1891-1914.



Copy of reverse.

Cover from "TRONDHEIM 26 VI 07", addressed to Butte, Montana, U.S.A. On reverse machine cancel "BUTTE MONT. JUL 13 1907, TRAIN LATE - MAIL DELAYED".

Snow sometimes caused delay to mail transport by railway in Norway. A severe blizzard closed the railway connection between Bergen and Kristiania for nearly two weeks in March, 1913. Consequently, mail was also much delayed.



Postcard from "FJØSANGER 10 III 13", addressed to Holstein, Germany. Three line cachet in violet "Forsendelsen forsinket p.g.a snehindring paa Bergensbanen" (The mail is delayed due to snow on the Bergen railway).

American mails for Germany and Scandinavian countries were successfully delivered to Le Havre aboard SS "La Lorraine" on 28 July 1910. A fire occurred in the mails on the Paris – Jeumont rail route at the Pont St. Maxence station, which is located some 62 km north of Paris.



Burnt postcard from "CHICAGO, ILL. JUL 19 1910" to Helsingborg, Sweden. Swedish label affixed which translates to "The postal item, which now has been forwarded from the French postal authorities, belongs to American mails which on the 29 July 1910 was exposed to fire accident on the Paris-Jeumont line. Stockholm 5 January 1911. Royal Swedish Mail claims office."



Cover from "NEW YORK, N.Y. JUL 20 1910" to Copenhagen. Danish label affixed which translates to "This postal item was damaged in a railway accident in France on 29 July, 1910. Copenhagen Letter Post Office". On reverse receiving postmark 28 Nov 1910.

The mails were much delayed, in some instances more than five months. The salvaged mail was forwarded bearing a wide range of cachets, labels and manuscript notes.

1916

English domestic mail erroneously directed to Bergen

Mail from United States of America destined for Norway was censored in London. By mistake the British domestic mail became mixed with the American mail.

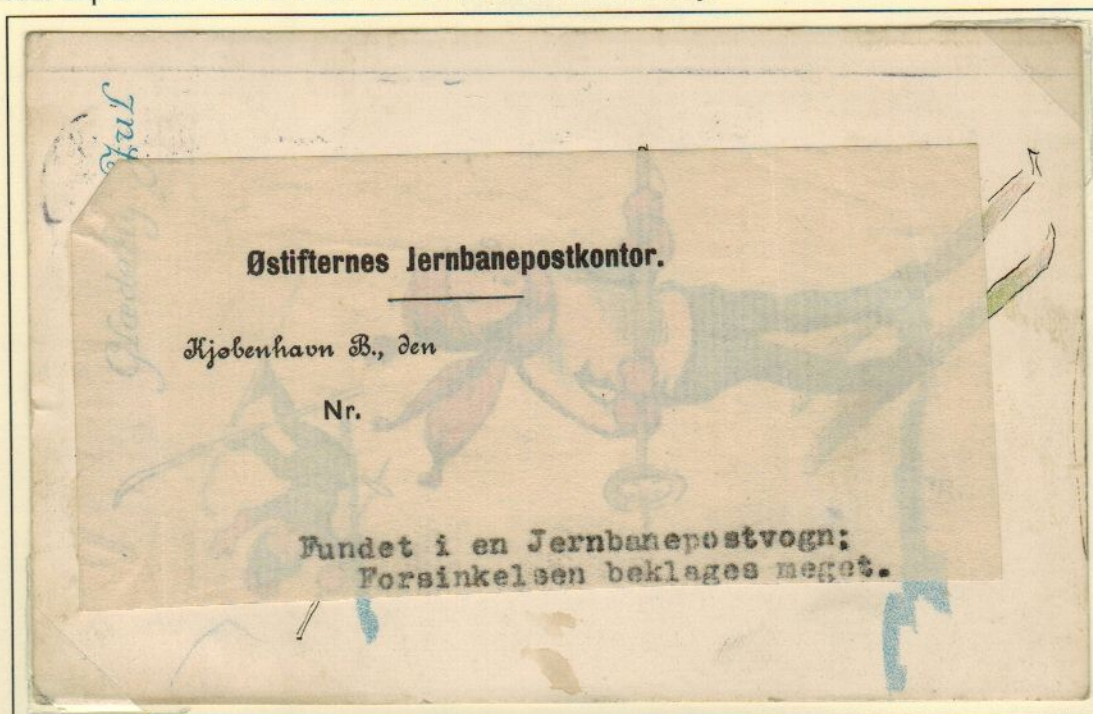


Domestic letter from Falmouth, England to London postmarked "FALMOUTH 23 NO 16". Opened by British censors, and re-sealing strip "OPENED BY CENSOR. 1253". Two-line cachet "Arrived at Bergen N 30.11. among the / censored american mail from London." and postmark "BERGEN 5 30 XI 16". Manuscript annotation "Received London 5 / 12 / 16".

1919
1928

**Tucked away in a railway mail car on Funen, Denmark
Received in bad condition at San Francisco, Cal.**

Sometimes pieces of mail get tucked away. This particular postcard disappeared in a railway mail car on the island of Funen, Denmark. Possibly this was not a recurring incident, since the railway post office had produced an undated excuse slip to be affixed to mail which was found after a delay.



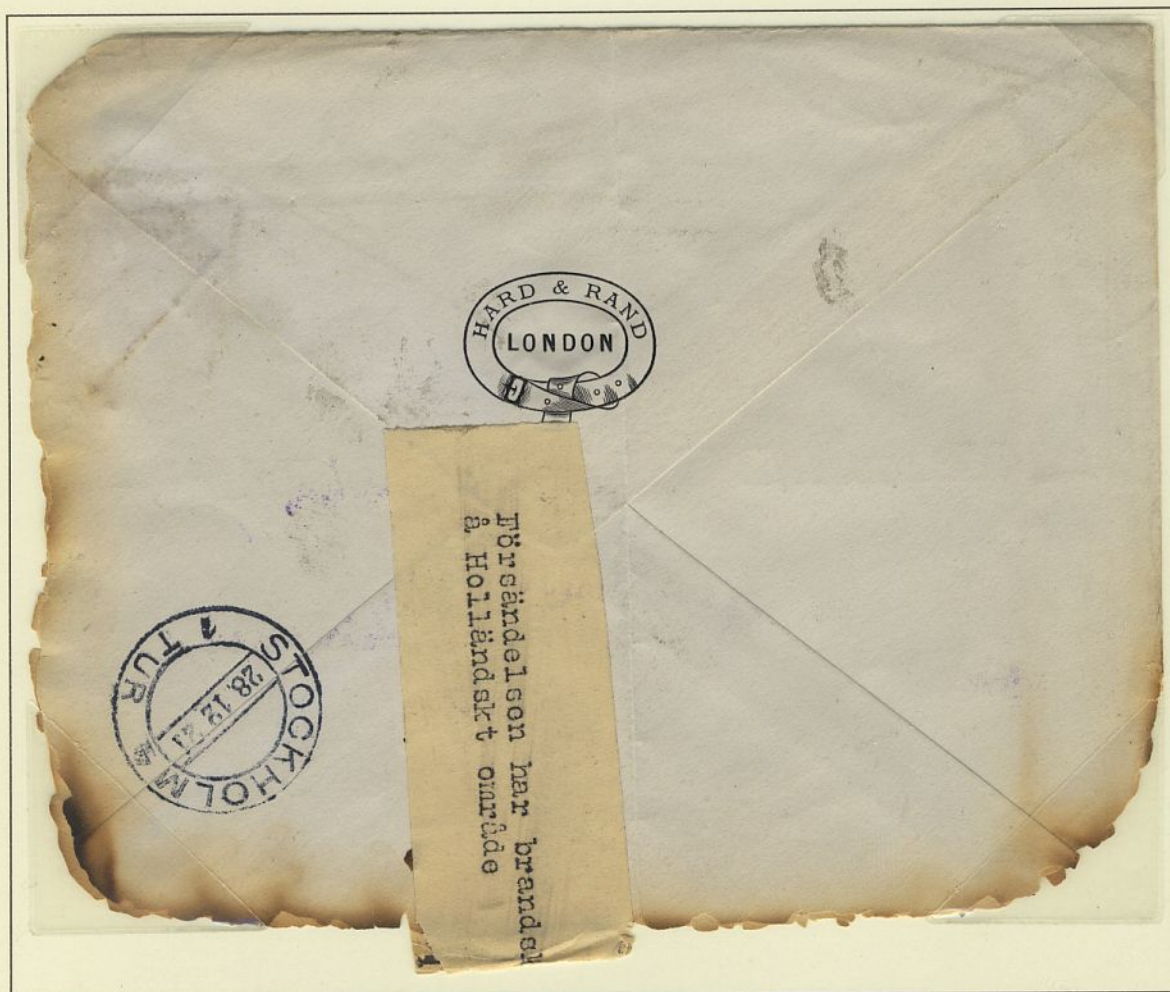
Danish Christmas card, sent from "HORSENS 23.12.19 9-12" and addressed to Røjle. Danish label affixed "Østifternes Jernbanepostkontor. Kjøbenhavn B, den Nr. Fundet i en Jernbanepostvogn: Forsinkelsen beklages meget.", which translates to "The Islands County Railway Post Office. Copenhagen B (undated). Found in a railway mail car: The delay is much regretted.".

The location of the fire which damaged mail to San Francisco in September 1920 is not known. Possibly it was a railway accident, and it is listed in Gwynn & Hoggarth "Railway Disaster Mail".



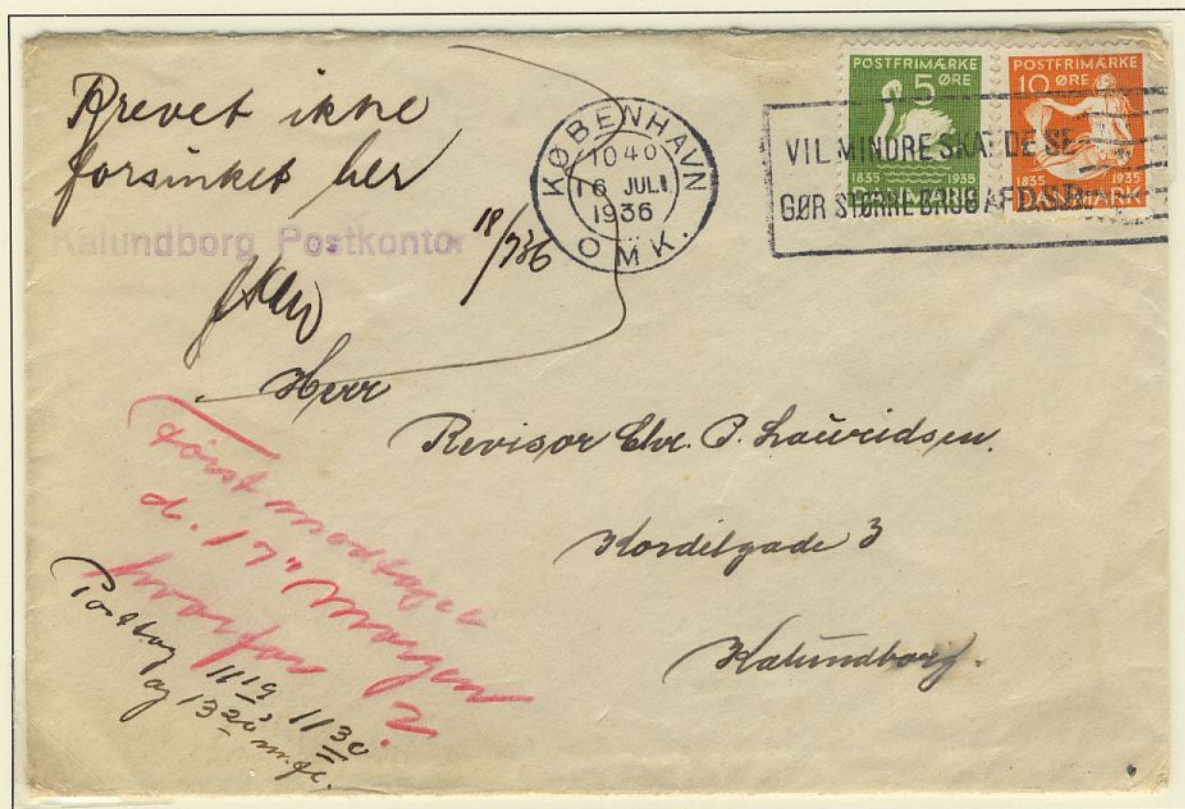
Letter from "ARENDAL 28.8.28" to San Francisco. Underpaid and postage due markings, but no trace of dues paid. Heavily charred by fire, and two-line cachet in violet "Received in bad condition at / SAN FRANCISCO CAL".

There was a fire in the mail van on the Dutch train D 71 from Vlissingen (Flushing) to Berlin between the stations of Vegel and Uden on Sunday morning 18 December 1921. The train was stopped at Uden and the fire extinguished. The van contained mails from America (per SS George Washington and possibly others) and Great Britain for Germany and Scandinavia. The mail van was completely burnt out, and a large part of the mail was destroyed.



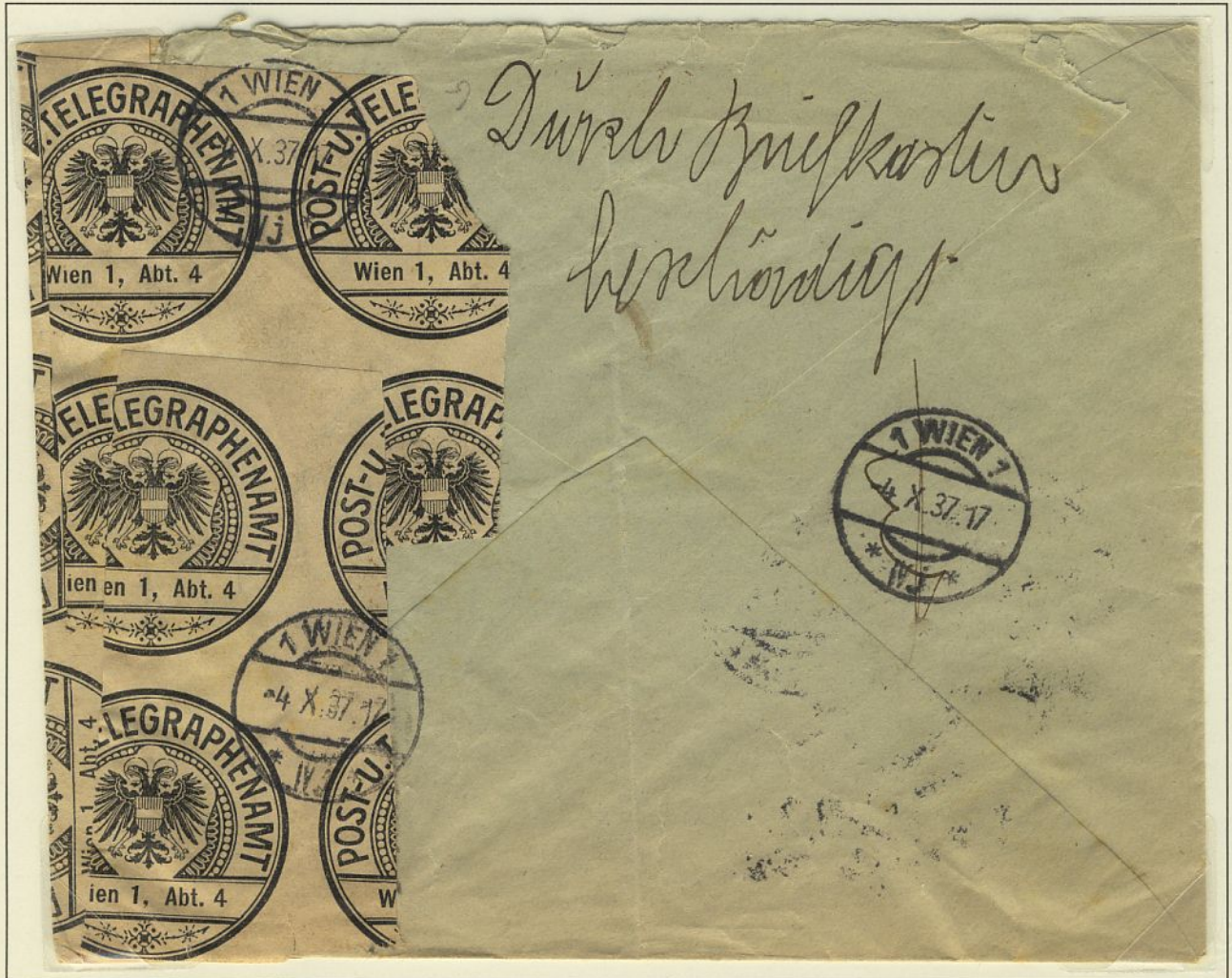
Letter from "LONDON F.S. DEC 17 1921" to Stockholm, Sweden. Burnt edges and sealed by the Swedish explanatory label which was folded over the burnt bottom edge of the cover: "Försändelsen har brandskadats / å Holländskt område" (The consignment was damaged on Dutch territory).

Mail delivery times have certainly been rather impressive compared to today's standards, as exemplified by this 1936 Danish domestic letter which was sent from Copenhagen to Kalundborg. Postmarked 1040 AM, it is fairly sure that everyone today would be pleased if the letter arrived on the next day. Not so here, when the addressee complains that it only arrived the next morning. Clearly it was expected to arrive on the day of mailing.



Letter from Copenhagen to Kalundborg, Denmark, postmarked "KØBENHAVN OMK. 1040 16 JULI 1936". The addressee complains about late delivery: "Først modtaget d. 17' morgen hvorfor?" (Only received 17th in the morning, why?) and "Posttog 11¹², 11³⁰ and 13²⁰ m.fl." (Mail trains 11¹², 11³⁰ and 13²⁰ etc.). The Kalundborg post office replies: "Brevet ikke forsinket her, 18/9 36" (The letter was not delayed here), and line cachet "Kalundborg Postkontor".

Mechanical mail handling is responsible for a lot of damage to mail. Continuous improvement of equipment has to some extent improved on the situation, although new inventions in mail handling also seem to have shortcomings.



Letter from Vienna, Austria to Copenhagen, Denmark. Postmarked "WIEN -4 X 37". The cover which had been ripped open at left was re-sealed with official Austrian Post and Telegraph labels. Manuscript "Durch Briefkasten / beschädigt" (Damaged in mailbox).

1940

The German invasion in Norway causes havoc in the postal system

Germany invaded Norway in the morning of 9 April 1940. Nearly all mail connections to and from foreign countries were immediately suspended. Mail connections between parts of the country were suspended for shorter or longer periods. Due to the very chaotic circumstances at the beginning of the war, some of the mail went astray – in particular mail from Northern Norway to Southern Norway. As the combat slackened, this mail surfaced.



Cover postmarked "MÅLØY -8 4 40", the day before the German invasion in Norway. Måløy is located north of Bergen on the west coast. Addressed to Oslo. The violet two-line cachet is believed to have been used in Oslo: "Funnet blandt post som er kom- / met tilrette etter krigshendingene." (Found among mail that has been detected after the war fighting.).

1941

Mail detained by allied forces at the Lofoten raids

Operation Claymore was a World War II raid on the Lofoten Islands, by the British Armed forces. It was carried out on 4 March 1941, by British Commando and Royal Naval units on the remote islands off the coast of Norway, just inside the Arctic Circle. The raid was conducted by an approximately 1,000 men strong force which made an unopposed landing and generally continued to meet no opposition. They achieved their objective of destroying fish oil factories and some 3,600 tonnes of oil and glycerine. Through naval gunfire and demolition parties, 18,000 tons of shipping were sunk and the boarding of the German armed trawler Krebs yielded a set of rotor wheels for an Enigma cypher machine and its code books. The British experienced only one accidental injury and returned with some 228 German prisoners (various), 314 loyal Norwegian volunteers and a number of Quisling collaborators.

Operation Anklet was a British Commando raid on 26th December, 1941 on the Lofoten Islands. The raid was conducted by 300 men to provide a diversion for the larger raid at Vågsøy Island, Operation Archery. The German garrison, amid Christmas celebrations, was easily overcome. The commandos disembarked after two peaceful days.

The British forces seized some mail during both Lofoten raids, and the mail was detained until the end of the war.



Christmas card sent as printed matter, postmarked "NARVIK 24.12.41", and addressed to Grimstad. Three-line cachet "HOLDT TILBAKE AV / ALLIERTE STYRKER / I 1941" (Detained by allied forces in 1941). British censorship and resealing tape "P.C.90 OPENED BY EXAMINER 2497".

1941, 1944

Held by the Office of Censorship

Most of the mail which came to the censorship office went through to the addressees, although some of it were subject to alterations like blocking or cutting out parts of the contents. A proportion of the mail was returned to the sender for various reasons. Then there is the third group – the censors kept the mail!

Air mail letter from Bergen 21.3.1941 to the undercover address P.O. Box 506, Lisbon, Portugal, probably intended for onward transport to England. The red boxed numbers are censorship markings from Munich, Germany. The cover has been slit open on reverse for censoring, but it has not been re-sealed, and it seems that it was confiscated by the censors.



Air mail letter sent from Sweden to U.S.A., postmarked "STOCKHOLM 25.11.44".

American censorship and re-sealing tape. Two-line cachet "THIS ARTICLE HAS BEEN HELD / BY THE OFFICE OF CENSORSHIP".

The letter was held until well after the end of the war – as evidenced by the receiving postmark on reverse "NEW YORK N.Y. SEP 12 1945".



During WWII, postal communication between Norway and Germany's enemy countries were suspended. Postal communications with non-enemy countries were in principle allowed. There were however a whole range of items on the list of items which were not allowed. This included picture postcards, use of invisible ink, secret writing, artificial languages, shorthand, etc. All sorts of code and secret messages were thus forbidden. All civil mail to and from foreign countries went through the censorship control in Oslo. There were four stages of the censorship: Stage 1 – sorting section, stage 2 – censorship section, stage 3 – special examination section and stage 4 – dispatch department. Most of the business and private mail went through stages 1, 2 and 4. Stage 3 consisted of a counter-espionage or special examination section which performed chemical-technical investigations on selected mail.



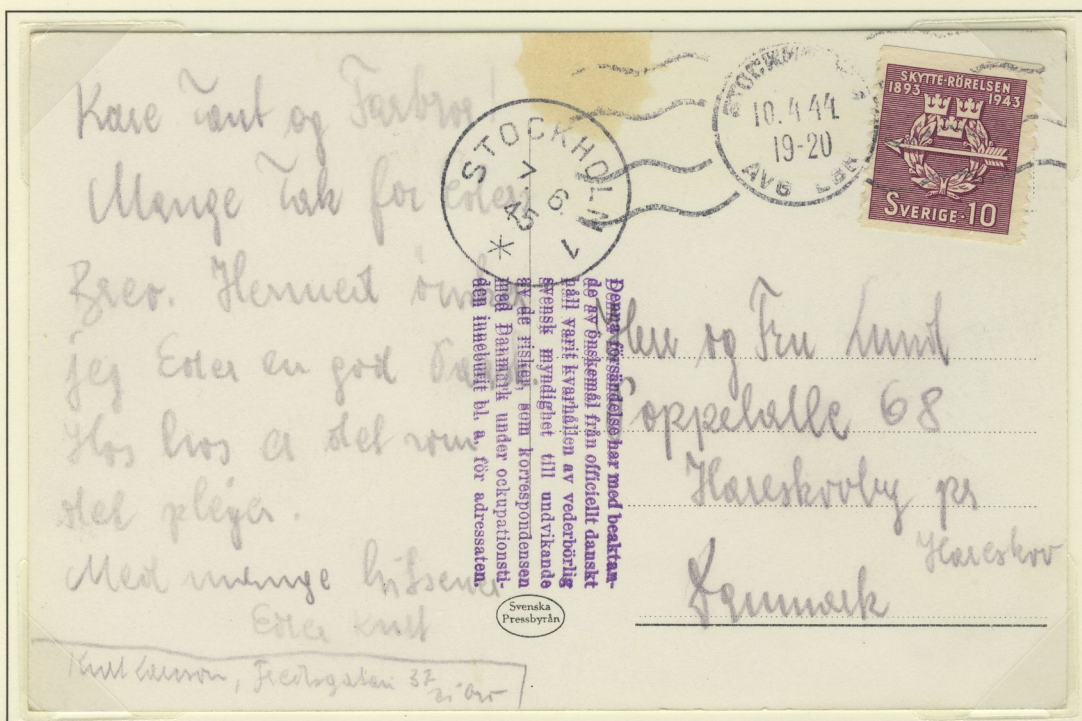
Cover postmarked "NORDSTRAND 30 VII 43" addressed to Fjellrup, Denmark. Printed label stitched to the cover: "Forsinket på grunn av frimerkenes / usedvanlige stilling.", translates to "Delayed due to the extraordinary position of the stamps". Censorship code 1 on reverse (manuscript "3"). Censorship code 2B "448/2" in the lower left corner, and the "/2" shows that the cover contained two sheets. The cover and contents were subjected to expanded censorship of level 3 in the counter-espionage department, as evidenced by the censorship code 6B "12/2/63" also lower left. The cover is re-sealed by strip type DO-52b and censorship cachet type DO-6.

One can only speculate why the position of the stamp was so important on this cover. Perhaps it was suspected that it represented some sort of hidden code or message?

1944

Held by Swedish authorities

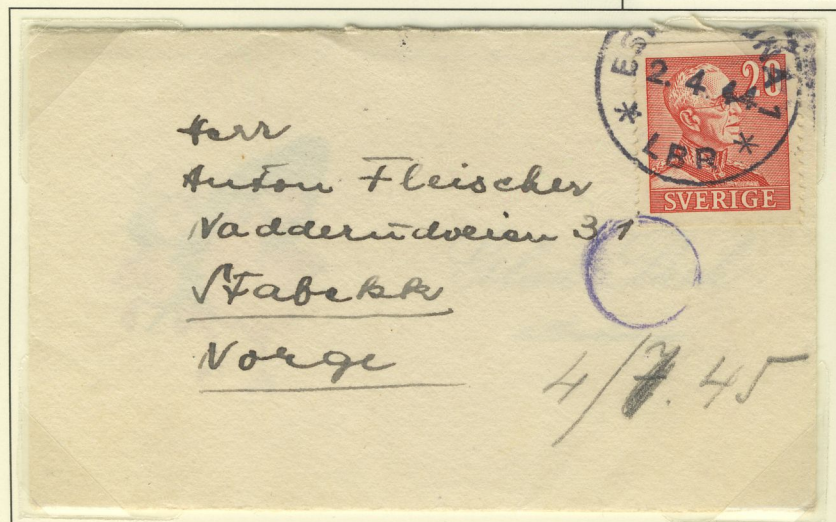
In some instances, mail from the neutral Sweden to occupied Denmark and Norway was intercepted and kept by the authorities. The reason being that Danish and Norwegian authorities feared that the correspondence with Sweden represented a risk to the addressees, and therefore asked Swedish authorities to keep said mail. Strangely enough, most of the withheld mail is Easter greetings from 1944. It was kept by the authorities until after the war.



Picture postcard with Easter greetings, postmarked "STOCKHOLM 10.4.44". Violet cachet with text that translates to: "This item has, on request from Danish officials, been held by responsible Swedish authorities as a counter-measure to the risks that the correspondence with Denmark during the occupation may represent among others for the addressee.". Released after the war, postmark "STOCKHOLM 7 6 45".

Label enclosed with below cover, the text translates to: "This item has, on request from Norwegian officials, been held by responsible Swedish authorities as a counter-measure to the risks that the correspondence with Norway during the occupation may represent among others for the addressee.".

Denna försändelse har med beaktande av önskemål från officiellt norskt håll varit kvarhållen av vederbörlig svensk myndighet till undvikande av de risker, som korrespondensen med Norge under ockupationstiden inneburit bl. a. för adressaten.



Letter from Sweden to Norway containing Easter greetings and questions as to why the previous letter has not been answered. Postmarked "ESKILSTUNA 2.4.44". Released after the war, on reverse postmark "STOCKHOLM 15.6.40". Violet dumb single ring cachet from the Norwegian post-war letter control office in Oslo.

After Finland had made peace with the USSR, the Germans planned to fall back to defense lines built and equipped in advance across Finnish Lapland (Operation Birke). During the operation, the Oberkommando der Wehrmacht ("High Command of the Armed Forces") gave an order to retreat directly to a new defense line in Lyngen, Norway instead. The Germans retreated using scorched earth tactics, and destroyed almost all buildings and all boats in Finnmark and northern parts of Troms, thus denying the enemy any facilities in the area. These same tactics had already been used in Finnish Lapland.



Value insured letter from "HAMMERFEST 20 10 44" to Storsandnes. Line cachet "RETUR / Kan ikke sendes fram" (Return, undeliverable), probably applied in Trondheim. Storsandnes was being evacuated, and Hammerfest was also evacuated before the letter could be returned.

Tromsø post office was the main transit location regarding mail to and from Finnmark and Troms during the evacuation. The mail connections with eastern Finnmark were getting increasingly difficult from July 1944, and ceased totally from early October. The last mail shipment to western Finnmark (both Hammerfest and Storsandnes are located in this area) was from Tromsø on 19 October 1944. Hammerfest post office was operating until 30 October 1944, and the evacuation mail from Hammerfest arrived in Tromsø on 5 November 1944. The main proportion of the mail was further transported to Trondheim.

The Danish resistance movement was very limited until the turning points of the war in 1942. From then on it expanded rapidly. Its main operations included industrial sabotage and railway sabotage to hinder troop movements from Norway. The general aim behind these actions – of whatever sort these were – was to reduce the usefulness of Denmark to the Germans as much as possible, and to tie down the greatest possible number of their forces. The sabotage caused more than 1,500 railway interruptions, with over 1,100 of these taking place in 1945. While the operations did have an impact on German troop movements, none of the delays had any influence on actual combats. German transport of troops and military equipment took priority over civilian traffic, resulting in that the sabotage aimed at hindering the Germans also impacted the regularity of mail transport by railway.



Sunday letter from "SKERN 3.3.45", sent to Copenhagen. Violet cachet, with text that translates to: "Not delivered on Sunday due to traffic interruptions. Købmagergades Post Office".

32 railway explosions were reported on Saturday 3 March 1945. Skern is located on Jutland where most of the sabotage took place. It is thus quite possible that the "traffic interruptions" were caused by sabotage on the Danish railway system.

Denmark introduced "Sunday letters" in 1929. In the major cities, letters could be delivered to the addressee on a Sunday for an additional 10 øre fee. It was required that such letters were crossed diagonally on the front, and they should bear the text "Søndagsbrev" (Sunday letter).

1944-1946

Postcard from Norway reaches Finland in its third attempt

During World War II the fate of Finland was unique among the belligerent nations. Finland fought three wars: the Winter War 1939-1940 alone against the Soviet Union, the Continuation War 1941-1944 with Germany against the Soviet Union, and the Lapland War 1944-1945 alone against Germany. The Moscow armistice was signed by Finland and the Soviet Union on 19 September 1944 ending the Continuation War, and Finland was then against Germany. Disruption of the postal connections between Finland and the occupied Norway was therefore a result of this armistice.



Postcard from Norway to Tampere, Finland, postmarked "GVARV 20.12.44". Boxed cachet "Retur Postsambandet brutt" (Retour, postal connection broken). New stamp affixed and attempted sent probably December 1945. Apparently the postcard was returned again, possibly the cachet from 1944 led to a misunderstanding, since the postal connections were restored after May 1945. Third stamp affixed and postmarked "GVARV 16.12.46", and sender's manuscript on the 1944 boxed cachet: "Dette var iffor" (This was last year). On reverse, sender has written in Norwegian "Hopefully this card will reach you in the third attempt.", also on reverse receiving postmark "TAMPERE 20.12." (illegible year).

1947

Delayed by a deceitful postman who was arrested for the crime

A substitute postman of Post Denmark was caught stealing mail in 1947. The extent of his crime was large enough for a special label and excuse letter to be prepared. The label translates to "Delayed by a deceitful substitute postman. Nørrebro Post Office.". The letter reads "Enclosed letter was opened and delayed by a deceitful substitute postman, who has been arrested. Please contact us if something of the content is missing."



Vedlagte Brev er aabnet og forsinket af et bedragerisk Ekstra-bud, der er arresteret. Saafremt der mangler noget i Brevet, bedes det meddelt hertil.

Nørrebro Postkontor
Jagtvej 70

17 SEP 1947

Frieder

Fra Alma Brix

Skollevangsgade 6⁴

1948

Brazilian mail arrives damaged in Denmark



GLOBUS REJSBUREAU A.S.
Agence Exprinter
Vesterbrogade 2 C

COPENHAGEN
DINAMARCA-Denmark



Heri en under Posthærgelsen beskadiget Forsendelse

IMPRESSOS REGISTRADA

106778
HOTEL GLORIA
RIO DE JANEIRO
BRASIL

Registered printed matter from
Brazil November 1948 to Copen-
hagen, Denmark. Violet cachet
"Indgaaet beskadiget / Vesterbro
Postkontor / Afd. for ank. Brevpost"
(Arrived damaged / Vesterbro Post
Office / Dept. for incoming letters).

1951

Fire in mail bag on the train from Denmark to Germany

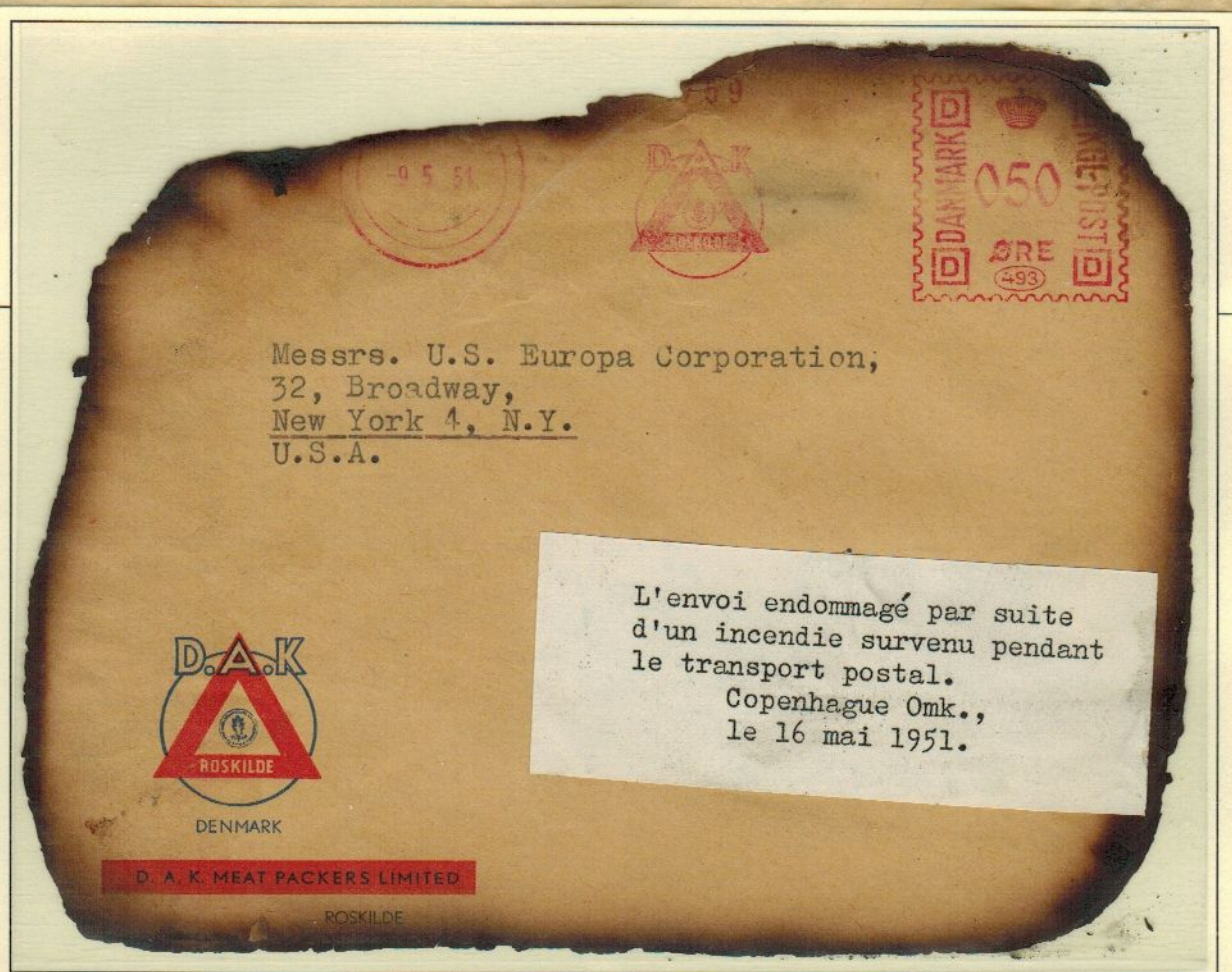
A mailbag was damaged by fire on the train from Denmark to Germany on Saturday 12 May 1951. Post office managers were sceptical to the train crew's explanation that a spark from the engine had ignited the mailbag through an open door. The mailbag had been thrown out, and the burnt remains were found in a slope next to the railway.

Heri en under Postbesørgelsen beskadiget Forsendelse



J 6 (6-48)

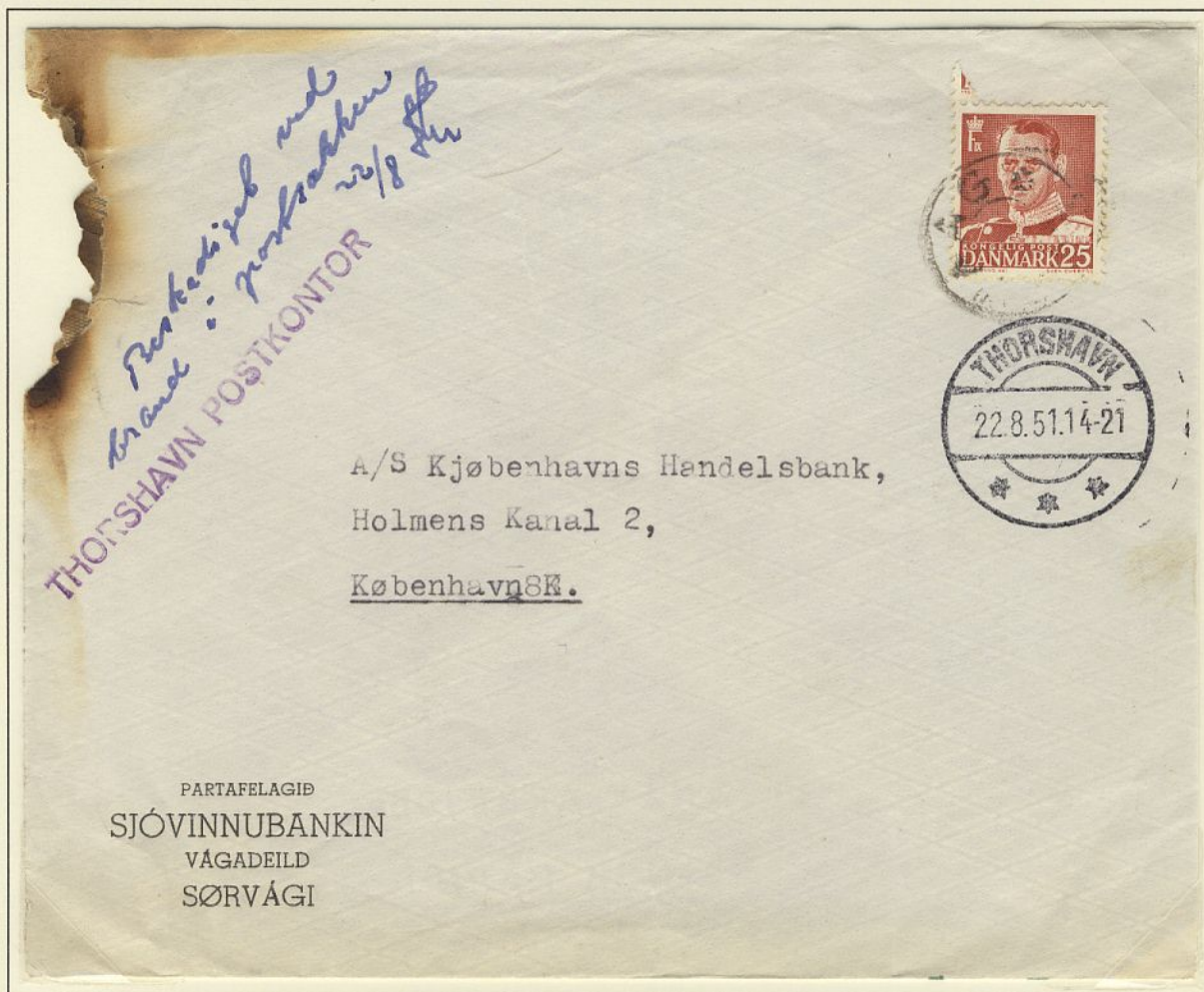
Cover from Roskilde 9 May 1951 to USA.. Badly damaged in the mailbag fire, and slip attached, which translates to: "This item was damaged due to a postal service mishap. Copenhagen Exchange Post Office, 16 May 1951". The only recored item from this accident, and mail from this accident is not recorded by Gwynn & Hoggarth.



1951
1956

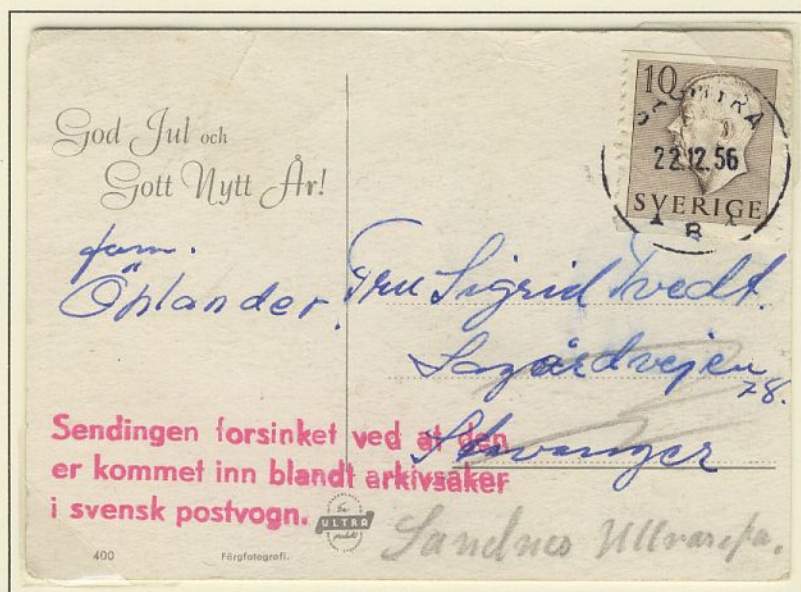
Fire in mail bag at Thorshavn PO, Faroe Islands Misplaced among archival records in Swedish mail car

22 August, 1951, postal service mishap at Thorshavn, Faroe Islands, when a mail bag caught fire.



Letter from "THORSHAVN 22.8.51" to Copenhagen, Denmark. Manuscript "Beskadiget ved brand i postsækken" (Damaged due to fire in the mail bag), handstamp "THORSHAVN POSTKONTOR", manuscript date 22/8 and initials.

1956/1957 – another postal service mishap – mail items were misplaced among archival records in Swedish mail car, presumably a railway mail car. The amount of misplaced mail was large enough for Norway Post to produce a three-line cachet to explain the delay.



1956 Christmas card from Sweden to Stavanger with Norwegian cachet describing the delay.

1953

Fire in Swedish railway mail van near Gistad

Express train #11 Stockholm – Malmö left Norrköping Central at 00.12 am on December 30, 1953. Since there was a lot of extra mail at the end of the year a luggage van had been transformed to a mail van and been coupled up in front of the mail van. When a mail clerk opened the door to the luggage van after Norsholm a fire was detected. The emergency brakes were pulled and the train stopped at Gistad where the fire brigade was called for so that they could extinguish the fire. The cause of the fire was probably overheating in the electric heating apparatus.



Domestic cover with postmark "STOCKHOLM 29 12 53", addressed to Linköping. Badly damaged in the mail van fire, and forwarded to the addressee in an ambulance envelope "Inneliggande försändelse har ingått hit i skadat skick.", which translates to "This item was received in damaged condition". A label in Swedish was enclosed: "Skadad vid brand / i postvagn den 30.12 / Postkontoret", the text translates to "Damaged in fire in mail van on 30 December. Post Office", the label is postmarked same day "LINKÖPING 30.12.53".

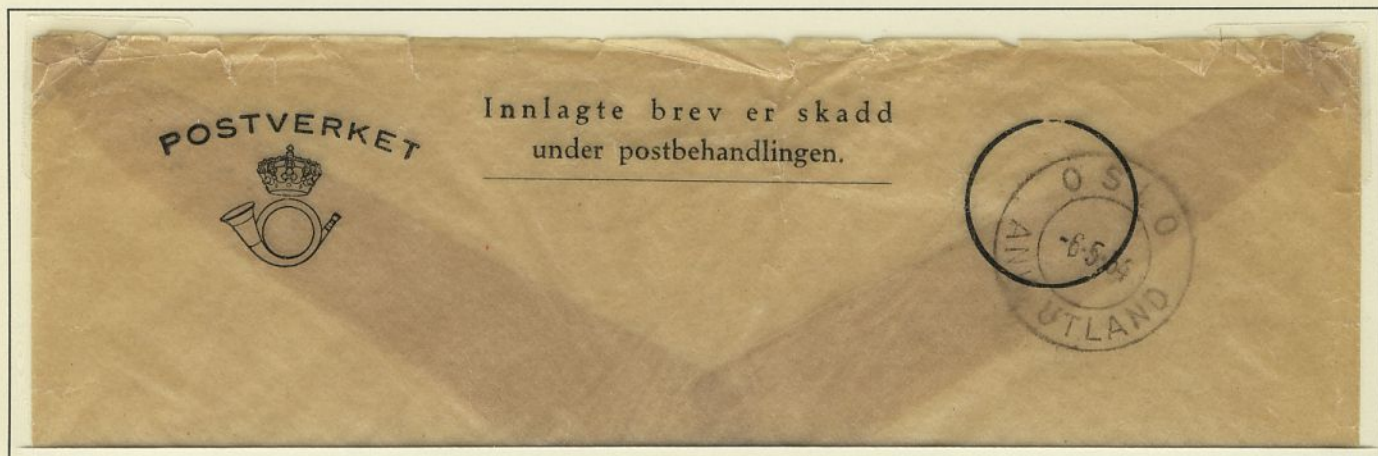


The van was badly damaged and according to Norrköpings newspapers most of the mail was destroyed. Also the bags, which the fire men had thrown out, were badly damaged. Östgöta korrespondenten says half of the mail was undamaged and could immediately be redistributed. Of the rest half was totally destroyed and half badly damaged. On the train was mail to all lines along the southern main line.

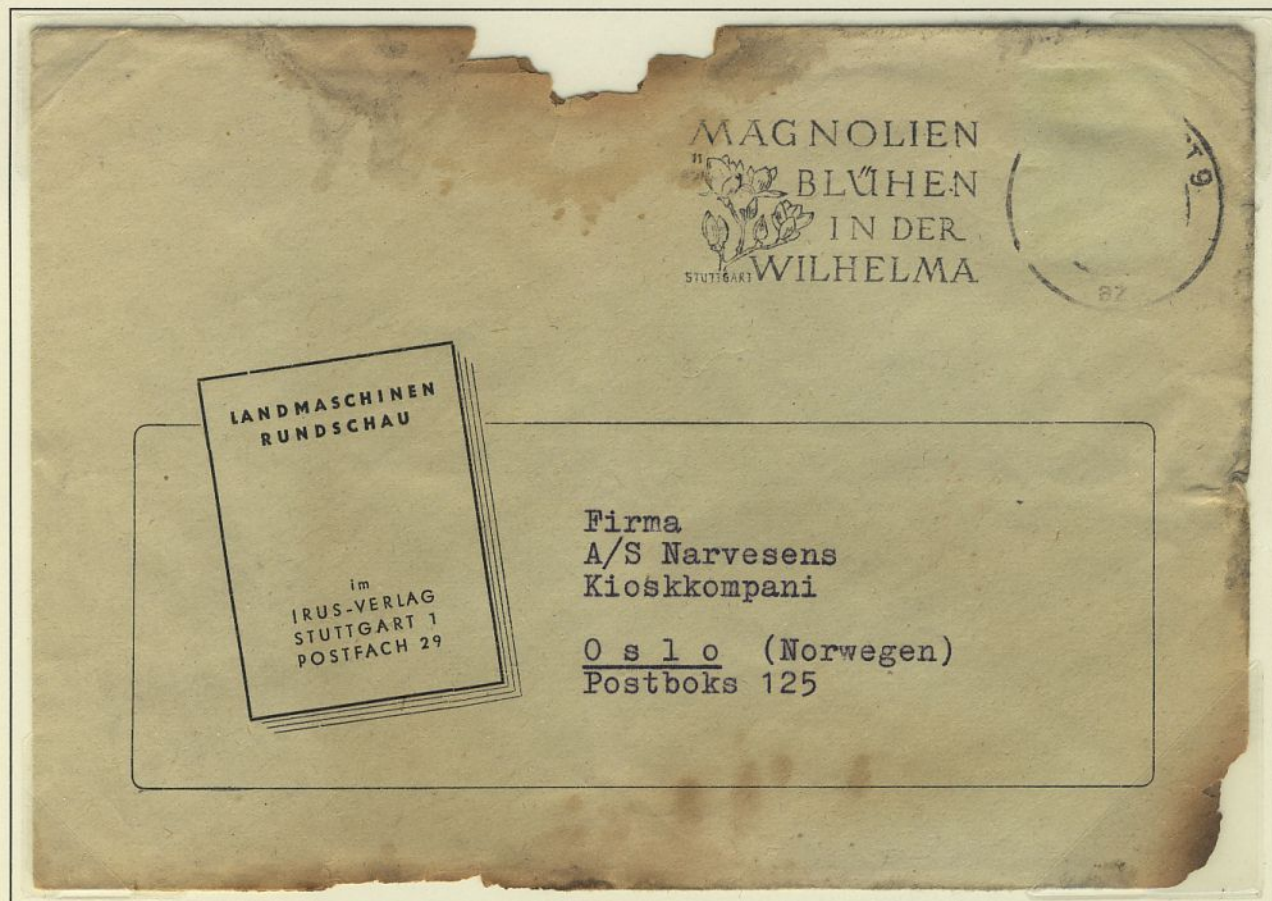
1954

Five die as the Scandinavia Express collides in Hanau, Germany

27 April, 1954, at 6.18 in the morning, the Scandinavia Express from Rome, Italy to Copenhagen, Denmark is running 37 minutes late and is about to pass the Steinheimer bridge over the river Main at Hanau near Frankfurt. A local train is approaching on a crossing track, ignores a stop sign and too late becomes aware of the express train. The local train rams into the express train's locomotive, and the express train derails and plunges off the track. Five people were killed and 90 injured in the crash and the fire which followed. Mail for Germany and Scandinavia was partly damaged.



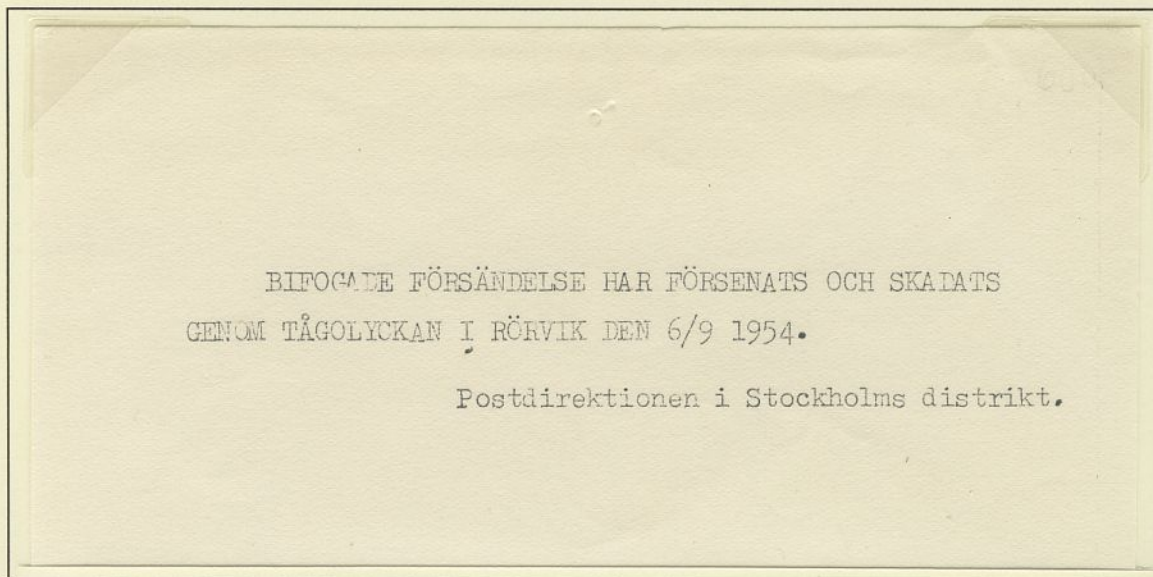
Cover from Stuttgart, Germany addressed to Oslo, Norway. Damaged in fire while in transit and stamp floated off. Forwarded to the addressee in an ambulance envelope "Innlagte brev er skadd under postbehandlingen", which translates to "Herein an item which was damaged in the mail handling", and postmark "OSLO ANK. UTLAND -6 5 54".



1954

Train accident in Rörvik, Sweden

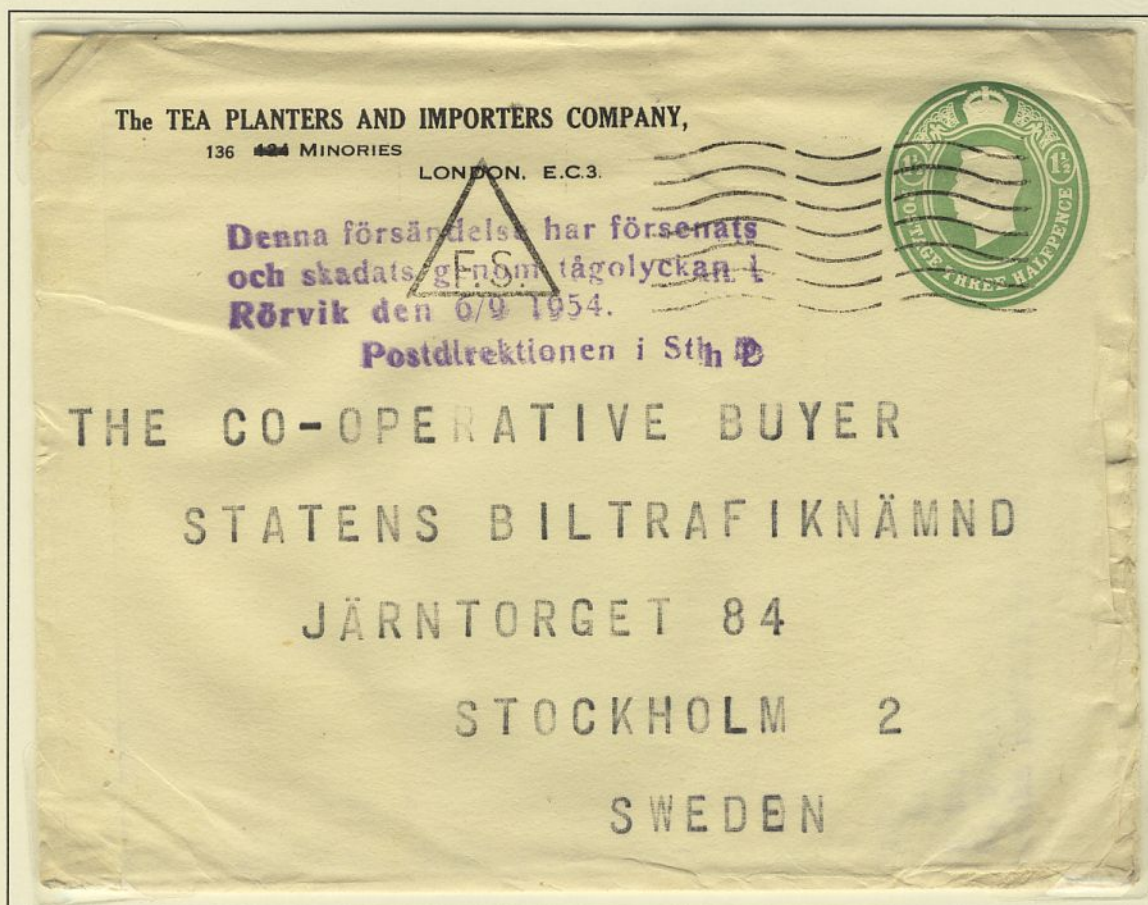
In the early hours of Monday 6 September, the Malmö to Stockholm express train (Snälltåg 12) was derailed at Rörvik and plunged in to a bog. Six people were killed and 53 injured. The reason for the accident was too high velocity when entering into a curve with points.



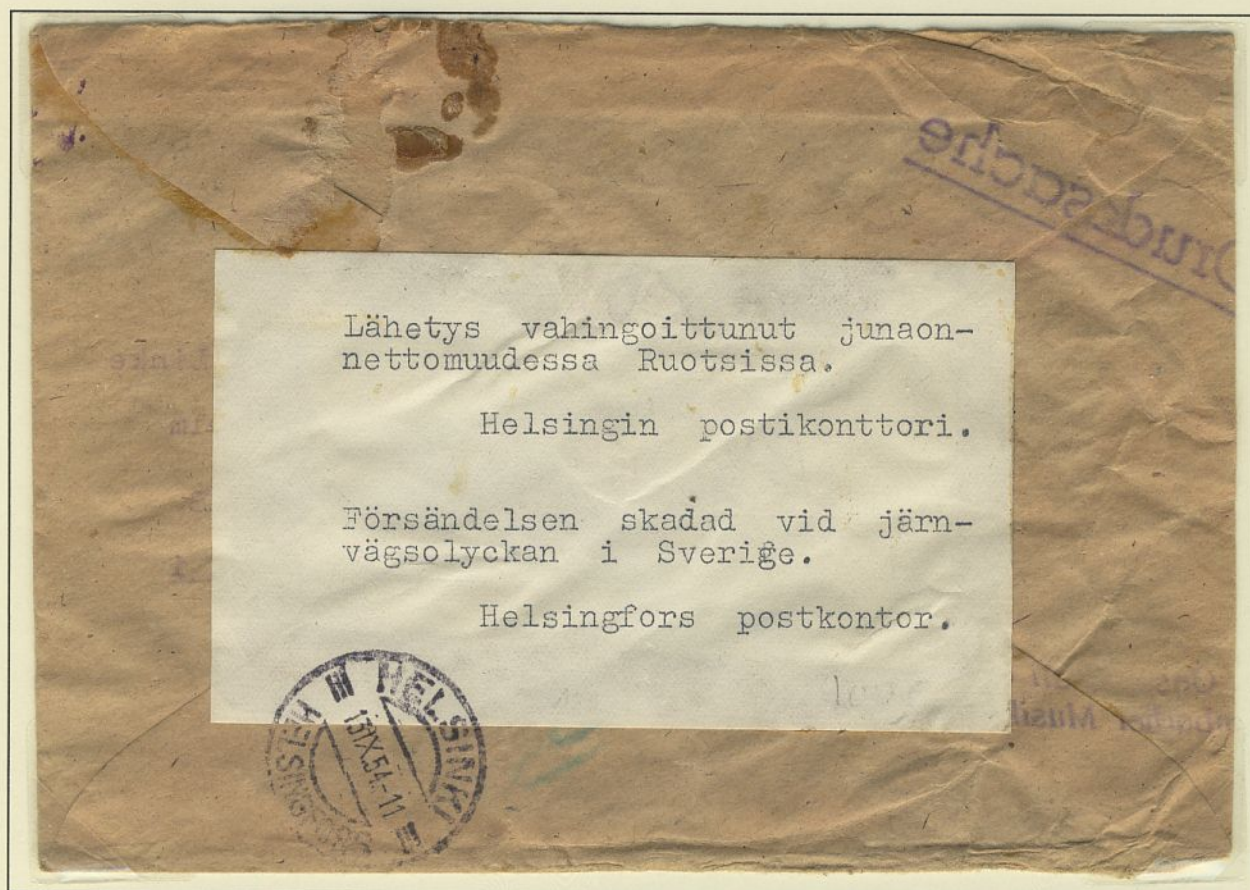
Domestic cover from Hälsingborg to Stockholm. Damaged in the train accident and forwarded to the addressee in an ambulance envelope "Inneliggande försändelse har ingått hit i skadat skick." ("This item has been received here in damaged condition"). An apology slip accompanied the letter: "BIFOGADE FÖRSÄNDELSE HAR FÖRSENATS OCH SKADATS / GENOM TÅGOLYCKAN I RÖRVIK DEN 6/9 1954. / Postdirektionen i Stockholms distrikt." ("Enclosed item has been delayed and damaged due to the train accident at Rörvik on 6 September 1954. Post Management in Stockholm's District.").



The mail van was one of the coaches that plunged in to the marsh and all the recovered mail is more or less damaged by water. The various districts of Sweden Post produced a range of apology cachets and slips to explain the damage and the delay to the mail.



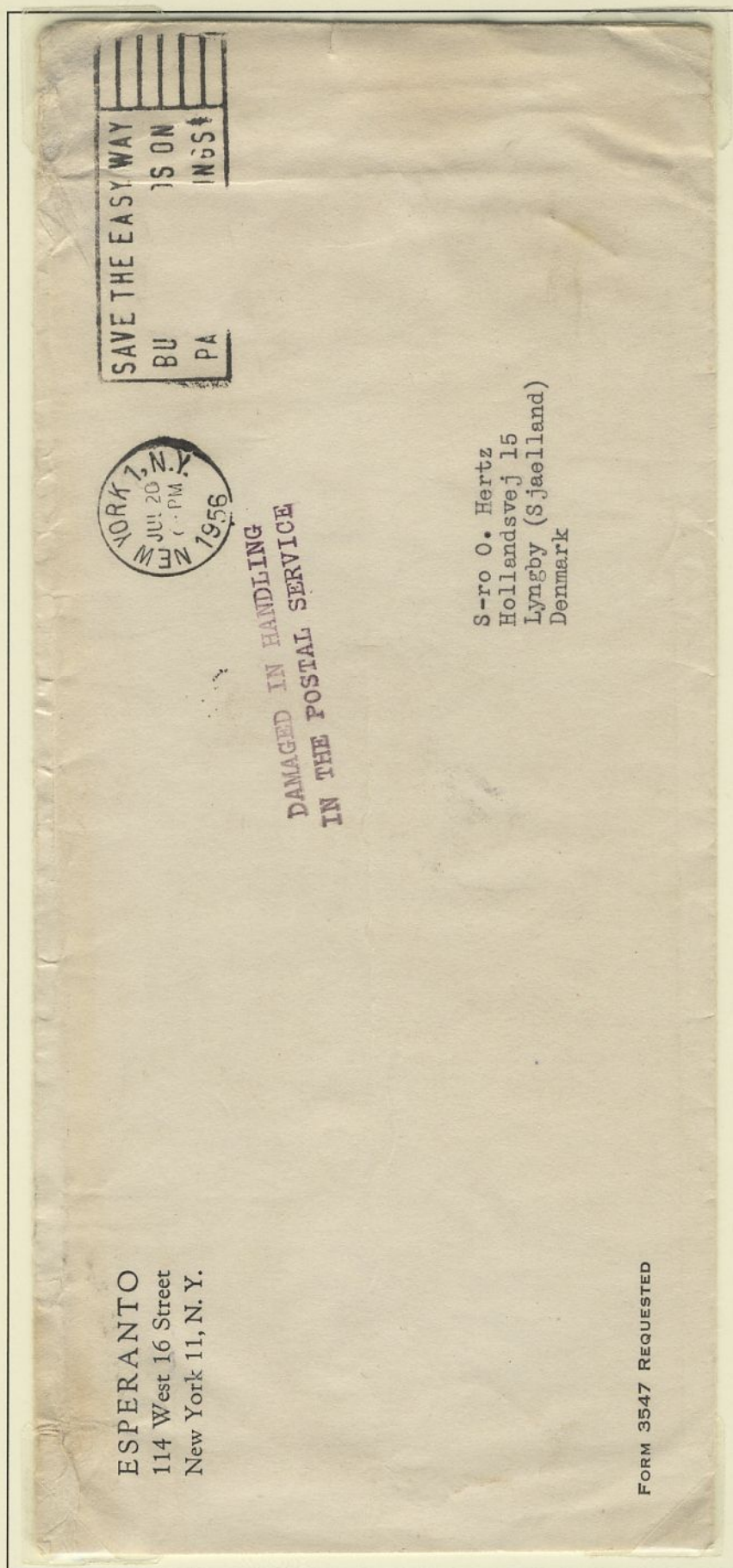
Cover from London to Stockholm. Damaged in the train accident and carries a violet cachet: "Denna försändelse har försenats / och skadats genom tågolyckan i / Rörvik den 6/9 1954. / Postdirektionen i Sth D", which translates to "This item has been delayed and damaged in the train accident at Rörvik on 6 September 1954. Post Management Stockholm District".



Cover from "KULMBACH -3.9.54" (Germany) to Helsinki, Finland. Damaged in the train accident and on the reverse a label in Swedish and Finnish which translates to: "This item has been damaged in the train accident in Sweden. Helsingfors post office" and postmark "HELSINKI HELSINGFORS 15 IX 54".

1956

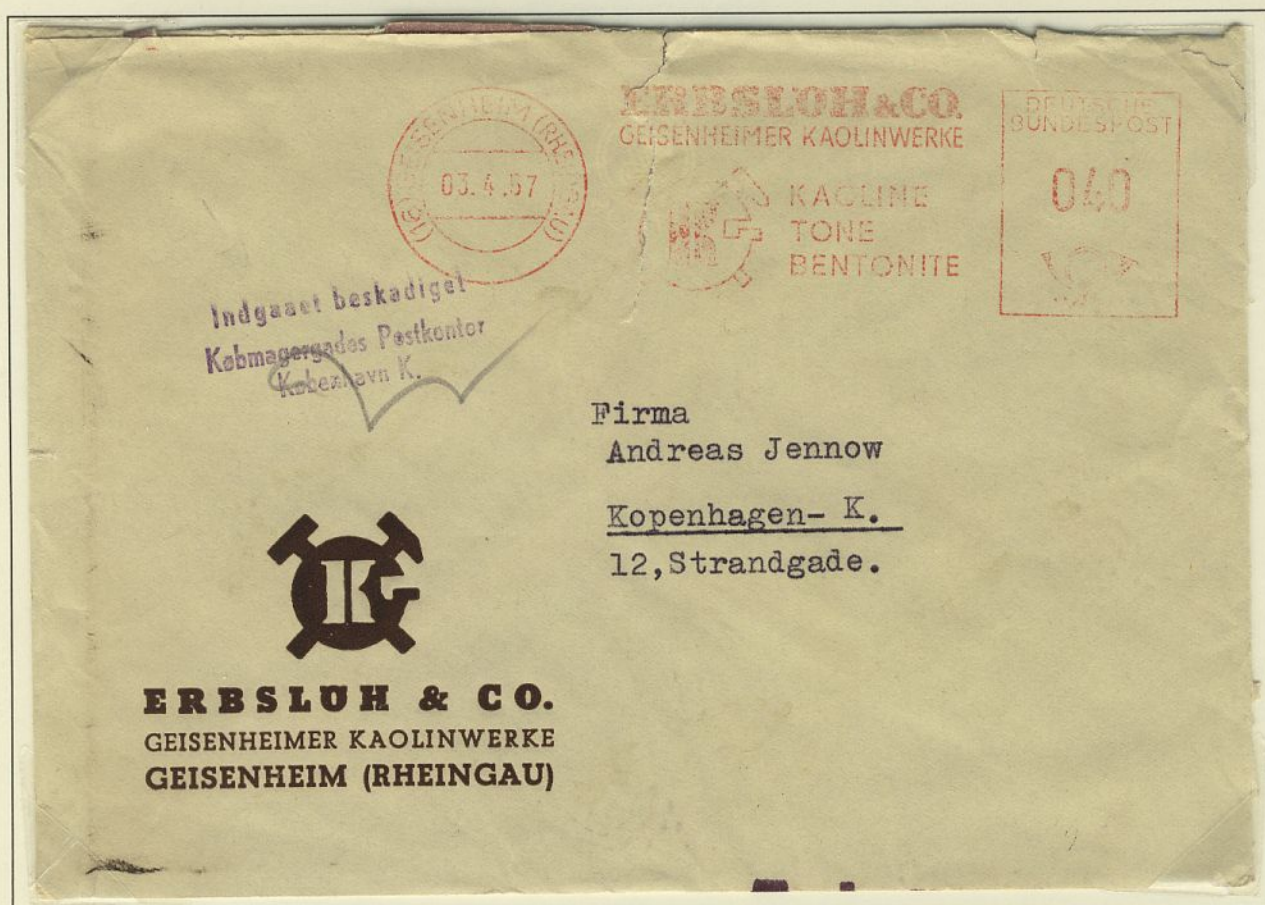
Damaged in handling



Cover from U.S.A. to Lyngby, Denmark. Postmarked "NEW YORK 1, N.Y. JUL 20 1956". The cover is creased / soiled, and the stamp is floated off. Violet cachet: "DAMAGED IN HANDLING / IN THE POSTAL SERVICE".

1957-1958

Arrived damaged / Damaged in handling



Cover from West Germany to Copenhagen, Denmark. Postmarked "GEISENHEIM (RHEINGAU) 03.4.57". The cover has a 4 cm tear at top, and a violet cachet is applied: "Indgaaet beskadiget / Købmagergades Postkontor / København K." (Arrived damaged).



Air mail cover from U.S.A. to Ringsted, Denmark. Postmarked "FORT SILL, OKLA AUG 27 1958". The cover has a 2 x 2 cm L-shaped tear (below the stamp), and a violet cachet is applied: "DAMAGED IN HANDLING / IN THE POSTAL SERVICE".

1961/1962

New Year "celebrations" – vandalism to mailboxes

New Year celebrations are not always calm and peaceful.
Here an example of vandalism to mailboxes in Copenhagen, on the night to 1 January, 1962.

Heri en forsendelse, der er beskadiget under postbesørgelsen



Hr. direktør Børge Hoygaard,
A/S I. H. Schultz Bogtrykkeri,
Niels Juels gade 12,
K

Letter from Copenhagen V addressed to Copenhagen K, torn and damaged. Forwarded to the addressee in an ambulance envelope with slip from the Copenhagen V post office enclosed: "Enclosed item has unfortunately been damaged due to fireworks or other vandalism to mailboxes on the night to 1 January this year.". The postmark and the slip are both dated 3 January, 1962.

OMKARTERINGSPOSTKONTORET

Tietgensgade 37,

København V., den 3/1 1962.

./.
Medfølgende forsendelse er beklageligvis blevet beskadiget som følge af fyrværkeri eller andet hærværk mod postbrevkasserne natten til den 1' januar d.å.

L. Thonboe.

1963

Soaked in Moscow

According to the post office in Moscow, Soviet Union, this letter was soaked by water during transportation on its way from Australia to Denmark.

OMKARTTERINGSPOSTKONTORET, den 1. august 1963.

Beskadiget postforsendelse

Medfølgende til Dem adresse
postkontoret i Moskva for
at forsendelse
gennemvædet under postbe

Man beder Dem modtage på
beklægelse af det skete
derved måtte forvoldes

Me



Official mail cover from Australia to Denmark, postmarked "P.M.G. - OFFICIAL PAID -3 JUL 1963". Probably sent by surface mail from Australia to China or Vladivostok, and by railway through the Soviet Union. Damaged by water. Forwarded to addressee in ambulance envelope together with excuse slip. The Danish text on the slip translates to:

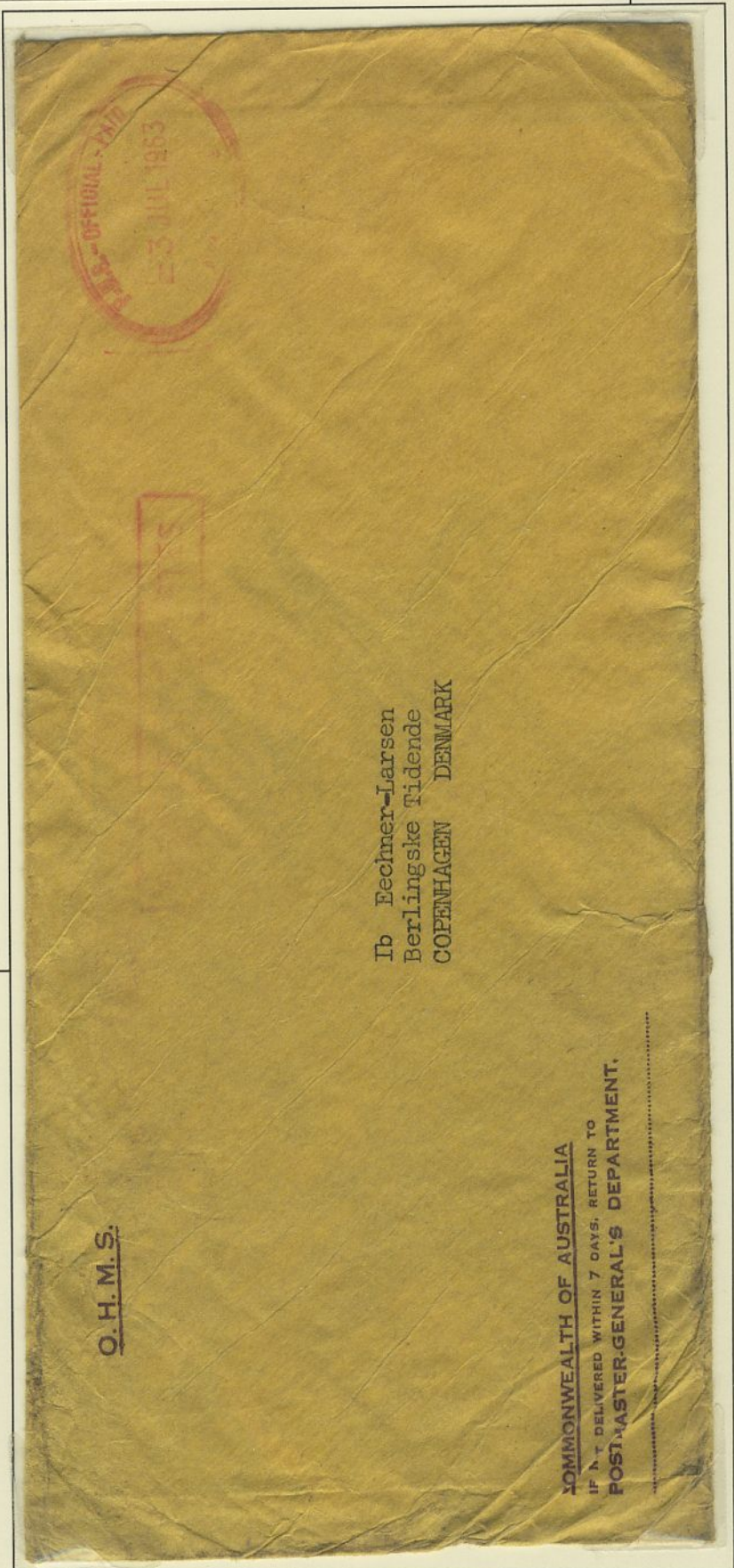
"Exchange post office, 1 August, 1963.

Damaged item.

The enclosed item addressed to you has been forwarded hereto by the Moscow post office with information that the item unfortunately has been soaked during the handling of the mail.

We kindly ask you to accept the apologies from Post Denmark for the incident and for any inconveniences this may cause you.

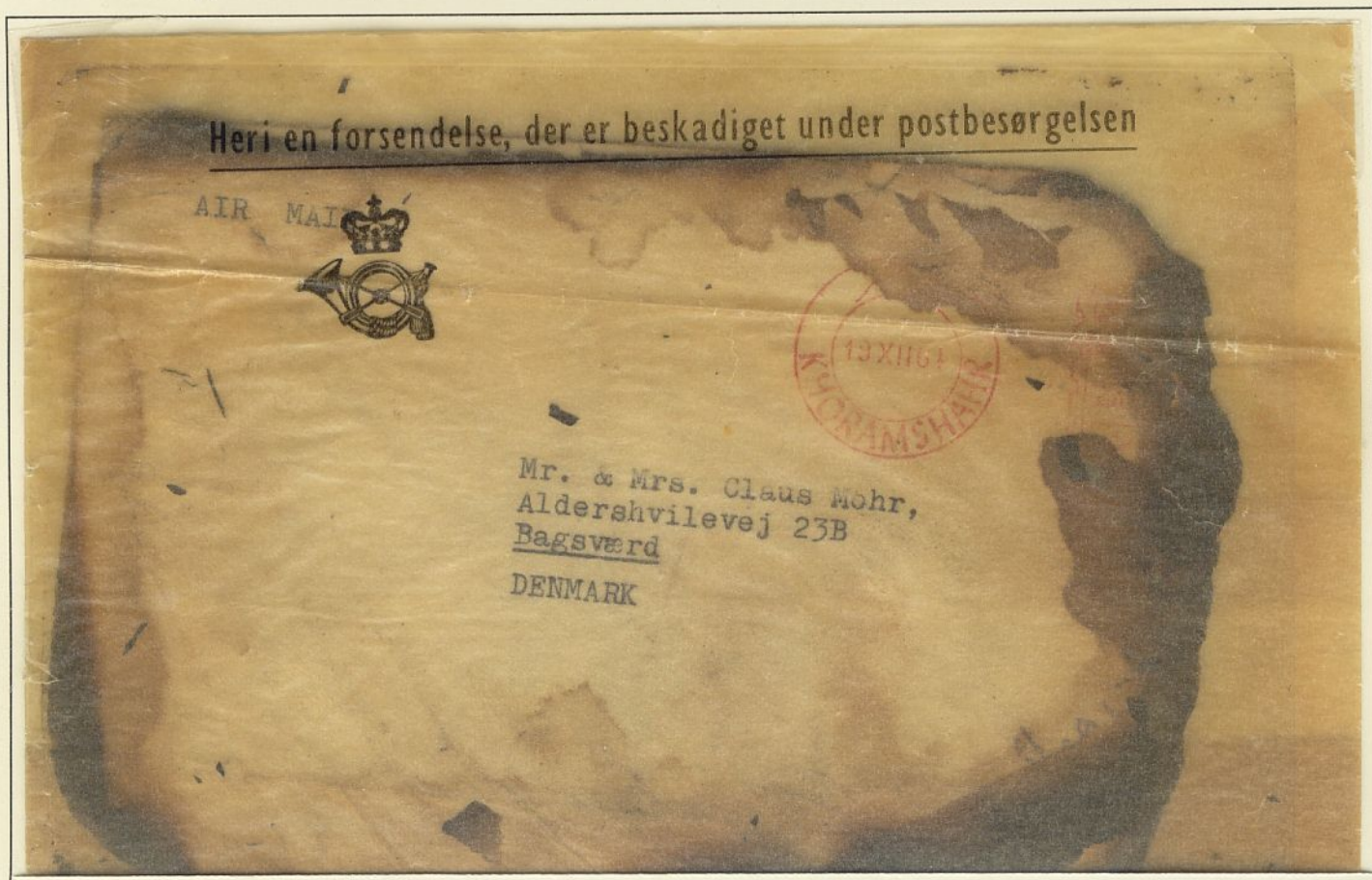
With regards
(signature)".



1965

Driver rescued from dramatic fire in Danish mail van

Bagsværd, Denmark, 3 January 1965: the driver of a mail van lost control over his vehicle due to ice on the tarmac. The car slid sideways into a street lighting column, whereby the van's gas tank broke and the gas immediately caught fire. The driver was trapped in the van, but was rescued by a moped driver passing by. The van was totally destroyed by the fire.



The mail van carried ordinary mail, newspapers, printed matter and a few parcels. Some mail was lost, but it was possible to rescue most of it. Heavily charred letter from Iran to Bagsværd, Denmark, forwarded to the addressee in ambulance cover and with an explanatory slip.

OVERPOSTMESTEREN I KØBENHAVN

Den 3. januar 1965.

Bernstorffsgade 32.2,

København V.

Hoslagte forsendelse er forefundet under oprydning 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.

1968

Fire in the Hamar post office

A fire broke out in the post office in Hamar, Norway on Christmas Day, 1968. Some mail was damaged in the fire.

FRA POSTMESTEREN I
HAMAR.

Jens Rokstad m/fam.,
2380 BRUMUNDDAL.

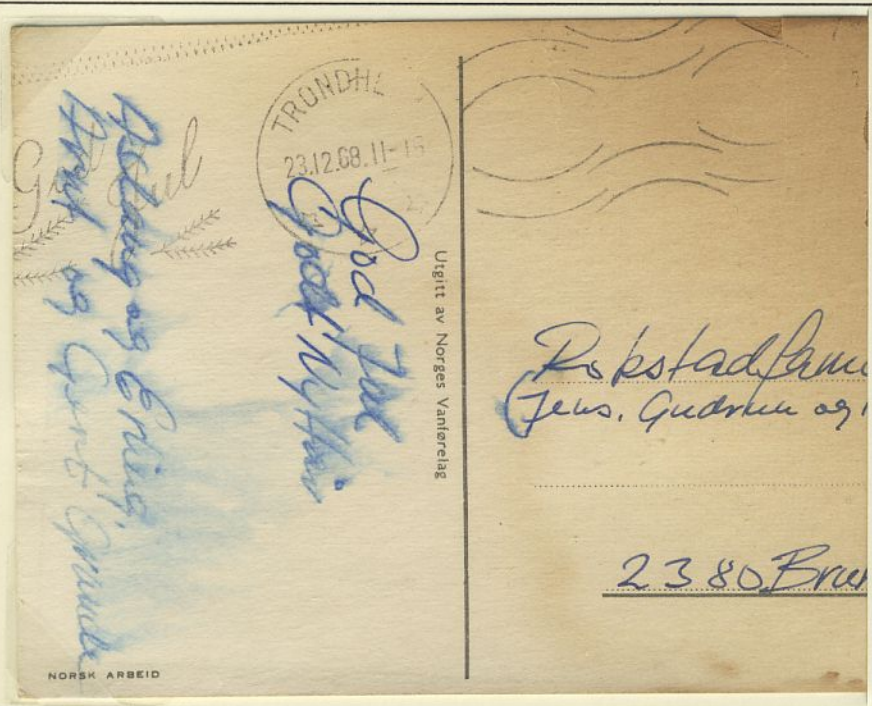
ark. 064

SKADDE JULEKORT

1. juledag 1968 oppsto det en brann her ved Hamar postkontor, og en del av posten ble dessverre skadd. Blant den skadde posten var det bl.a. julekort adressert til Dem, som følger vedlagt.

Jeg kan bare beklage det som er inntruffet.

Hamar postkontor, den 30. desember 1968.



Christmas card postmarked "TRONDHEIM 23.12.69" and addressed to Brumunddal. Arrived in transit in Hamar too late for forwarding to Brumunddal and delivery before Christmas. Damaged in the Hamar post office fire, and forwarded to the addressee with an apology letter.

The letter translates to:

"DAMAGED CHRISTMAS CARDS. A fire in the Hamar post office on Christmas Day 1968 unfortunately damaged some of the mail. Among the damaged mail was a Christmas card addressed to you, which is enclosed.

I regret the incident.

Hamar post office, 30 December 1968.

T Jacobsen (sign.)".

1969

Fire in railway car at Södertälje

The mail train from Gothenburg, Sweden to Stockholm – 22 January 1969. A fire broke out on board the train at Södertälje. It was an electric element in the railway car that caused the fire. Damaged mail was forwarded to the addressees with explanatory notes.



JOHNSON METALL AKTIEBOLAG

ÖREBRO 1 • SWEDEN



Grubbens & Co. AB

Box 30

124 21 BANDHAGEN 1

Letter from
"CHARLOTTEN
BERG 21.1.69"
to Bandhagen.
Damaged in the
railway car fire
and forwarded to
addressee with
explanatory note
"Enclosed
consignment was
regrettably
damaged by fire
in the mail train
from Gothenburg
with arrival to
Stockholm 22
January 1969."

Postdirektionen

Stockholms distrikt

Stockholm den 22 januari 1969

Bifogade försändelse har beklagligtvis skadats vid brand inom
posttåget från Göteborg med ankomst till Stockholm den 22 janu-
ari 1969.

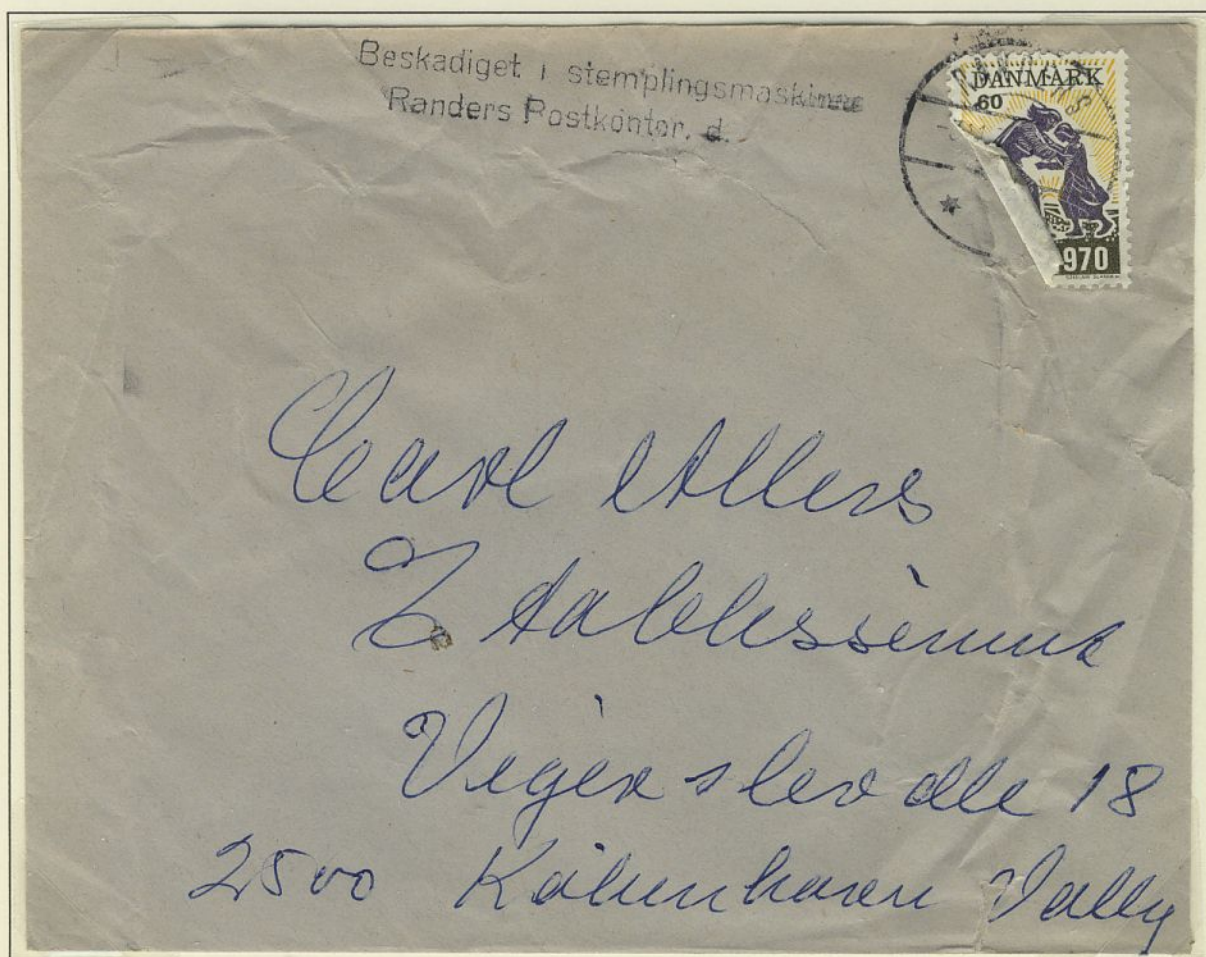
Postdirektionen

1969-1970

Damaged in handling



Cover from Antwerp, Belgium to Oslo, Norway. The cover has been torn open and re-sealed with official postal seals. Violet cachet on reverse: "ENVOI ENDOMMAGE / ET SALI EN SERVICE / RECONSTITUE A ANVERS X" (Item damaged and dirtied in service. Repaired in Antwerp X).



Danish domestic cover from Randers to Valby, postmarked "RANDERS -3 11 70". Black cachet: "Beskadiget i stemplingsmaskinen / Randers Postkontor, d." (Damaged in the cancelling machine, Randers Post Office).

1972

Vandal sets fire to Swedish mailbox

Cover sent locally in Visby, Sweden, with burned edges. Forwarded to addressee together with explanation slip, the text translates to: "Enclosed item has according to information from the police been damaged due to someone setting fire to the mailbox on the street Adelsgatan in which the item was posted. We are sorry for the occurrence and for the inconveniences this might cause you. Sincerely, Per Jonsson, Post Inspector." Both cover and slip bear an oval cachet from the Visby Post Office, dated 28 January 1972.

LANTBRUKSKEMISKA STATIONEN, 62100 VISBY



Gotl, kommuns Fastighetsförvaltning

621 00 Visby



Postverket

Bifogad försändelse har enligt uppgift från polisen skadats genom att någon har anlagt eld i den brevlåda på Adelsgatan i vilken försändelsen nedlagts.

Vi beklagar livligt det inträffade och de olägenheter skadan kan komma att orsaka Er.

Högaktningsfullt

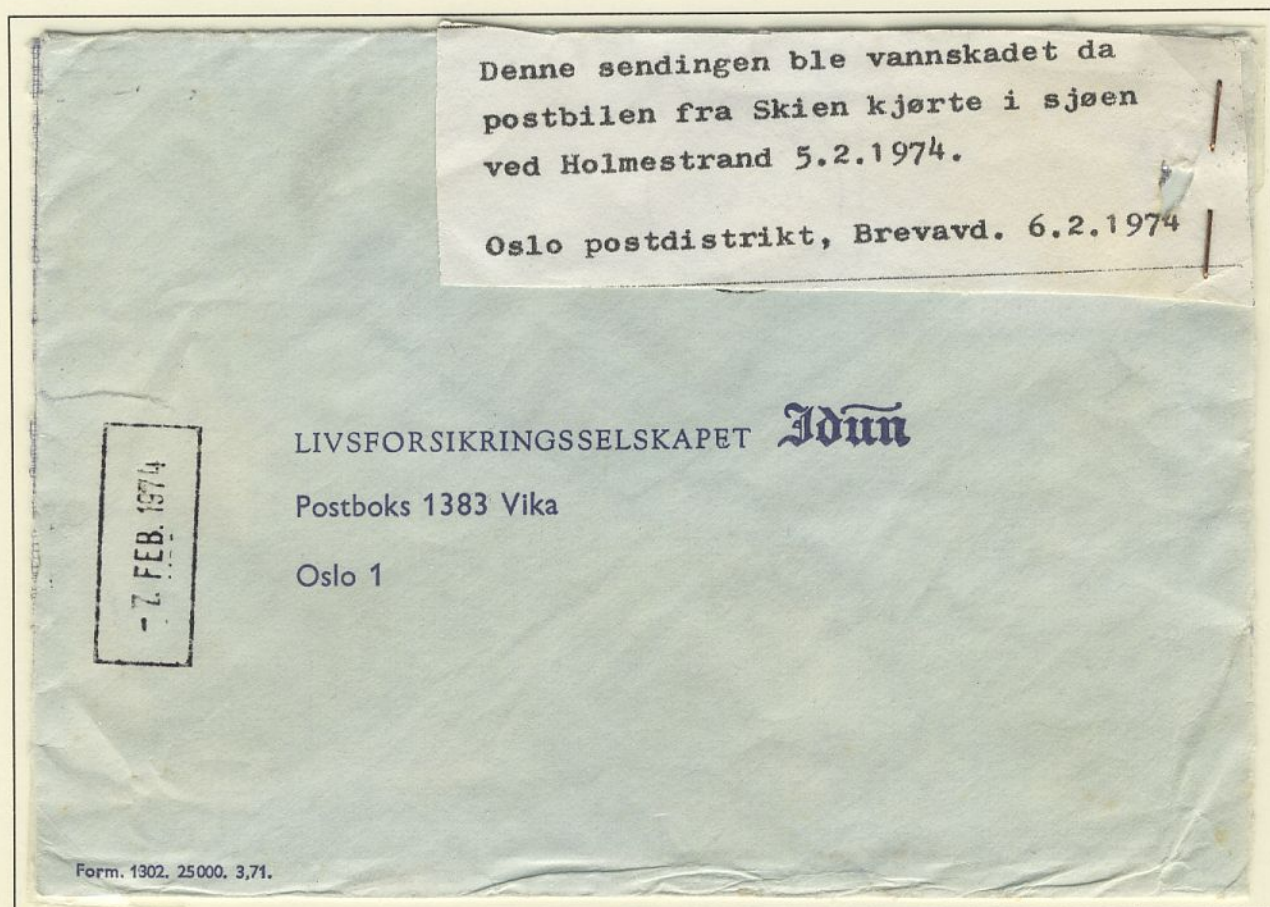
Per Jonsson
Per Jonsson
postkontrollör



1974

Mail van from Skien plunges into the sea at Holmestrand

5 February 1974 – Isak Siljan (34) from Porsgrunn escaped unhurt from his mail van when it ended up in the sea at Bogen just outside Holmestrand, Norway and sank in deep water. The car, which belonged to Norwegian State Railways, was fully loaded with mailbags from Skien for Oslo and for transit from Fornebu the same evening. On the icy road it went spinning into the sea from highway E18 which runs just along seaside in the Sande bay.

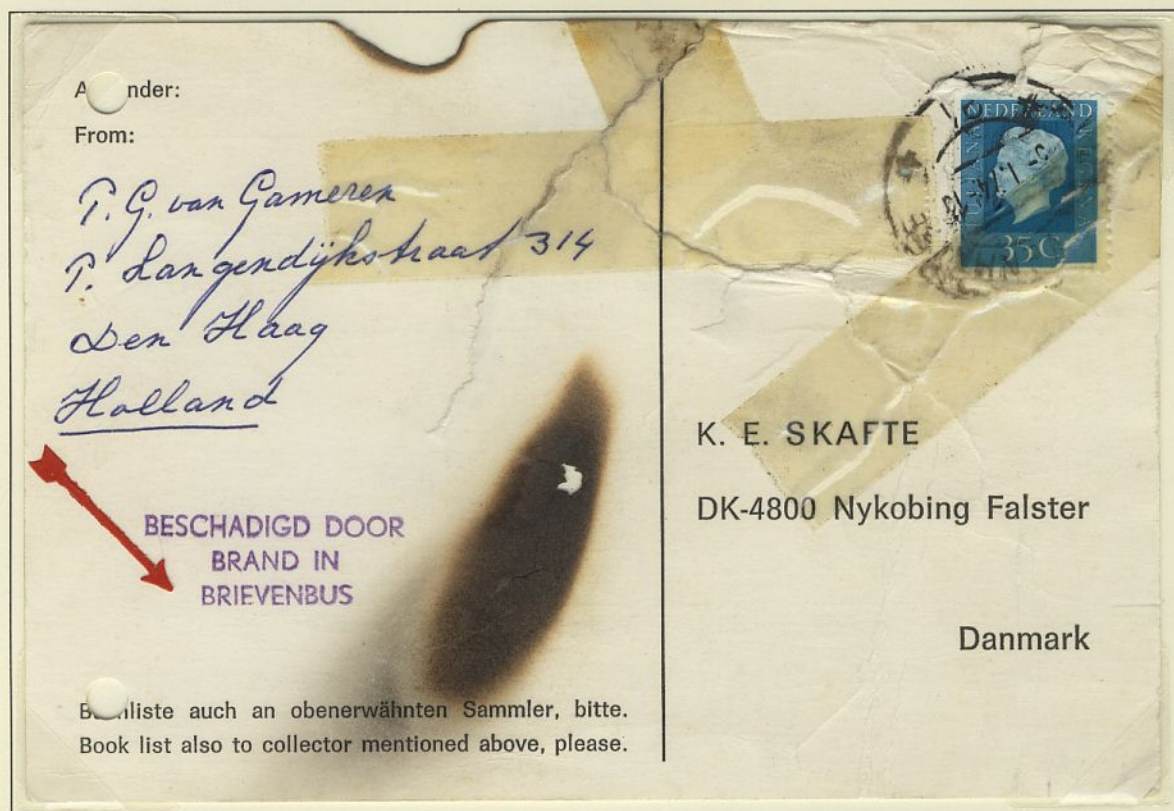


Cover from Skien to Oslo, postmarked "POSTTERMINALEN 3700 SKIEN -5-2-74", stamp flated off. Forwarded to addressee with explanatory slip attached: "Denne sendingen ble vannskadet da / postbilen fra Skien kjørte i sjøen / ved Holmestrand 5.2.1974. / Oslo postdistrikt, Brevavd. 6.2.1974" (This item was damaged by water when the mail van from Skien drove into the sea at Holestrand 5 February 1974. Oslo Post district, Letter department 6 February 1974. Addressee's arrival datestamp "-7 FEB 1974").

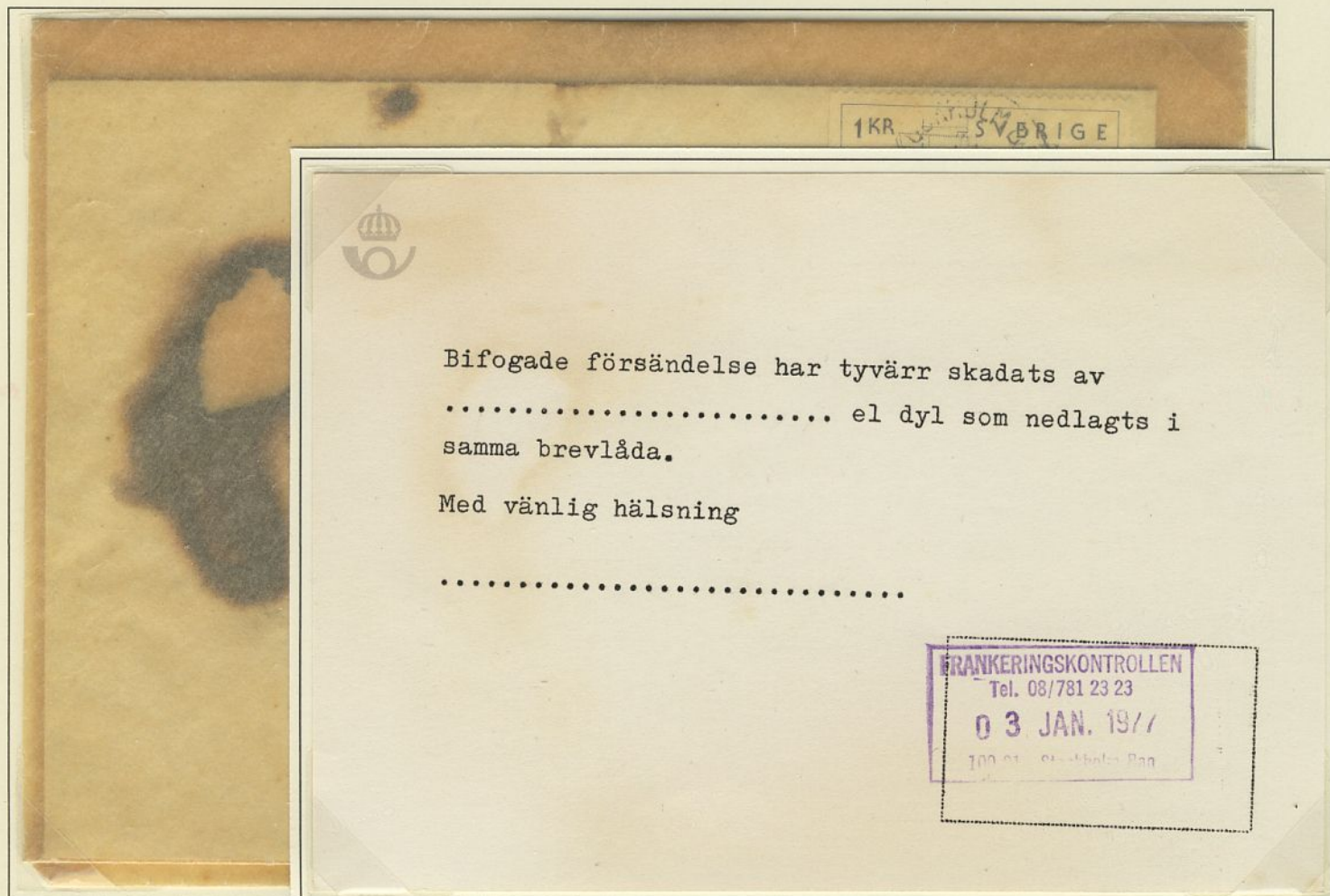
More than 500 kg mail was rescued by divers on the day after the accident. It was brought to Oslo Main Post Office, where several rooms served as a drying stand. A significant proportion of the mail were newspapers which could not be forwarded to the addressees. Other mail with readable addresses were forwarded together with an explanatory slip from the Post Office.

1974, 1977

Fire in mailbox – New Year "celebrations"!

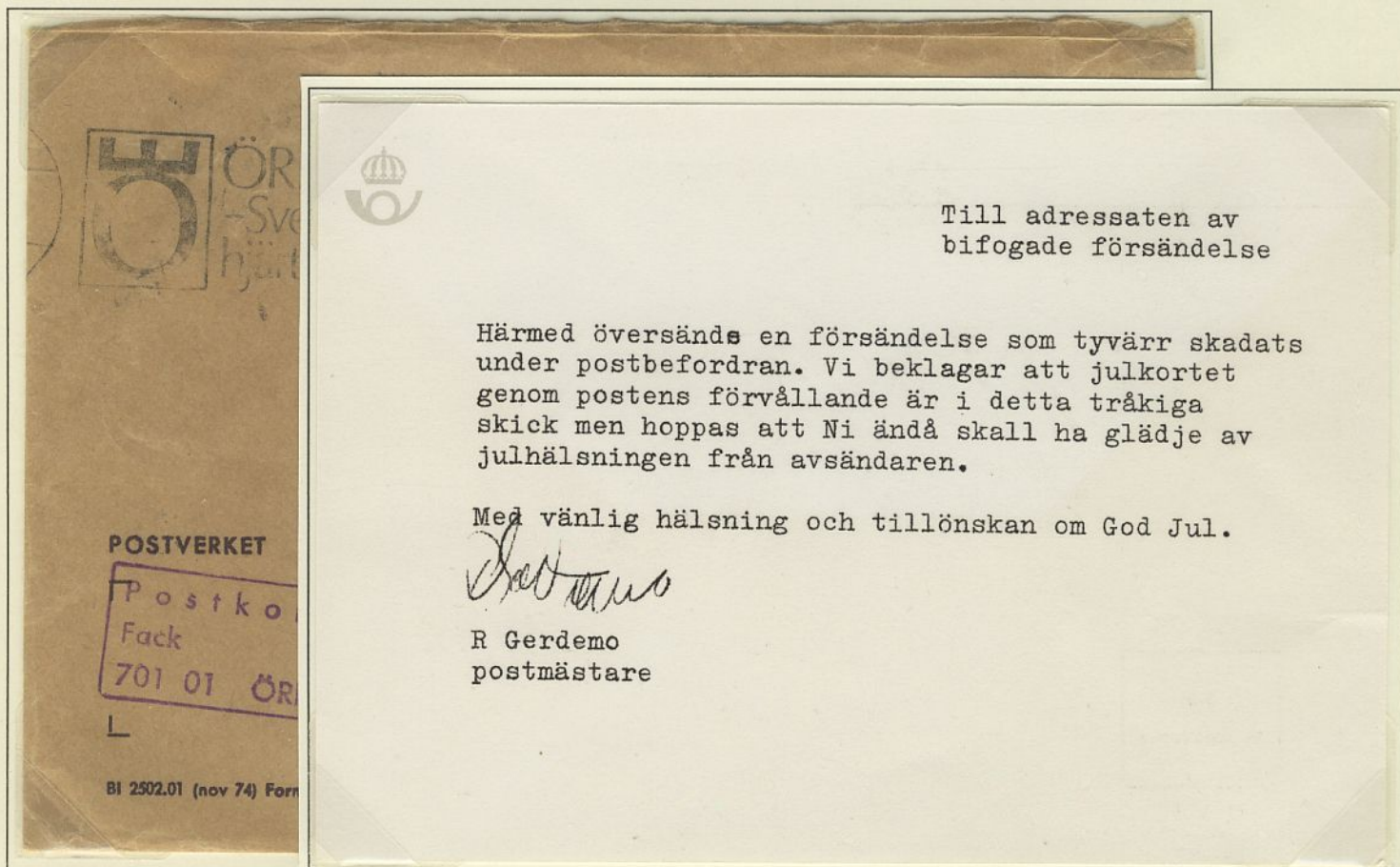


The cause for the damage to these items is that someone set fire to the mailbox as part of the New Year celebrations - the postmark date for both is 3 January. Above: 1974 Postcard from The Hague, the Netherlands to Denmark, cachet: "Damaged through fire in mailbox". Below: 1977 local Stockholm cover, forwarded in ambulance envelope with slip enclosed: "Enclosed item has unfortunately been damaged by ... which was put into same mailbox".



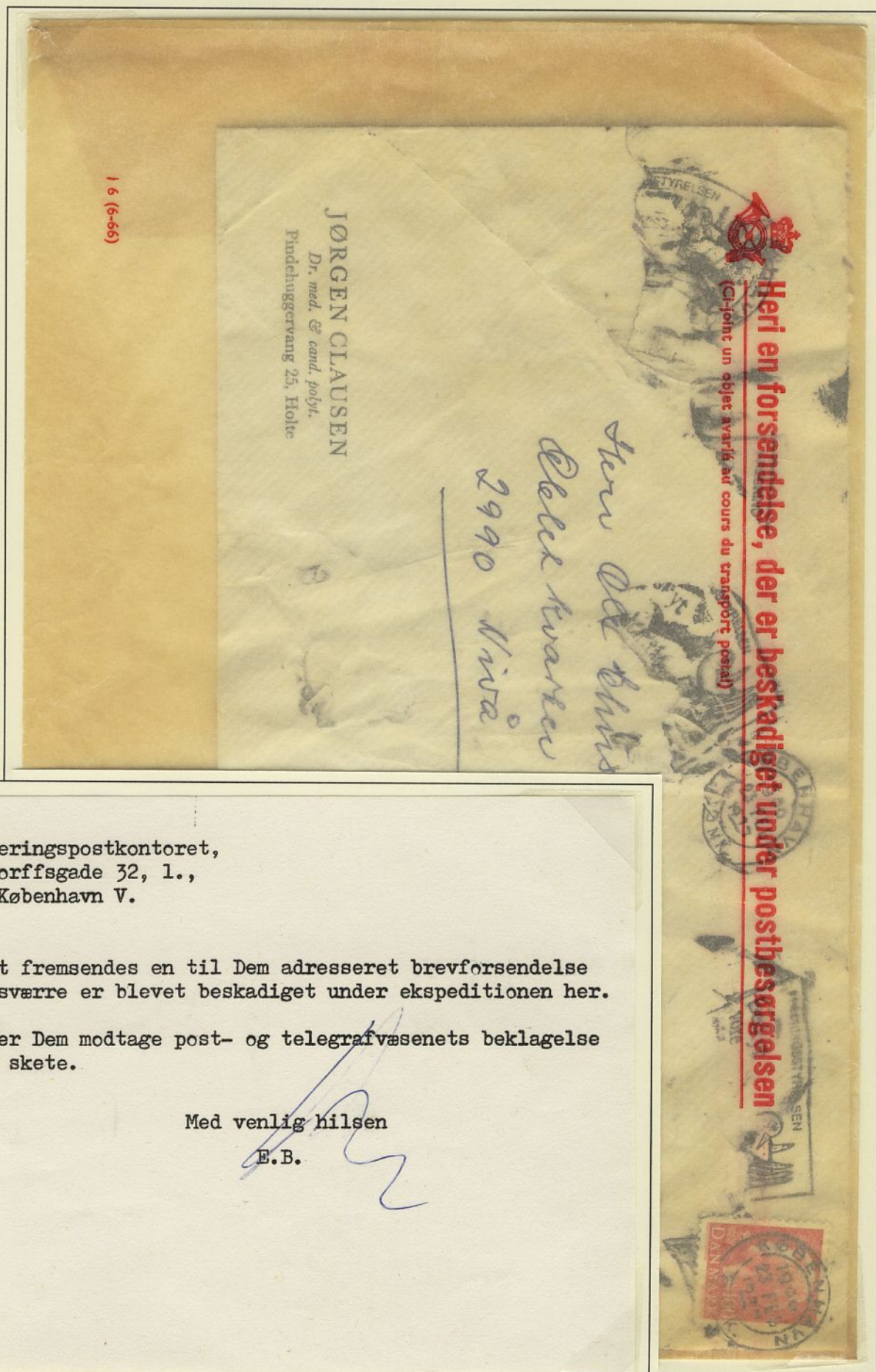


Cover with Christmas card, postmarked "ÖREBRO 11.12.75" and sent to Glanshammar. Damaged by water, stamp floated off and re-affixed. Forwarded to addressee in ambulance envelope with slip enclosed, the Swedish text translates to: "Enclosed an item which unfortunately was damaged while in transit. We are sorry that the Postal service leaves the Christmas card in such a miserable state, but we hope that you anyway will enjoy the Christmas greetings from the sender. Kind regards, and best wishes for a Merry Christmas. R Gerdemo, Postmaster".



Cover postmarked
"KØBENHAVN
OMK 23 FEB
1977", sent to Nivå.
Probably damaged
by the cancelling
machine.

Forwarded to
addressee in ambu-
lance envelope and
with explanatory
note in Danish
from the Copen-
hagen post office:
"Enclosed item
addressed to you
has unfortunately
been damaged
during the handling
here. We ask you to
receive apologies
from the Post and
Telegraph Company
for the incident.



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

./.. Hoslagt fremsendes en til Dem adresseret brevfor- sendelse
som desværre er blevet beskadiget under ekspeditionen her.

Vi beder Dem modtage post- og telegrafvæsenets beklagelse
af det skete.

Med venlig hilsen

E.B.