

Catalog of Denmark's Ferry Stamps



Preface

Dear catalogue reader.

You now have sitting with the new "Catalogue of Denmark's Ferry Stamps" in your hands.

The use of freight stamps on the ferries started in Denmark around 1880, and only stopped at the end of 2015.

New stamps are no longer issued.

The first catalogue that mentions ferry stamps was Otto Rommel's catalogue from 1909: "Die Private- Eisenbahn- und Dampfschiffsmarken von Skandinavien u. Finnland", which briefly mentions the stamps from D/B Holbæk, Odense Aa and SFDS. The first real catalogue, which laid down the principles for the numbering etc., was Reinhold Jensen's "Katalog over Danmarks Jernbanemærker", 1865-1947. This includes the four out of five known shipping routes with continuous parcel forwarding. Reinholdt Jensens and P.O. Thomassen's "Katalog over Danmarks Jernbanemærker" from 1967 and it's reprint from 1993 covers all 5 routes with continuous parcel forwarding. The first real comprehensive list of the stamps was Per Thomassen's "Danske Dampskibsmaerker". Libertas Philateliae, Helsinki, 1954-55 and shortly after "Katalog der dänischen Dampschiffpostmarken" von K. Spälti-Schiesser, Merkur, 1956.

About 1968 H.E. Tester issued "Parcel Stamps of the Danish Steamship Companies". This catalogue was the most complete and elaborate catalogue. Leif Hasle published in 1991 "Catalog of Danish Ferry Stamps", Navidan A/S, but without variants etc.

All the published catalogues were missing stamps, variants, several routes and were lacking details about the routes, information about the owners, the ships, etc., which is why many years ago I decided to work on a new catalogue with support for feasibility studies from P.O. Thomassen Fond. The early work was done in close collaboration with Søren Hvejsel, Svend Marker, Kaj Storm and others. After the publication of the "Railway catalogue", we have agreed with the club to write a completely new catalogue in collaboration with the club's "steamship committee".

Everything has been reviewed, many collections checked, archives and books have been dug deep, even the information on the master data of the shipping routes has been checked and regularly found to be incorrect. Most importantly, the language used in the Catalog has been standardized, and all stamps are priced according to an index that is continuously adjusted.

Modern computer technology has given us the opportunity to communicate with members quickly and easily about their collections, local ship specialists, especially DFHS, archives, libraries/literature, local history collections, shipping companies, etc., and I have thus gained a much broader decision-making basis than our predecessors regarding errors and shortcomings.

Our biggest problems have partly been getting to get colour copies of the brands, many of which were extremely rare, and partly little information about the story of the companies. Several routes have not previously been thoroughly elaborated, and on several of these routes enormous amounts of data have surfaced e.g., Thurø, D/S Stubbekøbing, Rhederiet Stubbekøbing, the early Bogø routes, D/S Ærø, Ourø etc.

Another matter is determining whether a "freight stamp" is a ticket, freight ticket, freight stamp or both.

If a label is provided with glue, has text about goods, is affixed a waybill, etc. is it not problem free. Some companies have in their freight tables and the like. described in the tariff the carriage of goods (weight) corresponding to the value of a ticket. A ticket often has the text or ticketing: "one-way" / "return". It was not always taken so seriously. There are known single tickets used on freight bills. A few companies write both a ticket and a freight ticket on the ticket.

All routes are written as independent sections, often in collaboration with others, because they either had stamps or sources I did not have access to. Other sections are based on articles that was previously published in the club's membership magazine. The "local" sources are listed together with the section.

Two of the routes do not include ship information, namely DFDS and DSB. Links from the previous electronic edition are written in blue. The missing ship information and links can be found on the website www.dfbk.dk under Corrections to Denmark's Ferry Stamps -> section with Corrections.

All rights to the new Catalog lie collectively with the board of DFBK.DK and Kristian Klitgaard.

Kristian Holm Klitgaard, Sundby, 10. February 2023

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INTRODUCTION

The introduction contains four sections:

- I) Section on abbreviations.
- II) Section on the stamps and the catalogue.
- III) Section on old measurements, figures, etc.
- IV) Section on marine engineering concepts.

In a number of sections in the Catalog there are texts printed in blue. These are previously active links to subpages on the web. The corresponding active links can now be found on subpages at www.dfbk.dk under [Corrections to Denmark's Ferry Stamps](#).

I) ABBREVIATIONS:

- DFBK Dansk Fragt- og Banemærkeklub.
- DFDS Det Forenede Dampskibsselskab.
- DFHS Dansk Færge Historisk Selskab.
- GI Geodætisk Institut, to Day: Geodatastyrelsen.
- MfoA Ministeriet for offentlige Arbejder, i dag: Trafikministeriet.
- MFS Museet For Søfart / Helsingør.

II) MÆRKERNE OG KATALOGET:

ILLUSTRATIONS:

Unless otherwise noted, images are 1:1 and shown in colour.

Detail images are shown scaled in ? x magnification or x % magnification.

COULORS:

Significant stamp shades are sub-numbered: a, b, c, etc. The presence of minor shade errors due to thick or thin colouring, light or dark shades are indicated with a "n" after the colour ("n" for "nuance"). Soaked through colours or staining on the reverse are not mentioned.

COLOUR ABBREVIATIONS:

- bl. grøn = pale green
- bl. grå = pale grey
- g. orange = yellowish orange
- grønligg. = greenish grey
- k. rosa = carmine rose
- l.blå = light blue
- m.grønol. = matte green olive
- m.ultram. = matte ultramarine
- o.gul = orangish yellow
- okkerbr. = ochre brown
- ol. brun = olive brown

- ol. grøn = olive green
- u. blå = dark blue
- ultram. = ultramarine

PERFINS

Perfins are stamps that have been perforated so they show an abbreviation or symbol for a firm Not known on ferry marks, but perhaps on railway marks used for "Through Expedition".

THROUGH PACKAGE EXPEDITION including Continuous TRAVEL GOODS.

In connection with the following private companies, there have been agreements on the continuous dispatch of track packages with DSB and all the private railways (with the exception of Bornholms Jernbaner):

D/S Smålandshavet (1920 – 1963).

Sydfyenske Dampskibsselskab.

Øernes Dampskibsselskab (1963 – 1972).

Mommark Færge A/S (1925 – 1946).

Dampskibsselskabet Ærø (1921 – 1972). (Eksprespakker until 5.2.1990).

The agreements contained, among other things, that the sending company's "stamps" were valid all the way from the place of dispatch to the place of destination, and that the freight amount accrued solely to the sending company.

However, this changed on 1.4.1977 with the introduction of a set of forms to track packages. In connection with this, distribution of the freight between the dispatch company and the destination company was introduced.

(NB: The transit companies got nothing, however.)

NB: From 1972, the transport of parcels **on ferry decks** ceased, as DSB entered into agreements with truck owners. The packages were then transferred and loaded onto the trucks. The packages thus became DSB track packages. However, in connection with express packages from Ærøskøbing, D/S Ærø's "stamps" continued to be used until 5 February 1990.

There are a large number of examples of the transport of parcels with companies other than the companies mentioned. The transport took place here by "reshipment" at the transfer station. The procedure here was often more or less "homemade".

Also, for travel goods, to a certain extent, express delivery could be carried out through-

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out. However, this was not by the use of any kind of "stamps". Only in 1976 was this changed in connection with i.e., Ærøskøbing and Marstal. DSB's forms and the luggage tags Rg1 – Rg10 were used (see the Catalog of Denmark's Railway Stamps). Forwarding of luggage ceased on 5 February 1990. Regarding luggage, the following should also be noted:

Baggage tags could not be used to/from Fanø. Instead, special rules were used.

Other places the luggage tags could, on the other hand, be used:

- Grenå port via Hillerød.
- Stege via Vordingborg.

RUBBER

Rubber or glue that allows the stamp to be stuck to the package, waybill or manila label. Over time, adhesives have evolved from visible to invisible rubber.

Around 1925-26 after the First World War there was a shortage of raw materials, and they had to resort to a rubber replacement product which came from an English company. This rubber was grooved and caused the marks not to roll together. Unfortunately, the glue made visible grooves in most cases on the back side, even when the rubber had been washed off. This rubber was not any major success. In this catalogue, they are referred to as "Riflet gummi" and are given either an independent number or a sub-number a, b, c. Newer stamps etc. are often without glue. They were glued to the waybill, manila label, package, etc. with general glue, with tape or possibly attached with a staple gun.

CATALOGING

The individual (steam) shipping companies are listed with their original names according to location in the country. Jutland, Funen with the South Funen Archipelago, Zealand with Møn, Falster and finally Lolland. From north to south, from west to east, Funen, however, clockwise. All companies have been assigned a serial number from 1-53.

If a company has changed its name, either because the route has been shortened/extended, the company has been merged with another company, the company has new owners or publishes several types of stamps (e.g., DSB), they are listed right after each other in the catalogue.

The company's official name can be seen to the right of the list. There is a map at the front of the Catalog with the companies' numbers / location in the country; for longer routes, however, the route is marked with a number. There is also a corresponding arrangement where the stamps are sorted directly by the name of the stamps from A to Ø. A/S, D/S, M/F, M/S, S/S are included in the sorting as part of the name.

STAMP CONDITION

Stamp condition for used stamps must not be met with too high demands as the stamps sometimes were glued on, or attached directly to packets, boxes, bills of lading, etc. This often made it exceedingly difficult to soak the stamps, and caused many to have thins or scuff marks. The value of thins or scuff marks should not impact rare stamps when the error can only be seen from the back.

There is only a distinction between ** / * (mint / hinged) and ⊖ (stamped / used). Beautiful postage stamps often give rise to an additional price.

STAMPS "BAGAGEMÆRKER"

DSB used special luggage stamps ("Bagage mærker") from 1977 to 1990 for handling of luggage. The stamps were affixed to a certificate which had to be returned when the luggage was picked up at the destination station. **See more under "Continuous parcel forwarding".**

STAMPS "BÅNDMÆRKER"

Tape stamps are shipping stamps in rolls with consecutive numbering, which facilitated the calculation for the staff.

Three companies have made use of band stamps. All these stamps/goods tickets are Shermach-tagged.

STAMPS "DEPOSITUM"

Tokens for payment of a deposit when reserving a seat ticket for a car or motorbike. The deposit was offset against the purchase of the ticket itself, used on domestic DSB car ferry routes, as well as the car ferry Heimdal Korsør – Nyborg, but not on the train ferries at the same location. See section on this under DSB- DEPOSITUM.

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STAMPS "DESTINATION"

Several shipping companies, e.g., Ø-færgen and DFDS have affixed an extra special label to the shipment, which shows the destination. This facilitates the expedition for the ferry staff, so they can quickly see which port the shipment is going to.

STAMPS "EFTERBETALING"

Also called receipt stamps for use in post-payment at the ticket control in Halsskov and Knudshoved, e.g., when the length indication on the ticket was incorrect, special receipt stamps were used. It is not known in which periods the stamps were used, just as it is not known whether the stamps exist in other values or types. It is also not known whether the stamps were used on other crossings. See section on this under DSB Efterbetaling.

STAMPS "GEBYRMÆRKER"

Fee stamps were, among other things, originally used by the railways for the re-destination of goods, whereby an "extra" charge was placed on the shipment. Later, the marks were used by the railway forwarders for their payment and for reserving space on the ferry routes. A special reservation form was issued.

STAMPS "GODSFRIMÆRKER"

Freight stamps, also called ferry stamps or steamship stamps, is a type of stamps, which could be put directly on the shipment or a manila mark without any accompanying papers. Otherwise, the shipping stamps could be affixed to the delivery note/bill of lading and not to the packages.

STAMPS "RUTEBILMÆRKER"

Two steamship companies have issued car stamps: Rederiet Stubbekøbing and Stubbekøbing Dampskibsselskab. The latter shipping company, on the other hand, has not issued ferry stamps.

THE NUMBERING

The first Catalog that mentions steamship freight marks was Otto Rommel's Catalog from 1909: "Die Private-, Eisenbahn- und Dampf-Schiffs Postmarken von Skandinavien u. Finn-land", which only briefly mentions the marks from D/B Holbæk, Odense Aa and SFDS.

The first real catalogue, which laid down the principles for numbering etc., was Reinhold Jensen's Catalog of Denmark's Railway Marks, 1865-1947. Here, the 4 out of 5 known shipping routes with continuous parcel forwarding are included. The first real comprehensive list of the stamps was made in Per Thomassen's "Katalog over Danske Dampfærgemærker". Libertas Philateliae, Helsinki, 1954-55.

In 1968, H.E. Tester published "Parcel Stamps of the Danish Steamship Companies. The first fairly complete catalogue. Leif Hasle published the Catalog of Danish Ferry Stamps in 1991. The Catalog does not include variants etc.

The numbering follows chronologically by year, with ferry stamps first and then the other stamp types.

The main rule is that a completely new colour or significant changes in the drawing require a main number, while changes in a significant nuance, gumming, paper type, roofing, text and the like require sub-numbers such as a, b, c, or A, B, C.

In this new edition of the catalogue, stamps have been added and removed according to the following principles:

Existing numbering is not changed. When new stamps are found, A is prefixed with an adjacent number. If stamps are moved or removed, a gap is made in the sequence.

Existing Type spelling is retained, although it leaves gaps in the sequence. All "0" marks have been moved to the back of the route.

OVERPRINT STAMPS / PROVISIONS / IMPRESSION STAMPS.

If a company ran out of stamps, either because the print run had been too small, or there were many stamps of a value that were no longer used, or there was an unexpected price increase, a printshop was asked to overprint the marks with a new value, usually in black.

Sometimes a rubber stamp was made instead to over stamp with the new value.

Because local printshop did not always have enough overprinting types of a particular type for an entire sheet, and because in many cases it had to be done quickly, they had to resort to using types of different appearance. When compiling the catalogue, this means that sub-numbers such as a, b, c etc. are used.

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In some cases, the printers have more or less deliberately done cheating by placing the overprint types randomly on the sheet, such as double, offset, skewed or reversed on the sheet.

In the case of provisionals, the overprint is indicated as it appears on the label, as with ordinary labels. If there are only digits in the overprint, additional value information is omitted. In the case of provisionals on provisionals, only the last overprinted stamp number is given in brackets. The foundation mark can possibly be found by going backwards in the overprint history, via the numbering.

PLATE ERROR.

Plate errors etc. has arisen during the production of the printing plate or from subsequent damage. When using a damaged plate, the error always appears at the same position in the printed sheet. Such plate errors are only mentioned in a few cases in this catalogue.

PLATING (Pos. no.)

To the extent that we know diverse types of location in the sheets, we have marked this with a Pos. No. followed by the position numbers with numbers. Text is placed near the mark. If the size of the sheet is not immediately given, state, for example: Sheet 5x4.

PRICING

The pricing in old Catalogues is based on the size of the circulation, but especially for newer post-fresh stamps, the price determined by the 's face value, which was equal to the market value.

After the use of ferry stamps ceased, fresh stamps are worthless in terms of franking and therefore fell in market price. In addition, there is much to suggest that for some stamps it is the case that the price is not commensurate with what it is on the open market. When some shipping routes were closed, interested parties could pick up "large quantities" of unused sheets and labels. Some of these stamps are known to "lie in storage" for better times, and this may indicate that residual stocks have also been destroyed in order to raise the price on the market. These conditions make it difficult to set the price.

The first price row is for unused stamps with original rubber (Hinge remnants do not detract) and in the few cases where the stamps were produced without rubber, this is indicated, and it does not detract.

The second price row is for used stamps that has to be stamped during the period of use with the stamps of the date and is only valid if the stamp is priced higher than unstamped, otherwise the price applies as for an unused stamp.

Stamps with luxury with postage stamps of the time and with dates within the period of use require higher prices.

The price determination in the Catalog is carried out by the Catalog committee after consultation with collectors of the shipping routes in question.

The prices are indicated with the symbols below. The club's board continuously publishes a translation of the symbols at market prices.

Symbol guide:

- A Mass-produced**
- B Many examples known.**
- C Well known.**
- D Known, but few examples.**
- E Rare**
- F stands for scarcely known in few copies.**
- G stands for rare but known in some specimens.**
- H stands for rare but known in a few copies.**
- X Very rare**
- XX Exceedingly rare**
- No pricing, used for "0" stamps**

TEST PRINT.

Trial prints are stamps printed before final approval or stamps that have never been used.

CORRECTIONS

Any inquiries from the members about additions, corrections or other criticism have the greatest interest for later processing and will be gratefully received by the Catalog editor or a board member from the Danish Freight and Railway Stamp Club.

Normally, a new brand or variant must be recognized in 3 copies in order to be approved.

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Approved corrections are regularly announced in our magazine. When the Catalog has been printed, corrections to the relevant part of the Catalog will be found on our website DFBK.dk-> Corrections to Ferry stamps.

SHERMACH PERFORATIONS.

Stamps in rolls are usually perforated at the top and bottom in most cases.

In some cases, however, Shermach perforation is used between the individual stamps.

There is a ridge in all four corners of the stamp at the top and bottom of the stamp and in the middle between these "perforated" a piece with normal perforation.

There are cases where the notching is different at the top and bottom of the stamps.

There are also cases where the individual stamps consist of two parts. Normal perforated used between the two parts, while Shermach perforating is also used.

More information about Shermach perforation can be found under the current stamps.

CANCELLATIONS.

Cancellations on ferry stamps are not nearly as widespread as on railway stamps.

The cancellations are described after each section on the ferry stamps and on almost all routes.

The following types can be found on ferry stamps.

Ink pen cancellations are most common.

Oval shipping company stamps with the company's/ship's name/abbreviation or the ship's name above and below the oval. In the centre of the oval date and year.

Line stamps with one or more lines.

They are very different, but contain e.g., the name of the shipping company / island / ship, date and also occasionally information about the captain of the ship.

Round circle stamps with one or more rings are also available.

Marks on waybills can be cancelled with hole punches.

Square frame stamps are not common.

The stamping is most often done on departure or on the route/ship.

On routes with continuous parcel forwarding, there is often also a railway stamp, even an arrival stamp.

PERFORATIONS.

Perforations have been used to make it easier to tear the stamps apart in the sheet. To be able to measure them, a taper meter or an electronic taper meter is used. The number of spikes per 2 cm.

You first measure the 2 horizontal ridges and then the 2 vertical ridges, except for tape stamps, where you first measure the top horizontal ridge and then the lower ridge, as you can see from the tape marks that these two horizontal ridges can be various.

Marked variants are indicated with sub-numbers A, B, C, and unmarked stamps that do not originate from test prints or have escaped inspection, and which are known to be genuine used, are indicated with a, b, c.

There are 4 diverse types of markings within ferry stamps:

Line perforation. In line folding, one vertical or horizontal line is folded at a time, so that the sheet must pass the folding device several times until all stamps have received 2 horizontal and 2 vertical folds, which meant that the corner folding could have irregular corners, as well as marks different heights and widths.

Comb perforation is made with a die on which the needles are arranged like the teeth of a comb. Notching takes place by notching the upper horizontal and the vertical sides of the marks that are below the horizontal line in one operation, and then the die is moved down the length of one stamp and the next ones are notched.

If the die has not moved to the correct distance, it may happen that one row of marks is too short and another row too tall.

Stuck perforation is when the printing plate has had raised punctures made, or a later process applies a strongly raised edge to the sheet, which should make it easier to separate the marks from each other, but which did not always work out so well.

Shermach perforation

See above in this section.

TÊTE-BÊCHE.

Within philately, Tête-bêche is an internationally used term for coherent stamps whose motifs are printed in reverse in relation to each other.

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May be produced on purpose or as a result of chance. The term comes from French usage and means "head to tail".

Like any other pair of interlocking stamps, a pair of tête-bêche can interlock both vertically and horizontally.

Known from Bogø Bilfærge and D/S Ellen.

UNUSED EDITIONS/ (0-STAMPS).

Unused editions are stamps that have managed to be printed before a change in rates made it necessary for the edition to be overprinted for provisionals, or in other cases have managed to be sent out to customers; but has been withdrawn again due to the cessation and use of the brand.

Known unused brands that are not known to have been used are placed together with the other unused brands. These unused editions are given a 0 (zero) in front of the number and are placed at the end of the section with corresponding marks from the company.

STATEMENTS OF VALUE.

Values are indicated as they appear on the individual stamps with digits in shilling, øre or krone values. These values are written in upper/lower case letters as on the stamp. If there is only a numerical indication, the value is written in small letters in brackets as additional information.

III) Old measurement, digits, etc.:

The information is included because it appears in texts and tables, especially about the ships.

Values:

The coin reform, which was introduced on 1 Jan. 1875, Kr. and Øre replaces Rigsdaler and Skilling. Likewise, the 100 number system is introduced in other units, such as measures and weight. However, the coin reform was not fully phased in until 1907.

Coin:

1 Rdl. (Rigsdaler) = 100 Sk. (Shilling) =

2 DKK = 200 Øre.

1 Sk. (Schilling) = 2 Øre.

Length:

Before the introduction of the meter system, among others, these units of measurement were used. The meter system was introduced

in Denmark by law on 4 May 1907 and with an effective date of 1 April 1912

1 line = 2.18 mm.

1 inch = 12 lines = 2.61 cm.

1 foot = 12 inches = 31.38 cm.

1 alen = 2 foot = 62.77 cm.

1 favn = 3 alen = 188.31 cm.

1 Danish mile = 12,000 alen = 7,532.48 m.

1 Swedish mile = 10 km.

1 nautical mile (International) = 1,852 m.

1 nautical mile (Danish) = 1,851.11 m.

Weight:

1 Pound = 0.50000 kg = 500 g.

1 bismar pound = approx. 6 kg.

1 Lispound = 8 kg.

1 Centner = 100 pounds = 50 kg.

1 Ship pound = 200 Lis pound = 160.00 kg.

1 Kommercelæst = 2,600.00 kg

Drægtighed / Volume:

1 pægl = 0.0002415 cubic meters (m³) = 0.2415 liters.

1 Pot = 0.00097 m³ = 0.97 litres.

Skæppe = 0.01740 m³ = 17.40 liters

Cubic foot = 0.03090 m³ = 30.90 liters

Anker = 0.03766 m³ = 37.66 liters

Barrel of beer = 0.13140 m³ = 131.40 liters.

Tar, grain and coal have other measurements.

Until 1867, the Kommercelæste or Læste corresponded to 150 Danish cubic feet or 2600 kg, then it was set by law at 2 register tons a' 100 English cubic feet = 2.83 m³.

A ship's registered tonnage is an expression of the total internal volume that must be measured. A register ton is equalises to 100 English cubic feet, which corresponds to the SI unit 2.83 m³.

The registered tonnage can be divided into gross and net: With net registered tonnage (abbreviated **NRT**), the gross registered tonnage (abbreviated **BRT**) is deducted with the tonnage taken up by certain ship spaces - e.g., accommodation for crew, navigation room, radio room, machine and boiler room.

Velocity:

Knob is a speed indication used at sea and in the air. The far unit of knots denotes the number of nautical miles per hour = 1.852 km/h = 0.514 m/s.

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IX) Marine technical terms:

S/S: Steamship possibly sailing ship.

B/W: Steamboat.

S/F: Steam ferry.

H/F: Wheel ferry.

M/S: Motor ship.

M/F: Motor ferry.

M/B: Motorboat.

Length: The length of the ship in the waterline.

Overall length: The ship's greatest length, but for sailing ships, not including the length of the bowsprit.

Width: Greatest width amidships.

Width over wheel arches: Greatest width over the bucket wheel arches.

Depth: A ship's depth, i.e., the distance from the keel to the waterline.

Loading lines: Marks cut or welded on the ship's side and painted on the hull in a contrasting colour showing how far down a ship may be loaded. (Difference *between salt and fresh water*).

Freeboard: The vertical distance on the ship's side to the waterline.

Stern: The ends of the ship, bow and front stern.

Bow: The front part of the ship from the bow and along both sides, where these are rounded, until the straight sides are reached.

Stern: Rear part of a vessel.

Bow flap: Submersible flap for loading larger goods and cars over the bow of the ship.

Fender: Fixed or loose component, which is used, for example, to protect a ship's side.

Modern fenders are constructed of rubber or plastic, and the hull is filled with air or foam. A frequently used material is old car tyres.

In the past, they were woven from rope in a variety of patterns, which are still used by historically interested boat owners. Fenders made of rope with cork filling were also found.

Propulsion: Available with one or more rotating screw(s) (propeller) with multiple blades located in the stern of the ship, or two paddle wheels located on each side of the ship. Newer ships have one or more smaller

bow screws in the bow, which work across the ship's sailing direction.

Azimuth propeller is a propulsion screw that can work in all directions. Forward, aft and sideways, etc. Beneath the ship are one or more vertical axes, each of which can be rotated 360 degrees around its own axis.

Below the vertical axis is a horizontal screw axis/screw housing, and the screw is at the end of the axis.

Means of propulsion: Sail, coal/steam engine, kerosene/ engine or diesel oil/diesel engine and in a few cases also newer steam engines (today also batteries / electric motors).

The steam engine: The first steam engines had limited efficiency due to the low pressure in the steam boilers, which first had to be reinforced in order to withstand higher pressure. The efficiency of the steam engine is increased with new inventions such as the compound engine (comp.) with greater steam pressure than before (from 1864) and later the triple expansion engine with good fuel efficiency.

HP - horsepower / W - Watt: Unit of measurement for the machine's power (work/time). Now replaced by Watt. 1 HP = 736 W = 75 kpm/s. Abbreviated HK

IHK: indicated horsepower: 1 IKH = 75 kgm/s.

Place of construction: The place where the ship is built, usually the name of the shipyard/city/country, otherwise just the name of the city.

Vehicle certificate: Building certificate. Document with the ship's dimensions, yard etc. builder as proof of the ship's construction and its initiated construction in order to obtain authority approval etc. registration possibly for financing purposes as a pledge object.

Dates/years of start-up:

Different "start dates" are given in the registers, e.g., contract writing, keeling, stacking, naming/christening, bill of lading date, delivery, trial sailing and commissioning. We use the latest date/year.

When selling ships, we use the same date/year for both seller and buyer.

Shipowner /Shipping company:

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A shipowner is a person who owns one or more ships. A company that owns one or more ships is called a shipping company. Corresponding nesters. The person, solicitor, etc., who is responsible for the ships' paperwork.

Ownership:

A ship can be owned by an individual (or family), but often the ownership / economic responsibility is divided and placed in a company. Public authorities are often the real owner, but due to the legislation have had to place the ownership in an Aps, I/S or A/S.

Part shipping company: Is a shipping company where several owners/shipowners each own a share of the shipping company, e.g., 3 men with one third each.

Anpartsselskaber Aps: A limited company or abbreviated Aps, is a regulated capital company, which means that the owners (or a

single owner), called shareholder(s), are only liable for the amount of the contribution.

Stakeholder companies I/S: There is no requirement for a capital contribution from the participants. However, the issue of any contribution is usually agreed upon in connection with the establishment of the partnership.

In a partnership, the participants are personally, directly and jointly liable for all the company's obligations.

Aktieselskaber A/S (Aktiebolag AB in Swedish):

A joint stock company is a commercial capital company and an independent legal entity. The owners of a limited liability company (also called shareholders) have limited liability for the company's debts and obligations. The shareholders' loss in the event of bankruptcy is thus limited to the value of their deposit in the form of subscribed or purchased shares.

Website with ship terms, ships etc

<http://www.jmarcussen.dk/index.html>