

# KORTLÆGNING AF DANSKE SKIBSFORLIS 1893-1990



**M/S** Museet *for Søfart*  
Maritime Museum of Denmark

Morten Tinning // Museumsinspektør // M/S Museet *for Søfart*  
Jesper Fogt Nielsen // Specialestuderende // RUC



# WATER: AN ATLAS

In the spirit of academic peer review, Guerrilla Cartography invited its global peer community to review the maps submitted to Water: An Atlas.

[SEE THE DRAFTS](#)

## GUERRILLA CARTOGRAPHY

Guerrilla Cartography is a loose band of cartographers, researchers, and designers intent on widely promoting the cartographic arts and facilitating an expansion of the art, methods, and thematic scope of cartography, through collaborative projects and disruptive publishing. [Read more.](#)



# Strandinger paa Danmarks Kyster

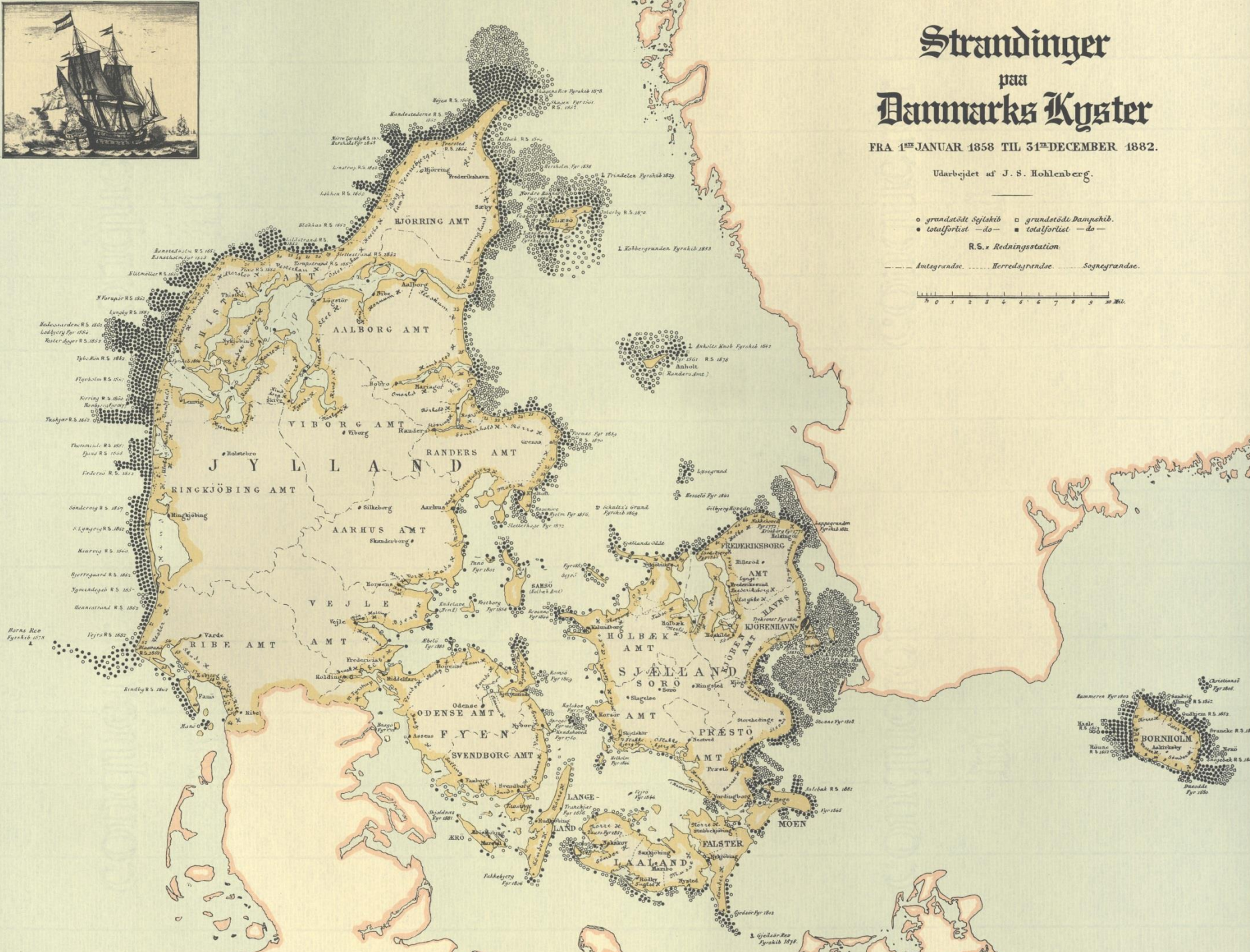
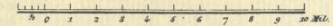
FRA 1<sup>STE</sup> JANUAR 1858 TIL 31<sup>STE</sup> DECEMBER 1882.

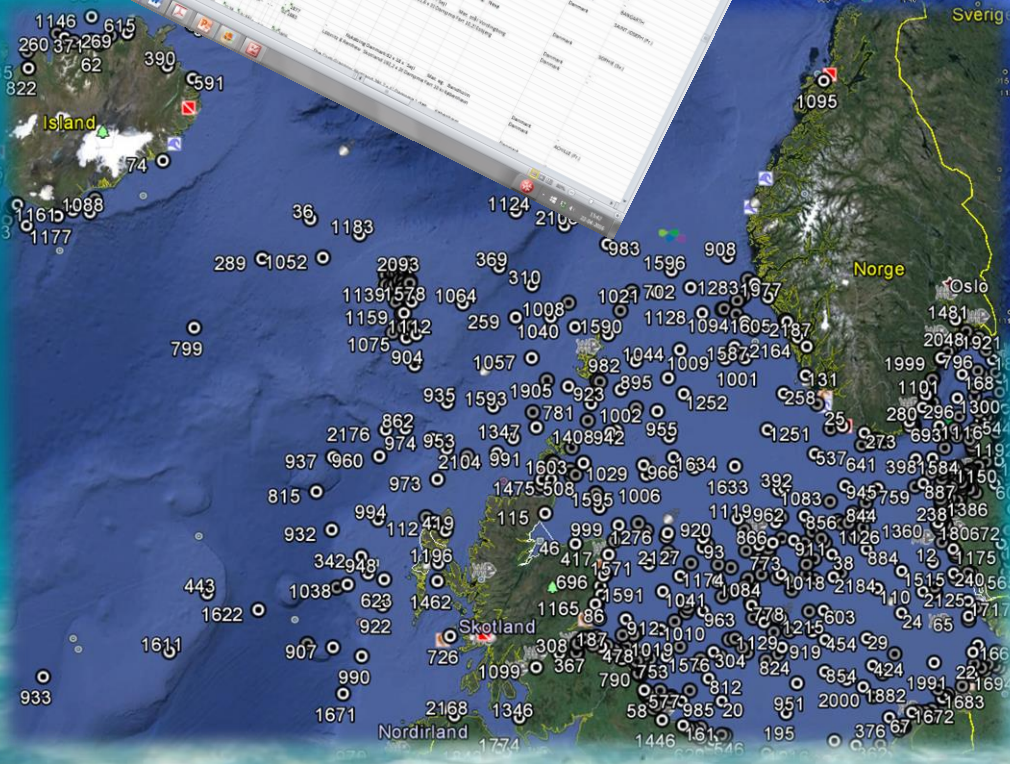
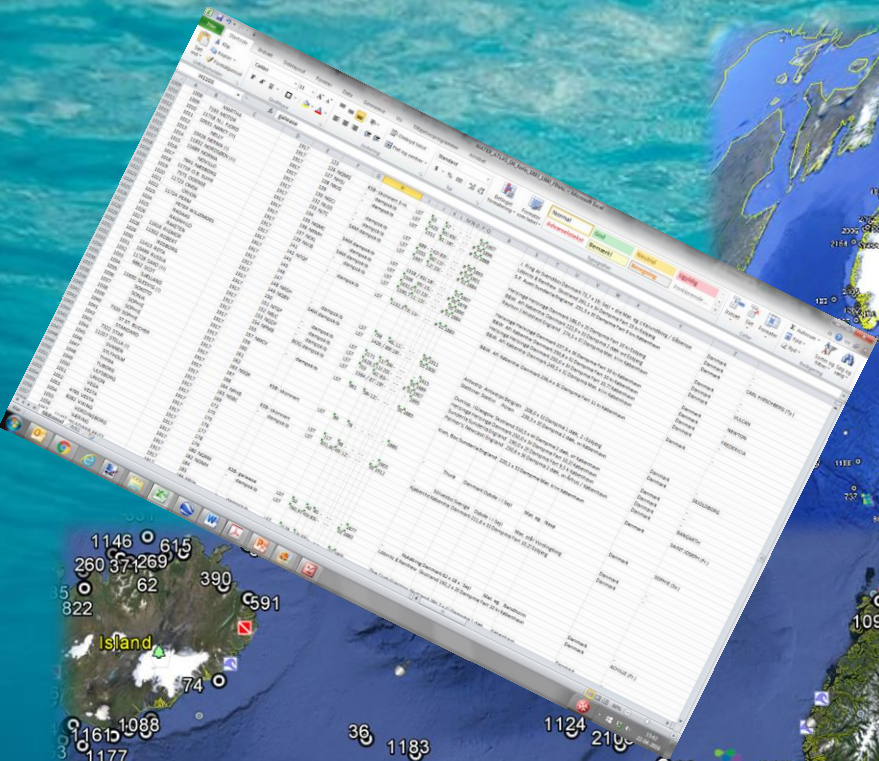
Udarbejdet af J. S. Hohlenberg.

- grundstødt Søgtekøb
- totalforlist -do-
- grundstødt Dampkøb
- totalforlist -do-

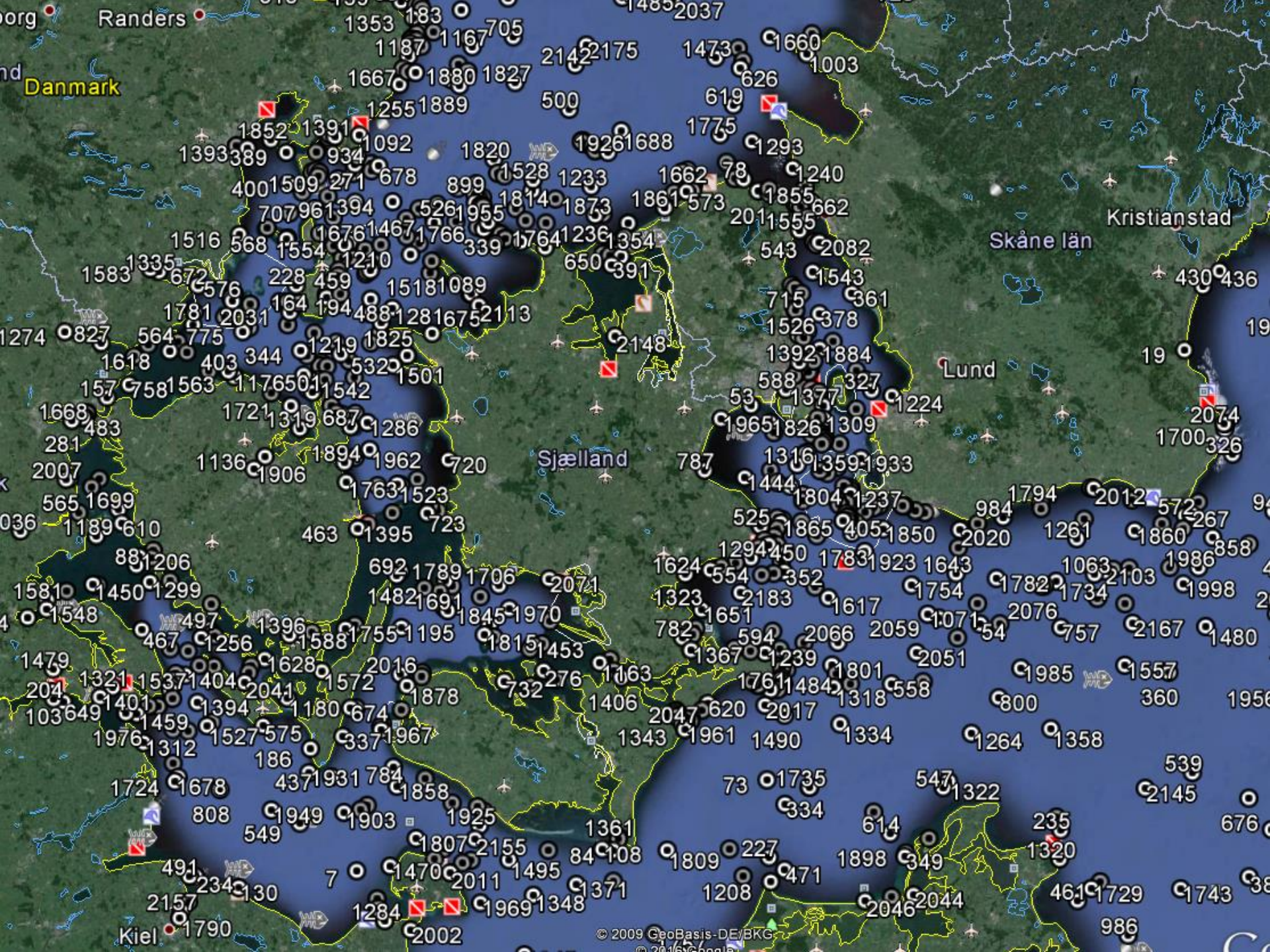
R.S. = Redningstation

--- Amtgrænser. .... Herredsgrenser. ..... Sognegrænser.





Excel og  
Google Earth



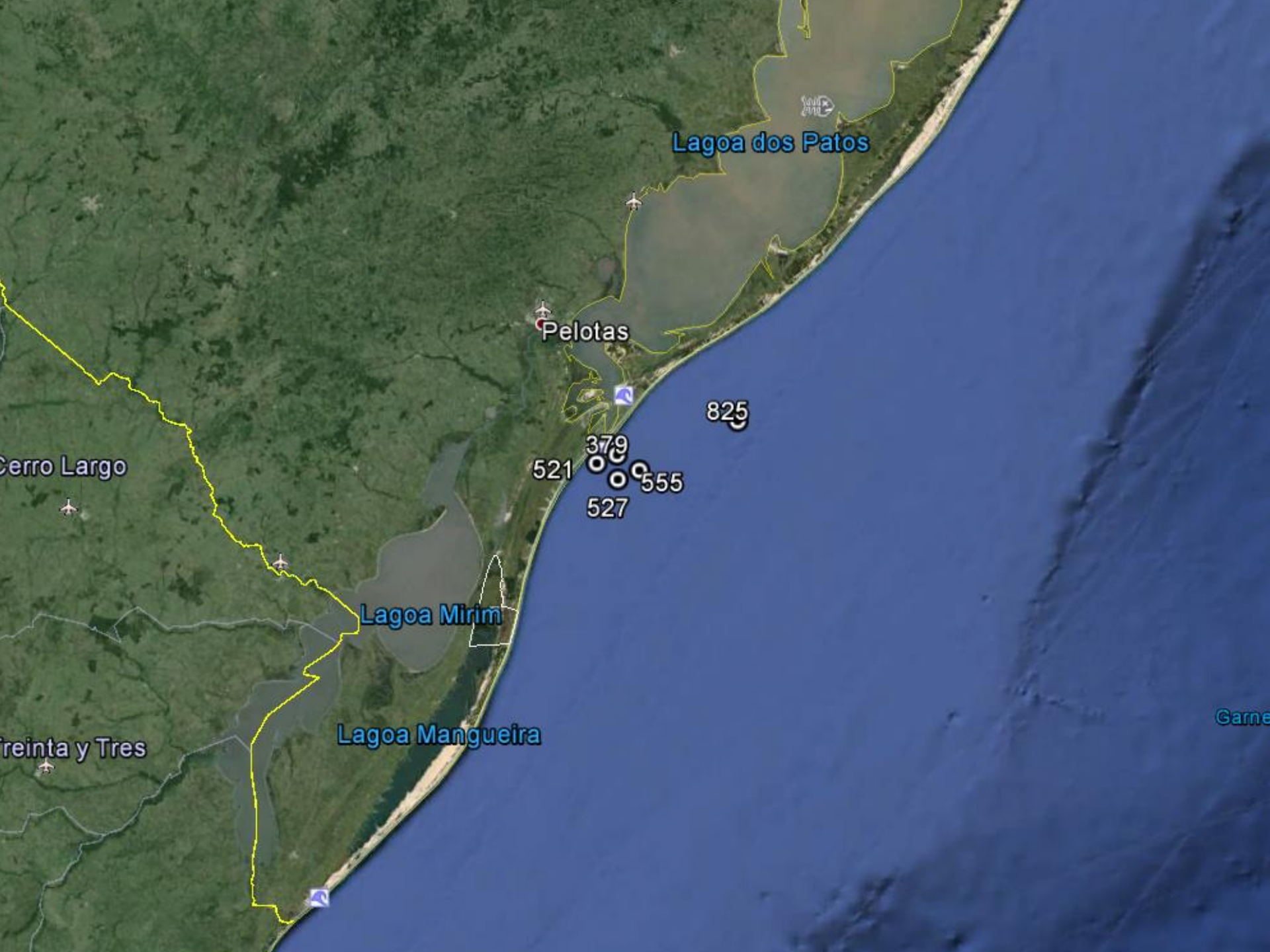
Danmark

Kristianstad

Skåne län

Lund

Sjælland



Lagoa dos Patos

Pelotas

825

521

379

527

555

Cerro Largo

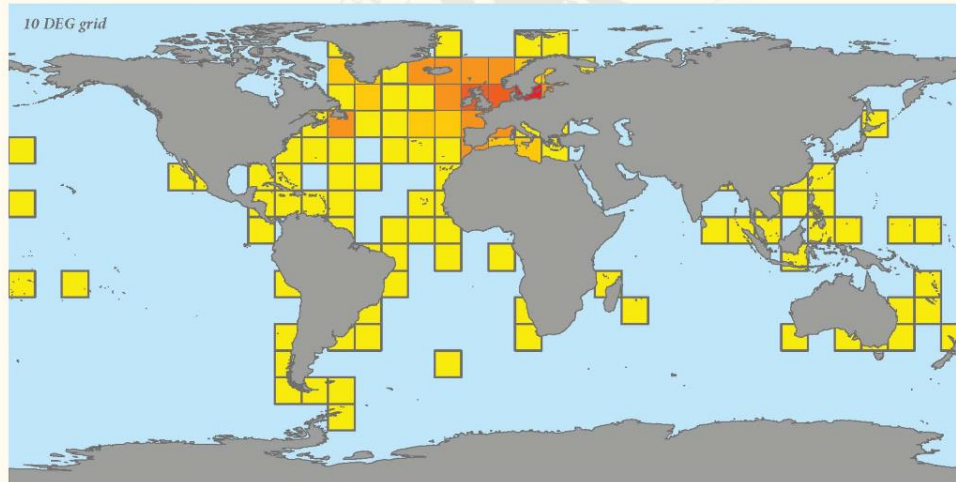
Lagoa Mirim

Lagoa Mangueira

Trinta e Tres

Garne

# Dangerous Waters: Danish Shipwrecks 1893-1990



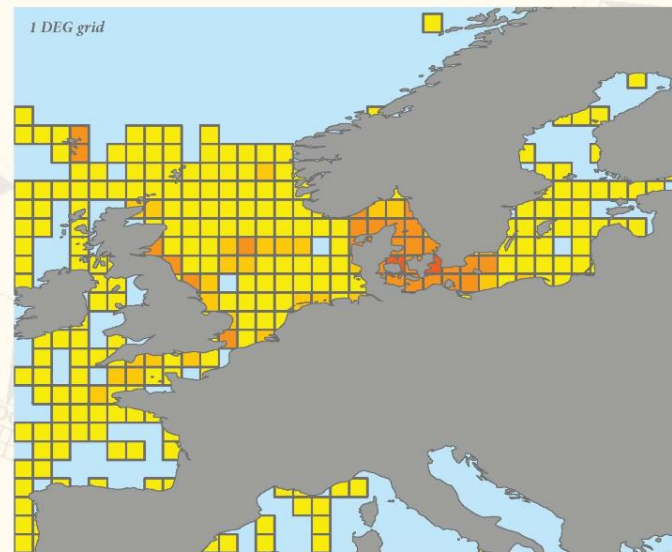
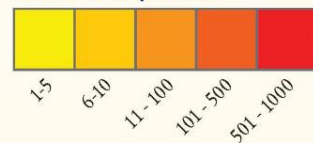
This map illustrates the global distribution of shipwrecked Danish registered merchant vessels of more than twenty GRT (Gross Register Tonnage, a measure of a ship's total internal volume) from 1893 to 1990. Data has been collected from the official list of accidents at sea published annually by the Danish Maritime Authorities. All details of the shipwrecks and the vessels are registered along with approximate geo-locations. These have been manually registered and are illustrated here as the total number of observations within two different frames and grids.

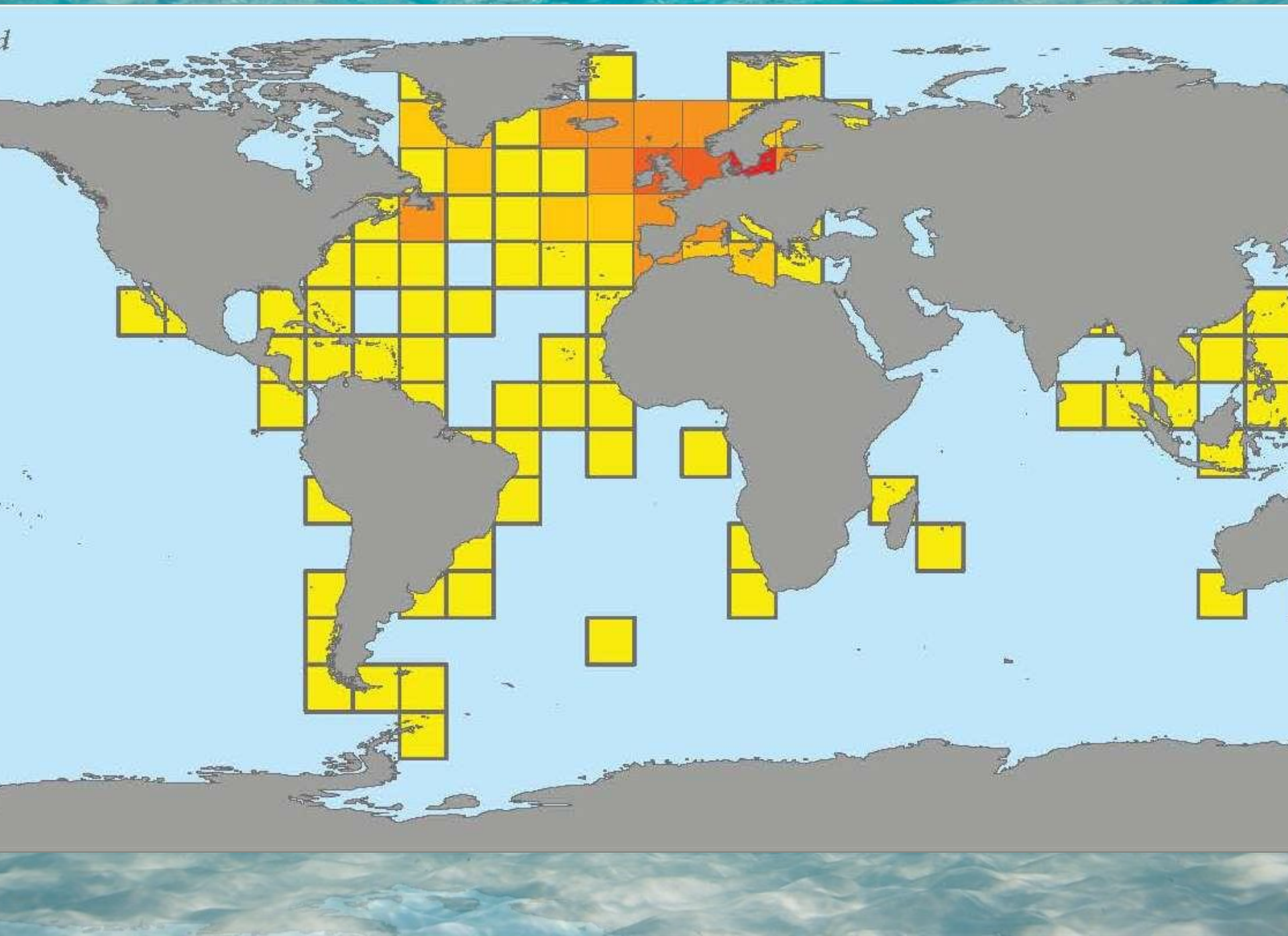
Shipping is the lifeblood of international trade with an estimated ninety percent of the world's commodities being transported onboard ships along the maritime trade routes of the oceans and seas. Denmark is a country surrounded by water, which has depended on its maritime trade and traditions for centuries.

Seafaring has, however, always been a perilous venture and the oceans always unpredictable. The distribution of shipwrecks clearly justifies what many sailors will tell you: If you are in a storm, head for the open ocean. It is the coast rather than the ocean that will wreck your ship in a storm.

The data also confirms the reputation of the North Sea and the North Atlantic as fierce, treacherous waters. Today, most merchant ship builders use the waves of the North Atlantic as a benchmark when determining how stable a ship must be in order to maintain stability and safety. Only the dangerous circumnavigating winds and swells of the Southern Ocean are considered a greater hazard.

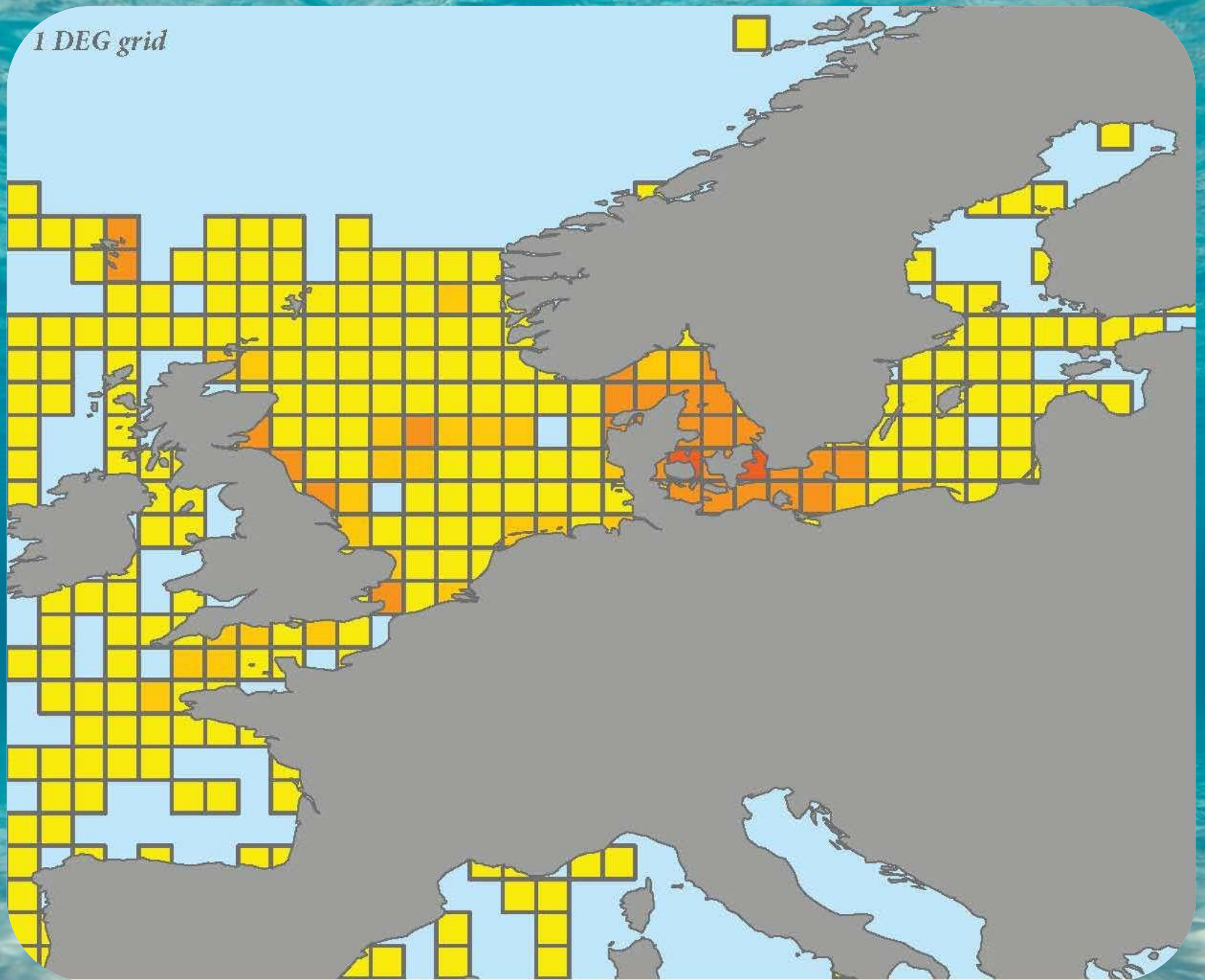
Number of shipwrecks



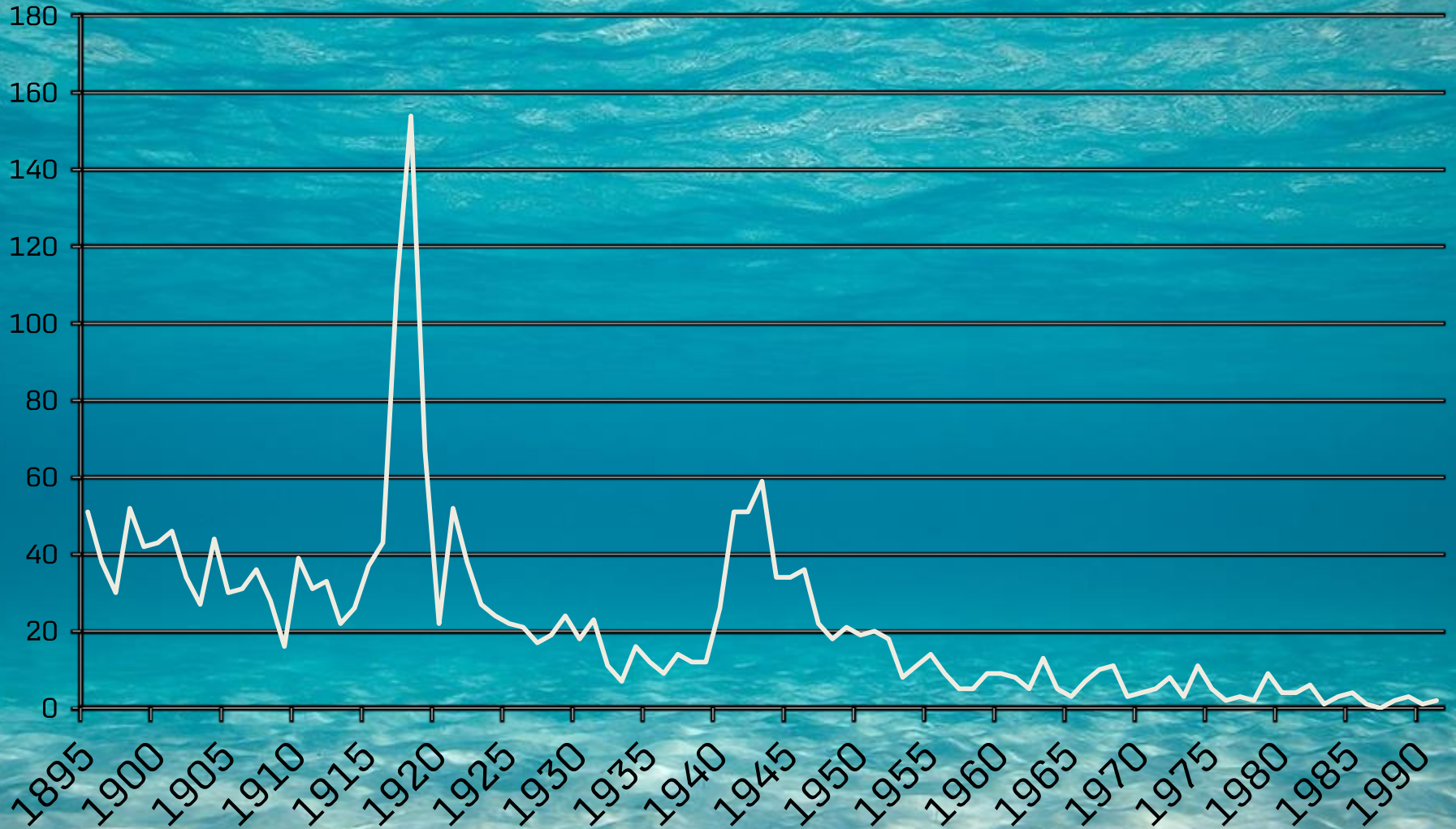




1 DEG grid



# Skibsforlis 1895-1990



# SKIBSFORLIS

Et forsøg på datavalidering



## FEJLKILDER

1. Indberetningsfejl. Der må trods alt have været andre prioriteter end at få noteret den korrekte position inden man forlod den synkende skude.
2. Digitaliseringsfejl. Alle indberetninger har en eller anden angivelse af position, men ofte er der en del skøn i at placere den enkelte hændelse.

# SKIBSFORLIS

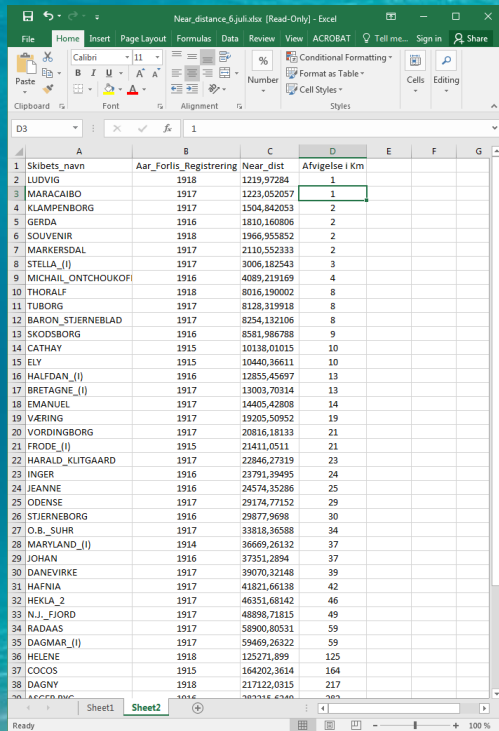
## Vragdatabaser

1. 251 sunkne skibe fra 1914-18 i og omkring Nordsøen
2. 40 kan identificeres entydigt ved deres navn i diverse vragdatabaser og positionen af vraget sammenlignes med positionen angivet i søforklaringen.
3. Kun aktive vrag er medtaget.



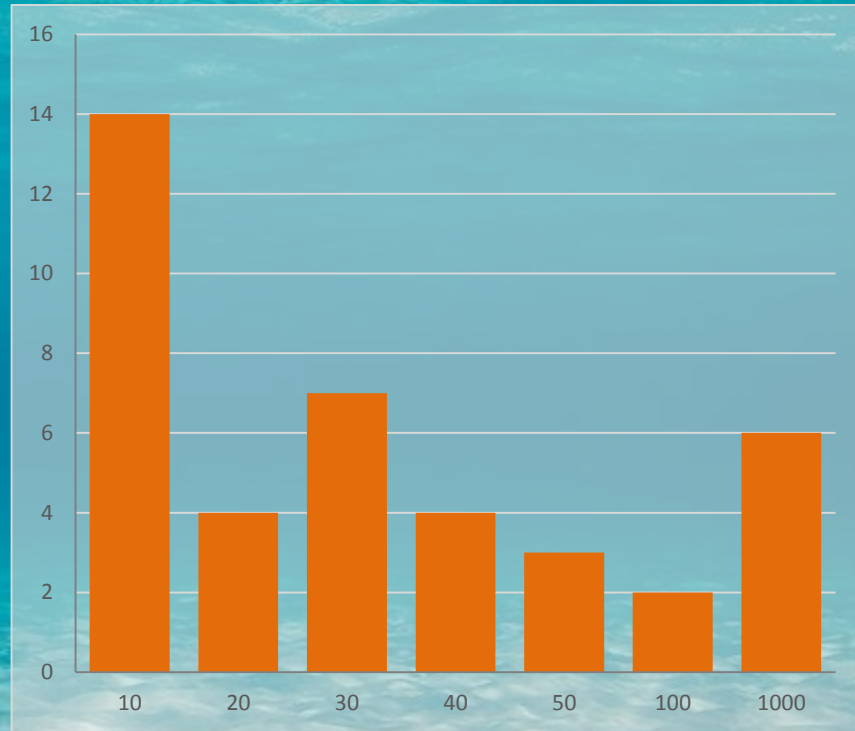
# SKIBSFORLIS

## Usikkerheder i positionsangivelserne

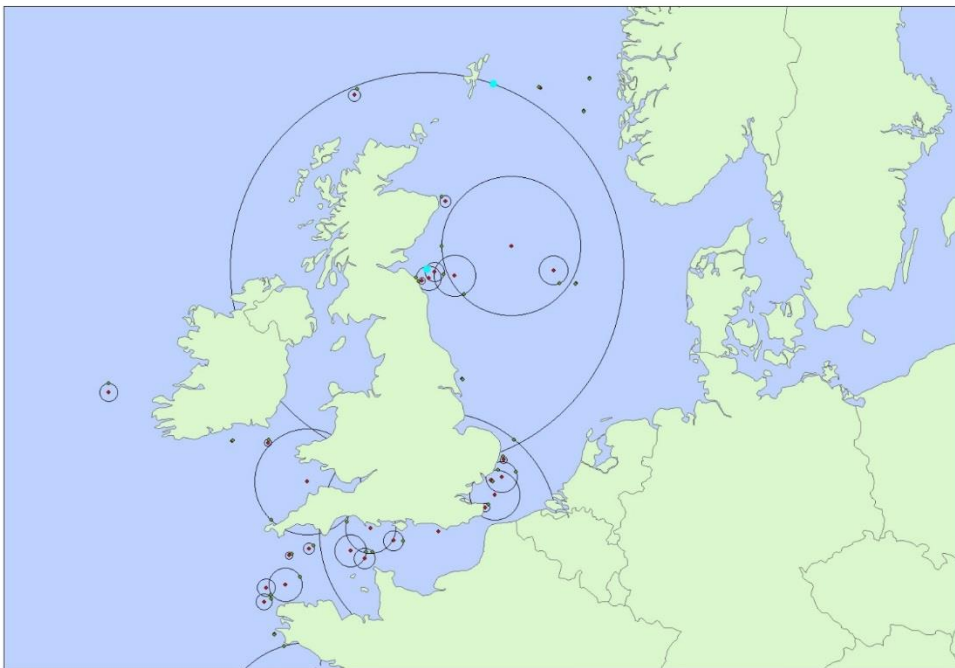


The screenshot shows an Excel spreadsheet with the following data:

	A	B	C	D	E	F	G
	Skibets_navn	Aar_Forlis_Registrering	Near_dist	Afvigelse i Km			
1	LUDVIG	1918	1219,97284	1			
2	MARACAIBO	1917	1223,052057	1			
3	KLAMPENBORG	1917	1504,842053	2			
4	GERDA	1916	1810,160806	2			
5	SOLVENIR	1918	1966,955853	2			
6	MARKERSDAL	1917	2110,552333	2			
7	STELLA_(I)	1917	3006,182543	3			
8	MICHAEL_ONTCHOUKOFI	1916	4089,219169	4			
9	THORALF	1918	8016,190002	8			
10	TUBORG	1917	8128,319918	8			
11	BARON_STJERNEBLAD	1917	8254,132106	8			
12	SKODSBORG	1916	8581,986788	9			
13	CATHAY	1915	10138,01015	10			
14	ELY	1915	10440,36611	10			
15	HALFDAN_(I)	1916	12855,45697	13			
16	BRETAGNE_(I)	1917	13003,70314	13			
17	EMANUEL	1917	14405,42808	14			
18	VÆRING	1917	19205,50952	19			
19	VORDINGBORG	1917	20816,18133	21			
20	FRODE_(I)	1915	21411,0511	21			
21	HARALD_KLITGAARD	1917	22845,27219	22			
22	INGER	1916	23791,39495	24			
23	JEANNE	1916	24574,35286	25			
24	ODENSE	1917	29174,77152	29			
25	STJERNEBORG	1916	29877,9698	30			
26	O.B._SUHR	1917	33818,36588	34			
27	MARYLAND_(I)	1914	36669,26132	37			
28	JOHAN	1916	37351,2894	37			
29	DANEVIRKE	1917	39070,32148	39			
30	HAFNIA	1917	41821,66138	42			
31	HEKLA_2	1917	46351,68142	46			
32	N.J._FIORD	1917	48898,71815	49			
33	RADAAS	1917	58900,80531	59			
34	DAGMAR_(I)	1917	59469,26322	59			
35	HELENE	1918	125271,899	125			
36	COCOS	1915	149202,3614	144			
37	DAGNY	1918	217122,0915	217			
38	ACCORD	1916	263316,4346	263			



# SKIBSFORLIS



Gennemsnitsfejl (alle målinger)

$$\bar{X} \cong 57 \text{ Km}$$

Gennemsnitsfejl

$$\bar{X} \cong 21 \pm 5 \text{ Km}$$

# SKIBSFORLIS

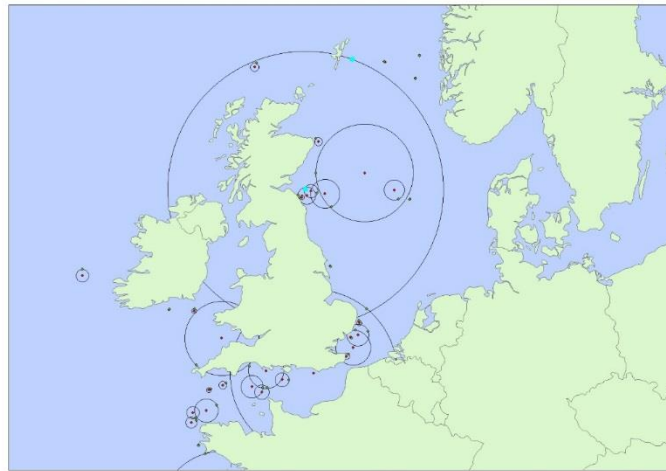
i Anledning af S/S »Anna«s Sækning i Nordsoen den 27. August 1917 paa Rejsen fra Methil med Kul til Aarhus.

S/S »Anna« af Esbjerg, Kendingssignal N. S. W. B., 741,16 netto Reg. Tons

Onsdag den 22. August gik Kaptajnen i Land fra Methil Red for at faa Sejlordre. Modtog Ordre til at afgaa i Konvojen Onsdag den 22. Kl. 6,30 Em. Afgik fra Methil Red samme Aften Kl. 6,30 eskorteret af 2 armerede Trawlere, styrede af Leithfjorden efter Konvojlederen.

Fredag den 24. ca. 8 Fm. ankrede inden for Netspærringen ved Kirkwall. Afgik fra Kirkwall samme Aften Kl. 7,30 under Konvoj. Ankom til Lerwick Lørdag Morgen den 25. Kl. 8,30. Hele Vejen fra Methil er der i Nattetimerne efter Ordre fra Konvojen søltes den andre Lanterne tændt end Agterlanteren.

Mandag den 27. August Kl. 5,40 afgik fra Lerwick Havn og afventede Konvojen, som havde Ordre til at ledsages os over Nordsoen. Kl. 5,30 samme Dag ankom Konvojen og efter Ordre fra Lederen afgik Skibet fra Lerwick Red i Følge med Konvojen. Supplerede Konvojens Ordre Kl. 8,40 samme Dags Aften rantes Skibet af en eksploderende Torpedo paa Bli Side ud for 2-Lugen og begyndte straks



Søforhørets eller Søforklaringens Optagelsessted og Datum  
samt  
Oplysninger om Soulykkens Aarsag m. m.

Søforhør dat. Kjøbenhavn d.  $\frac{3}{10}$  17. Anmeldelse fra Rederiet dat. Kjøbenhavn d.  $\frac{5}{10}$  17.

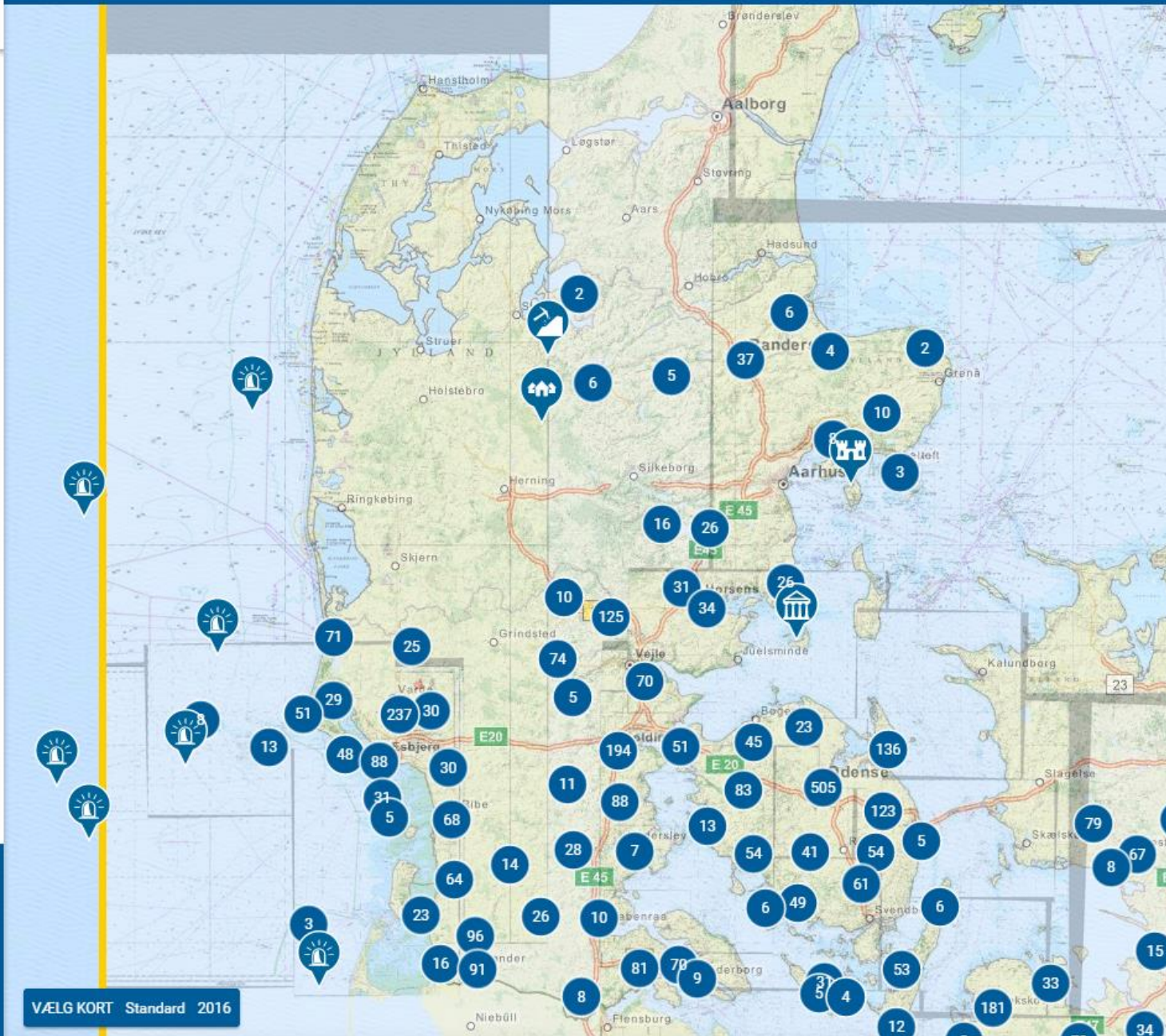
Omr. 3 Timer efter Afgang fra Methil og under Konvoj blev A. Kl. 8<sup>40</sup> EM. ramt af en Torpedo om Bagbord og begyndte straks at synke. Besætningen gik i Baadene, men disse kæntrade, og alle Md. faldt i Vandet. De bjærgedes dog alle af en engelsk Torpedobaad, men 2. Styrmand — Miliam Hakon Sørensen af Sønderho — som var haardt saaret formentlig af Skruen, der endnu gik rundt, da Baadene kæntrade, afgik straks efter ved Døden. Den øvrige Besætning blev senere fra Torpedobaaden overført til et Dampskib — »Elna« af Kjøbenhavn — som d. 29. land-satte den i Bergen.

Anm. Aarsagen til Forliset fremgaar af det ovenanførte.

Kort    Perioder    Emner    Enheder

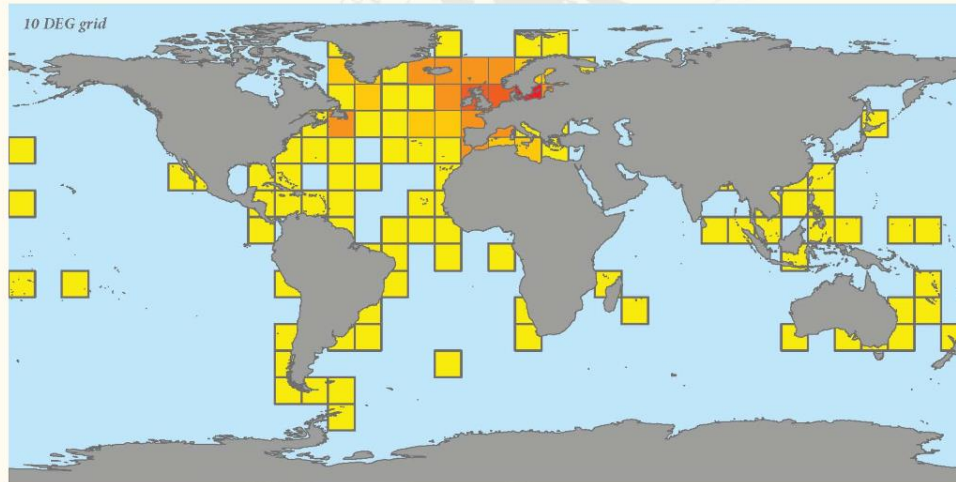
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Kiöbelöv Sogn 1910	<input type="radio"/>	<input type="radio"/>
Nysø og omegn 1912	<input type="radio"/>	<input type="radio"/>
Flensborg 1912	<input type="radio"/>	<input type="radio"/>
Flensborg 1928	<input type="radio"/>	<input type="radio"/>
Sydslesvig 1905 - 1929	<input type="radio"/>	<input type="radio"/>
København, Turistkort 1929	<input type="radio"/>	<input type="radio"/>
Kragens Havn 1925 - 1939	<input type="radio"/>	<input type="radio"/>
København 1939	<input type="radio"/>	<input type="radio"/>
Luftwaffe, Fyn 1944	<input type="radio"/>	<input type="radio"/>
Lavkantkort 1901 - 1945	<input type="radio"/>	<input type="radio"/>
Sydslesvig 1929 - 1948	<input type="radio"/>	<input type="radio"/>
Faxe Ladeplads 1950	<input type="radio"/>	<input type="radio"/>
Befolkningsfordeling, Københavnsegnen 1950	<input type="radio"/>	<input type="radio"/>
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Turistkort, Odense 1955	<input type="radio"/>	<input type="radio"/>
4 cm kort 1953 - 1976	<input type="radio"/>	<input type="radio"/>
4 cm kort 1977 - 1985	<input type="radio"/>	<input type="radio"/>
4 cm kort 1986 - 2001	<input type="radio"/>	<input type="radio"/>
Søkort 2008	<input type="radio"/>	<input type="radio"/>
Skærmkort 2010	<input type="radio"/>	<input type="radio"/>
Luftfoto 2004 - 2011	<input type="radio"/>	<input type="radio"/>
Sydslesvig 2012	<input type="radio"/>	<input type="radio"/>
Standard 2016	<input checked="" type="radio"/>	<input type="radio"/>

VÆLG KORT Standard 2016





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Number of shipwrecks

