

The Danish Brigade in Sweden 1943 - 1945 - The Danish Flotilla, Part 1

Introduction

At the disbandment of the Danish Brigade, the English Major KD Bennet wrote the following at the end of a report from his stay at the Brigade in Sweden and Denmark (quoted from Source 1):

"DANFORCE is an efficient and exceedingly well trained and equipped little army. Bearing in mind the limitations imposed by lack of heavy weapons and of extensive reserves of men, petrol and ammunition, I believe them capable of fulfilling any task within their armament."

The brigade was a kind of miniature version of the Danish defense of the time and thus not only commanded land forces and air forces, but also a naval unit, which was designated as the Danish Flotilla.

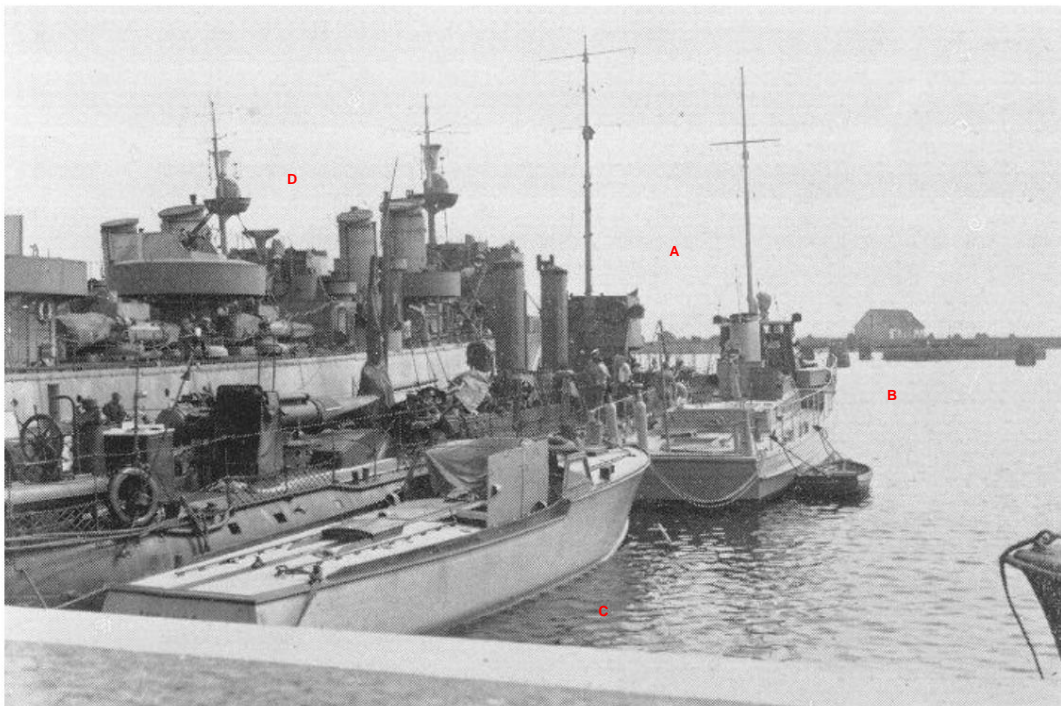
The flotilla

The warships of the flotilla were on the run to Sweden in connection with the events of 29 August 1943; only the Navy's fast motorboat *Fandango* had escaped earlier.

On September 14, 1943, at 2:00 p.m., the vessels left command and were laid up in the Swedish naval port of Karlskrona, under the supervision of a modest, uniformed force; other personnel left for civilian work.

In the spring of 1944, the temporarily repatriated personnel were called up for training at the Brigade's 1st Battalion, where they formed a special marine company. 4th Company, as it was designated, underwent intensive infantry training during the following months; in the company, the marines were divided into crews for the vessels in question. However, certain maritime disciplines were also practiced, e.g. seamanship and vessel training, for which a number of rowing vessels were acquired for use in sailing and landing exercises. Signal service, including communication between army and navy, was also practiced.

On 22 September 1944, the Danish Flotilla was increased and the marine company was disbanded. Intensive training at sea could now begin.



Danish naval vessels in Karlskrona.
From Source 6.

The vessels are: the torpedo boat *Havkatten* (A), the minesweeper *MS 9* (B), and the motorboat *Fandango* (C). The ships to the left (D) are Swedish naval vessels - possibly the destroyers *Ehrensköld* and *Nordensköld*.

At the command hoist, the flotilla mustered a total of 133 men, of which 26 officers, 1 doctor, 2 quartermasters, 11 sea cadets, 6 sub-quartermasters, 3 chief firemen, 9 conscription machinists, 11 mathematicians, 6 mathematics students, 49 conscript privates,

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1 corporal and 8 civilian fishing skippers. Of these, 31 came from the supervisory force (which had meanwhile been increased), 93 from the marine company, 7 from various diversion services and Malmö, and 2 from Stockholm (the flotilla commander and the doctor).

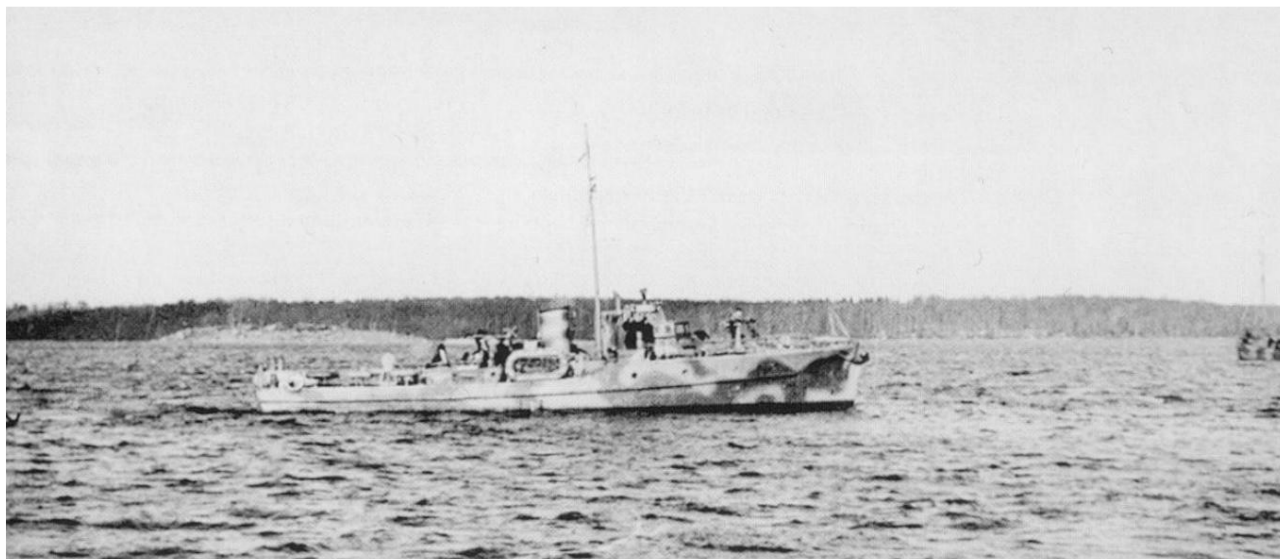
Organisation (pr. 5. maj 1945)

Unit	Managers
Marine Department (Section 3 of the Brigade Staff)	Commander captain FAH Kjølsern
Marine command (total 62 men) • Sea transport force (transport officers, signal personnel, etc.) • Base force (administrative and sanitary personnel, reserve, etc.)	Captain Lieutenant JFF Lolle Sea Lieutenant I (in the reserve) J. Bilde Jensen Naval
The Danish Flotilla	Captain ET Sølling

Naval vessels

Type	Name	Armament 2	Crew 27 men
Torpedo boat ¹	Havkatten (Command ship from 22 September 1944.)	pcs. 57 mm anti-aircraft guns 1 pc. 40 mm machine gun 2 1 pc. 452 mm torpedo tube, in the bow, as well as devices for laying out artificial fog 1 pc. 20 mm machine gun 2	
Ministrygere	MS 1 MS 7 MS 9	pcs. 8 mm anti-aircraft machine guns in double mount and devices for laying out artificial fog A number of 8 mm anti-aircraft machine guns in double mount ³ and devices for laying out artificial	12 men per ship
Coast Guard vessels (K-boats)	K 3, K 6, K 8, K 10, K 11, K 12, K 13, K 15 and K 17	fog	5-7 people per ship
Motor boat	Fandango	A number of 8 mm recoilless rifles of the Swedish model	4 men

When the ships were prepared in the spring of 1944, they were painted camouflage, according to the Swedish principle for painting warships.



MS 1.

From Source 9.

¹ The sea cat was from the beginning (1919) a *torpedo boat*, but was then classified as a *guard vessel*, and finally in 1929 was changed to a *minesweeper*. Despite this, most sources refer to the ship as a *torpedo boat*, perhaps to distinguish it more easily from the three actual *minesweepers*.

² In Sweden, in March 1945, the *Havkatten*'s deck torpedo apparatus was removed and a 40 mm anti-aircraft gun (Bofors) was mounted right instead.

³ The K-boats were originally unarmed, but were armed in Sweden. A total of 36 units were purchased. water-cooled machine guns for arming cutters etc.

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Danish minesweeper and Ø-boat practice landing.

From [the Brigade Association's website](#).

In addition, 140 smaller inland settlement boats (so-called Ø-boats, or *ö-båtar*) were acquired.

These vessels were used, among other things, by the Swedish engineering troops when crossing smaller streams, and - when landing on an open coast - were supposed to supplement the ships' and cutters' equipment.

In addition to the boat's driver, an inland boat could carry 6 men with full field equipment.

Later, 80 Archimedes on outboard motors were also acquired for the landing boats.

The material was laid up in Malmö, which was Brigad's intended port of embarkation.

Temporary warships

The brigade further disposed of 86 civilian transport vessels⁴, which can be divided into three main groups: DSB ferries, the Auxiliary flotilla (which carried illegal weapons transport and was "mobilizable" for the brigade) and the Svitzer flotilla.

The ships were recognized as warships and the crews of the DSB ferries (arriving among the first ships) were trained in weapons operation - pistol for commanders) and machine gun for deck crews.

Combined operations

Flotilla's main purpose was to transfer the Brigade to Denmark and land it - on an open beach, in a harbor or in a combination thereof. The transport was initially to take place with chartered, civilian Swedish vessels - fishing boats, schooners, passenger ships and cargo ships.

Cooperation between army and navy was therefore practiced to a somewhat greater extent than during peacetime training in Denmark.

The flotilla held exercises, with good results, together with the 3rd, 4th and 5th Battalion in southern Sweden, both in the lake at the *Sofielund camp* and in the archipelago.



"The ship's side" in Sofielundlejren.

From [Dragør local history association](#).

In a large lake at the *Sofielund camp*, a special plank structure was constructed, which was supposed to do it off a ship's side.

From here the brigades practiced disembarking in boats, and after the following landing on the coast.

Loose ramps with two tracks were made of planks and boards, along which infantry cannons could easily be carried aboard e.g. the ministers.

The ramps could also be laid over two Ø boats, and thus form a base for the transport.

⁴ A complete fleet list can be found on the website [Dansk Marinehistorie - Den danske Flotille](#). The ships arrived in Sweden at various times in the period September 1944 to April 1945.

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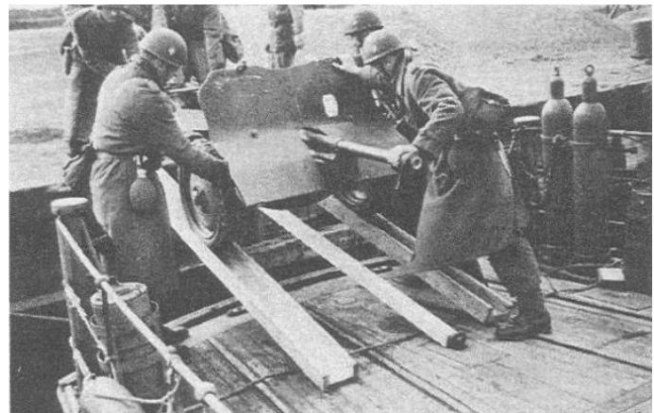
*Descending from the ship's side, Sofielundlejren, 1944.
From [the Brigade Association's website](#).*



*Landing exercise, Sofielund camp, 1944.
From Source 11.*



*Landing exercise, Sofielund camp, 1944.
From: Veterans of the Freedom Struggle, 29 August 2003.*



*37 mm infantry cannon is carried aboard MS 7.
From Source 8.*

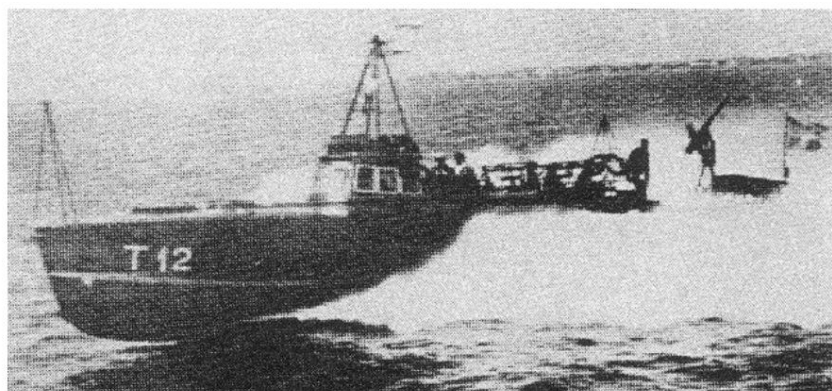
Plans to supplement the flotilla in

order to increase the flotilla's firepower, after prior acceptance from the Danish Ministry of the Navy, negotiations were held with the Swedish government to acquire three Swedish motor torpedo boats, which were to be equipped as motor gunboats. In March 1945, the negotiations resulted in an agreement that two Italian-built motor torpedo boats - T-12 and T-13 - which the Swedish Navy was phasing out, could be taken over. Instead of torpedo tubes, each boat had to be equipped with 2 pcs. 20 mm machinkanoner.

The Swedish Navy began refurbishing and rearming the boats, which were built from mahogany wood. The idea was that Danish engineering personnel, as part of their training, should participate in the repair of the boats' Izotta Fracini engines. At the same time, the training of the boats' crews was started on newer Swedish-built steel boats that were armed with the intended type of cannon.

The training was abruptly interrupted on 30 April 1945, when the crew was ordered to report to their alert posts at the Flotilla and the transport fleet. After the Liberation, there was no interest from the Danish side in taking over the two motor gunboats, as English equipment was now what was preferred.

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One of the two Swedish motor torpedo boats which could have been part of the Danish Flotilla.
From Source 8.

The flotilla's uniforming Throughout

its life, the flotilla wore Danish naval uniforms; blouse-clad personnel wore a specially made cap band with the inscription *Orlogsflyaden*. During the infantry training, the Brigade's army uniform was used, however with a special dark blue band (= shooting bow), affixed with a K, on the shoulder pads.

Judging from the image material, some of the crews used steel helmets of the Danish M.1923 model, while others used the Brigade's regular Swedish steel helmet.

Service on board Swedish naval vessels In addition to the training

at the Swedish motor torpedo boat units, 17 officers and non-commissioned officers served on board Swedish naval vessels, for a shorter or longer time - on armored ships, cruisers, destroyers (fighters) and minesweepers. Generally, they were redundant crew members, but functioned in line with their Swedish comrades. However, classified communications and certain specially cordoned off areas at the Swedish naval stations were *out-of-bounds*.

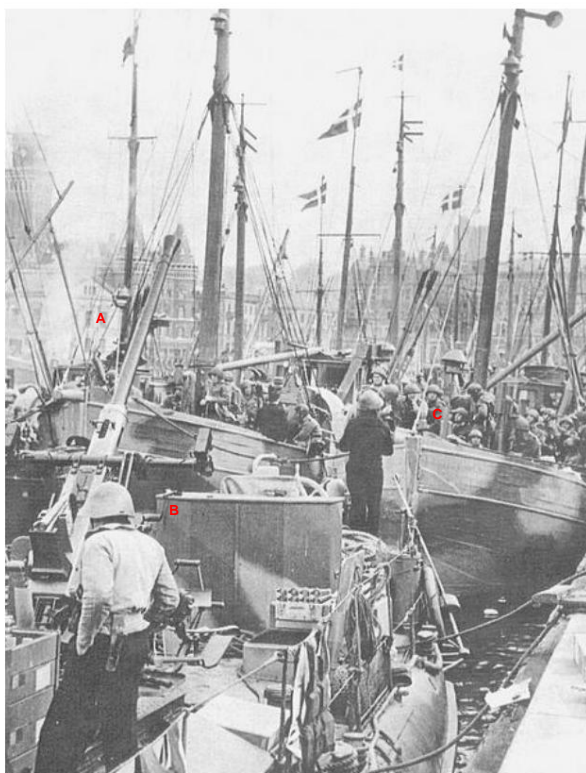
Additional reading [Danish Marine](#)

[History](#) website contains a [thorough presentation](#) of the flotilla's history by vice-admiral S. Thostrup - [The Danish Flotilla \(1944-1945\)](#) as well as the [previously mentioned fleet list](#) - [Danish Naval History - The Danish Flotilla](#). On the website of [the Brigade Association](#) there is also the article [Marinen i Sverige 1943-1945](#).

Sources

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*The torpedo boat Havkatten and K-boats in Helsingborg harbour, 5 May 1945.
From Source 5.*

The catfish's 40 mm anti-aircraft gun (A) is clearly visible in the picture. Furthermore, it is worth noting that the two crew members (B and C) wear Danish M.1923 steel helmets.



*On the way on board a Danish ferry (DSB ferry Dan or Svea) in Helsingborg harbour.
From Source 6.*

The marine (A) wears, as far as I can tell, a Swedish steel helmet.

The Danish Brigade in Sweden 1943 - 1945 - The Danish Flotilla, Part 2

Introduction

Throughout the Brigade's lifetime, sea transport to Denmark played a major role, as a *combined operation*, in one form or another, was necessary to bring the Brigade home.

Plans for the transfer of the Brigade 's

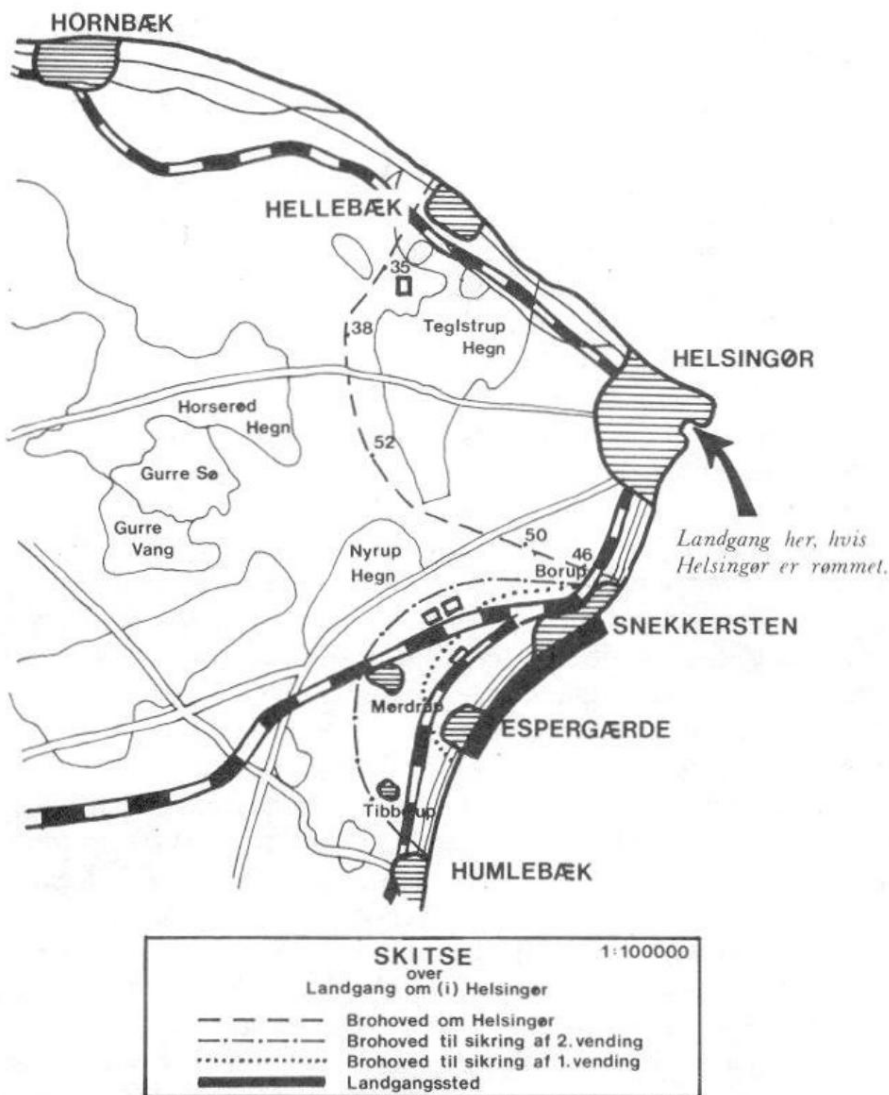
area of operations were the North Zealand Øresund coast, centered on Helsingør. The operations assumed that there were no large combat-capable German units in Denmark, and that the transport over the lake could be secured as necessary, both at sea and in the air.

Various plans, which included Swedish and Danish ships, including not least the Flotilla, as well as combinations thereof, were devised over time. They basically worked with two different scenarios, called Alternative I and II.

Option I

Alternative I consisted of a transport of the entire personnel force, with all associated equipment - vehicles, weapons, ammunition, etc. - for shipment in a port.

Alternatively, the personnel were to be landed on the open coast near a fishing harbor harbor which, once taken, was to serve as a port of embarkation. The transport was to be done collectively, in relatively larger ships.



For use in Alternative I, the Brigade obtained disposal rights over a number of Swedish ships (3 passenger ships and 3 cargo ships).

These ships had to be seaworthy and lie on 24-hour watch in a specified port.

As a supplement to the ships' normal equipment, they were provided with material that was necessary for the planned sea transport, including life jackets, signaling equipment, towing equipment as well as special heavy-duty unloading equipment, etc.

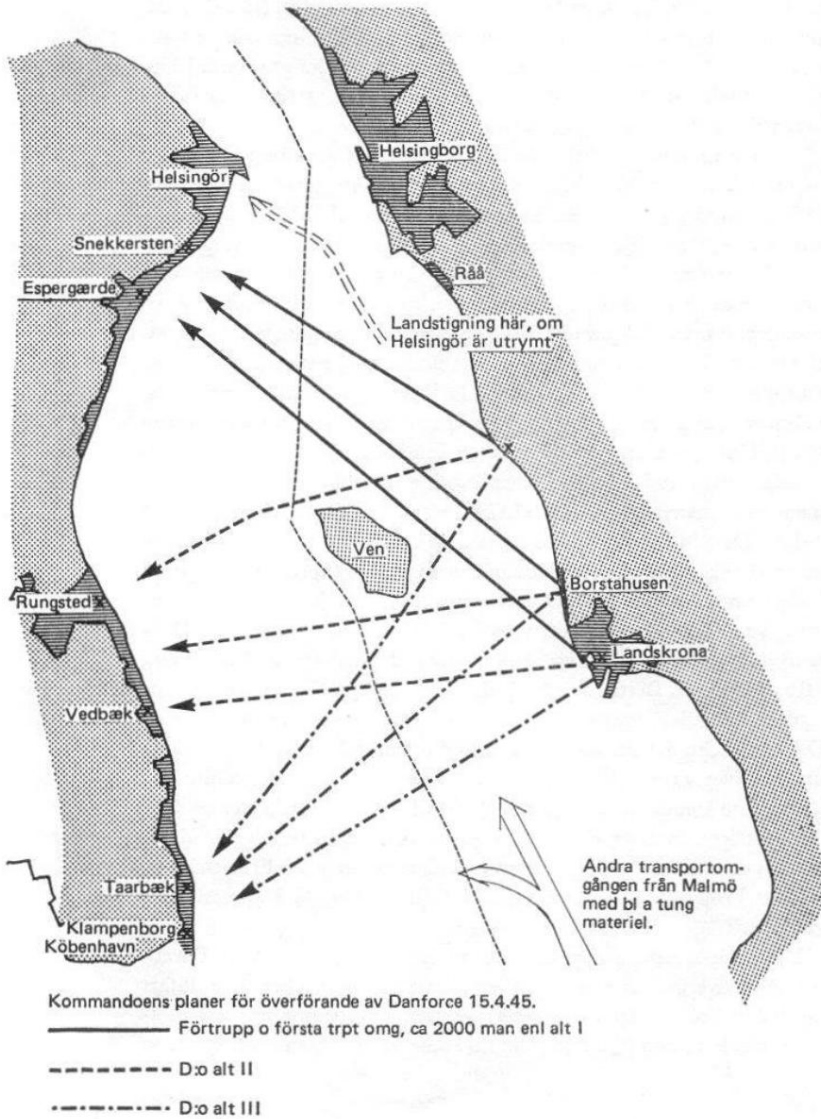
Alternative I as well as II also included the 140 island boats (see Part 1), which were acquired to be able to supplement the vessels' equipment of the ships and cutters, when landing on the open coast.

Operation plan for landing around/in Helsingør (Alternative I).
From Source 1.

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Alternative II

According to Alternative II, the personnel had to be transported in several smaller vessels (cutters) and then landed on an open beach. As soon as a port was available, the material had to be transferred to cargo ships and shipped out in the port.



Plans for the transfer of the Brigade.
 From Source 2.

In order to carry out Alternative II, the Brigade needed between 70 and 100 Swedish fishing vessels - cutters and the like.

An agreement was reached with the Swedish authorities on the right of disposal over the vessels in question, to which were added the sound boats *Gefion* and *Gylfe*.

Towards the end of the period, the number of Danish vessels (the Auxiliary Flotilla and the Svitzer Flotilla) had grown significantly, thereby reducing the need for Swedish transport capacity.

The brigade therefore considered releasing the Swedish transport capacity, but given the rapid development of events in the first days of May 1945, these considerations were not carried out.

When the Brigade is transferred on 5 May 1945, it is done exclusively on Danish lines.

Mobilization

After some consideration in consultation with the Swedish Defense Staff, it was decided in the spring of 1944 that Malmö should be the mobilization site for the Brigade's strength. As a result, the depots with both naval and land military equipment came to be located here.

As things developed, the Brigade's mobilization took place in the camp at Häckeberga, while the Flotilla's took place in Malmö.

On the night between 30 April and 1 May 1945, the Flotilla moved from its base in the Swedish naval port of Karlskrona, and sailed under Swedish escort to Malmö Harbour, which was also intended as a base port.

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Mottaget den 30/4 1945	SIGNALMEDDELANDE HEMLIG jäml. kungörelse 1938 nr 757	Avsändes <i>[Signature]</i>
Signalmedel <i>[Signature]</i>		Signalmedel <i>[Signature]</i>
Kl. _____ av: <i>[Signature]</i>		Avsändt den 30/4 1945
Till CKÖCA OCH CHEFEN DANSKA FLOTTILJEN FÖR KÄNNEDOM CMDÖ		
Från CMDS	Tidsnr: 2242	Ordantal: _____
Tjänm. _____		
ev. Adressmening: _____		
<p>1. DEN DA FLOTTILJEN HAR PÅTT TILLSTÅND ATT UNDER DEN 1/5 VERESTÄLLA FÖRFLYTTNING FRÅN KARLSKRONA TILL MALMÖ. ESKORTERING SKALL UTFÖRAS PÅ STRÄCKAN KARLSKRONA-MALMÖ AV TVÅ ES-JAG. 2 MODE - JAG, 2 MSVP STÖRRE SAMT 2 MBÅTAR. AVGÅNG FRÅN KARLSKRONA KL 2400 DEN 30/4. MODE-JAGARNA MÅ MÖTA SYD HANÖSUND. MBÅTARNA MÅ AVERYTTA ESKORTERINGEN ENLIGT ESKORT-BEFÄLHAVARENS BESTÄMMANDE.</p> <p>2. DE DENSKA ÖRLOGSPARTYGEN FÖRA UNDER FÖRFLYTTNINGEN ICKE ÖRLOGSFLAG FÖRFLYTTNINGEN VERESTÄLLES PÅ SVENSKT TERRITORIALVATTEN.</p> <p>3. SOM ESKORTBEFÄLHAVARE TJÄNSTGÖR IKK POSSE.</p> <p>4. ALLA MOT FLOTTILJEN RIKTADE ANFALL ELLER ANFALLSHOT SKOLA MED ALLA MEDEL AVVISAS.</p> <p>5. PÅ NS SKALL FÖRE AVGÅNGEN ÖMBORDTAGAS FÖR HAVKATTEN AVSEDDA 2000 40 MM KANONSKOTT JÄMTE 2 RESERVEELDRÖR. DESSA FÅ ICKE ÖVERLÄMNAS TILL HAVKATTEN FÖRRÄN PÅ SÄRSKILD ORDER AV BAS. HAR ORDER HÄROM ICKE VITS FÖRE ANKOMSTEN TILL MALMÖ, ÖVERLÄMNAS AMMUNITION OCH ELDRÖR TILL KOLI</p>		
Dekrypt. av: _____		
<small>F Skickst. nr 4005 SKCE 1943 - 15 000 bl. 4 30 etc.</small>		

Page 1 of the Flotilla's Swedish sailing order for the diversion from Karlskrona to Malmö.
From Source 3.

Further in Malmö harbor, the equipment of the Flotilla's vessels was completed, including the delivery of 40 mm ammunition to the torpedo boat *Havkatten* mentioned in the sailing order.

The Marine Department and the Marine Command (with transport officers and base force) joined the vessels of the Flotilla, bringing together the entire maritime force, apparently for the first time.

The detailed planning of the expected, imminent transfer of the Brigade took hold in earnest, and the Brigade Staff issued, among other things, the orders¹ "Operation order no. 1 for the sea transport", "Instructions for the transport officer during the sea transport" and "Instructions for the transport officer during the sea transport".

Sailing towards Helsingborg The

flotilla commander, commander captain FAH Kjølseen, arrives by train from Stockholm to Malmö on 4 May 1945, at 22.00. At 11 p.m., he receives a telephone order from General Knudtzon to make the ships ready for sailing towards Helsingborg as soon as Swedish sailing orders are available.

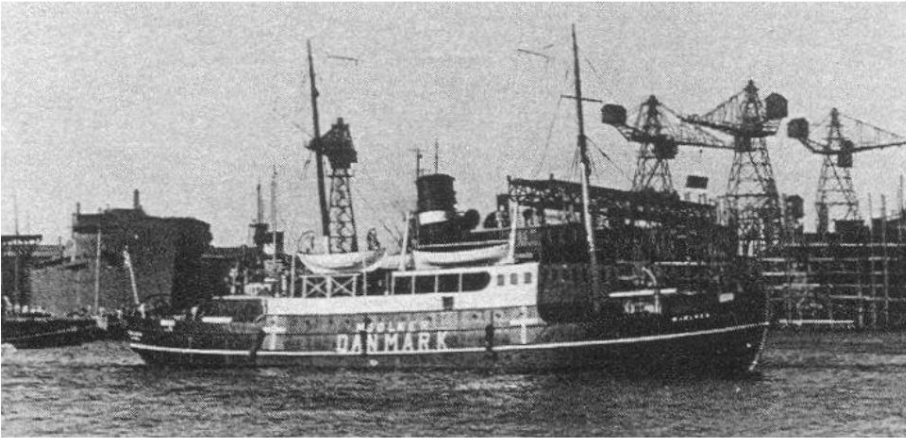
At the 11th hour, Denmark had designated Helsingborg as the starting point for the transport to Helsingør, which led to hectic activity in the flotilla staff. Swedish sailing orders were available almost immediately and at 00.30 the flotilla commander receives the final order to depart for Helsingborg with all ships, except the 6 Swedish ships.

The flotilla, the auxiliary flotilla and the Svitzer flotilla are now facing Helsingborg under the escort of Swedish warships. The voyage takes place along a mine-strewn route in Swedish territorial waters. All ships reach Helsingborg harbor without problems at exactly 06:00.

The port authorities assign the ships a berth and almost at the same time the first units from the Brigade arrive. Embarkation. Embarkation begins at 07.15.

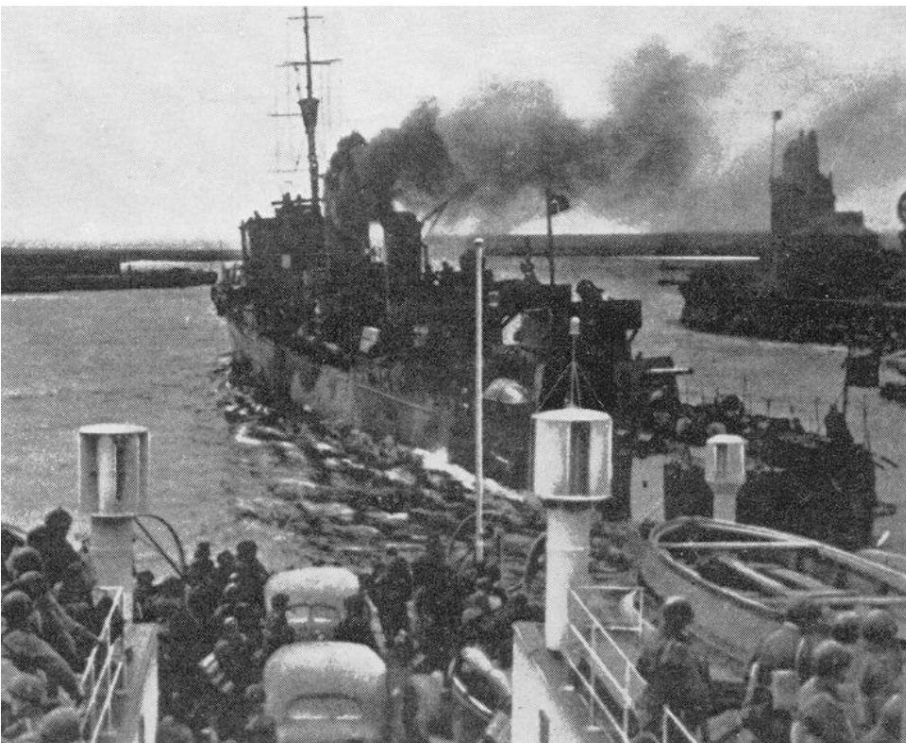
¹ The orders are reproduced in Source 4. The *transport* officers were naval officers who were attached to the civilian vessels in the Hjelpeflotille and the Svitzer flotilla. The function of the transport *officers* (a probably Swedish-inspired designation) must be equated with the "officer ordered to lead a transport" referred to in the Sea Transport Regulations for the Army (Ministry of War, February 1934). The tasks included, among other things, assistance with embarking and disembarking personnel and keeping in touch with the transport officers.

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From the command ship, the icebreaker ferry Mjølner, which - according to *Operation order no. 1 for the sea transport* - leads Dannebrog from "on the top or only top" gives the sailing order for the first turn at 09.15.

The icebreaker ferry Mjølner.
From Source 3.



The ships are escorted by Swedish warships to the Swedish territorial border, where the Flotilla's vessels take over ven.

Danish ferry and Swedish destroyer of the Ehrensköld class, standing out of Helsingborg harbour, 5 May 1945. From Source 6.

Every man aboard the Flotilla's vessels stood ready at the guns and kept all weapons ready for battle. Well, it was shown that the Germans had capitulated, but the question was whether they also intended to comply.



At 10.30 the first ships arrive at Helsingør harbour, where they are received, not by tyrants, but by jubilant but cheering crowds.

The command ship Mjølner departs for Helsingør at midday, with General Knudt zon, accompanied by the flotilla staff.

The brigade was now finally home!

In Helsingør harbour, 5 May 1945.
From Source 7.

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Conclusion

For the rest of the day and next morning, material, equipment and ammunition are now transported to Helsingør; vehicles etc. was transported over in the ferries Holger Danske, Svea and Dan, while the transfer of weapons and ammunition takes place on ships from the Auxiliary Flotilla.

With the exception of a single episode, which is mentioned in Part 3, the extensive transport proceeded without loss or significant problems, which must be described as an exceptionally well-executed operation.



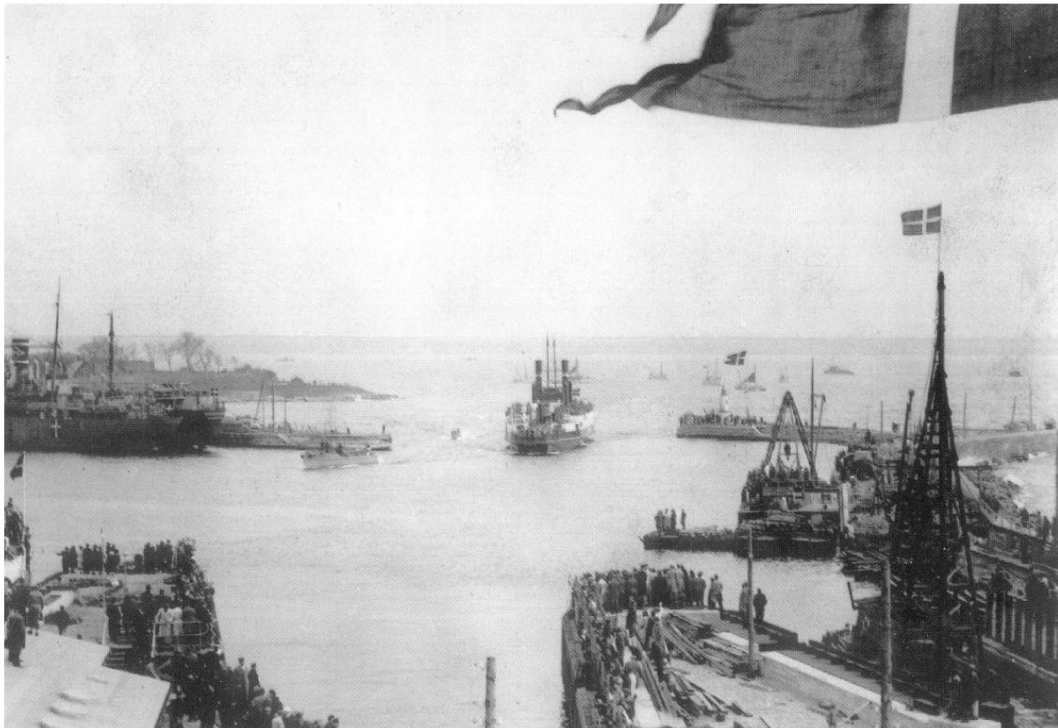
*The schooner Mars, from the Auxiliary Flotilla, Helsingør harbour, 5 May 1945.
From Source 8.*

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1. *The Danish Brigade in Sweden 1943-1945* by KV Nielsen, published by The Danish Brigade Association, 1985, Copenhagen 1985, ISBN 87-981346-4-7. 2. *1½ years with the Danish Brigade* by lieutenant colonel PAF Norup (the brigade's chief of staff), Militær Tidsskrift 1947, page 271-308 and 353-406.
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Per Finsted

The Danish Brigade in Sweden 1943 - 1945 - The Danish Flotilla, Part 2



*Helsingør Harbour, 5 May 1945.
From Source 9.*



*Parts of the Brigade marched onto the quay in Helsingør harbour, 5 May 1945.
From the now defunct website "Øresundstid."*

The Danish Brigade in Sweden 1943 - 1945 - The Danish Flotilla, Part 3

The shooting incident in Helsingør Harbor on 6 May 1945

While the Brigade's main force had marched to Copenhagen, on Sunday 6 May 1945, the Flotilla was at anchor in Helsingør Harbour, guarded by the 1st Platoon/Panzer Company (24 men) and parts of the Brigade's staff company (20 men from the Staff Division).

On board the vessels, in addition to the Flotilla's crew, were, among other things, the Brigade's considerable stocks of ammunition and other supplies.

The geography

The following pictures give an impression of the local geography, which it can be practical to keep in mind when reading the following story.



Helsingør Harbour, seen from the air (2004). From Berlingske Tidende 18 March 2004.

The picture gives a good impression of the area as it looks today. Of course, much looks different than in 1945, but the main lines are basically the same.

same.

The location of the flotilla is indicated by the blue line, and the shooting episode it took place approximately by the red x.



Helsingør Harbour, seen from the air (1965). From [the Handels og Søfartsmuseet's digital photo archive](#).

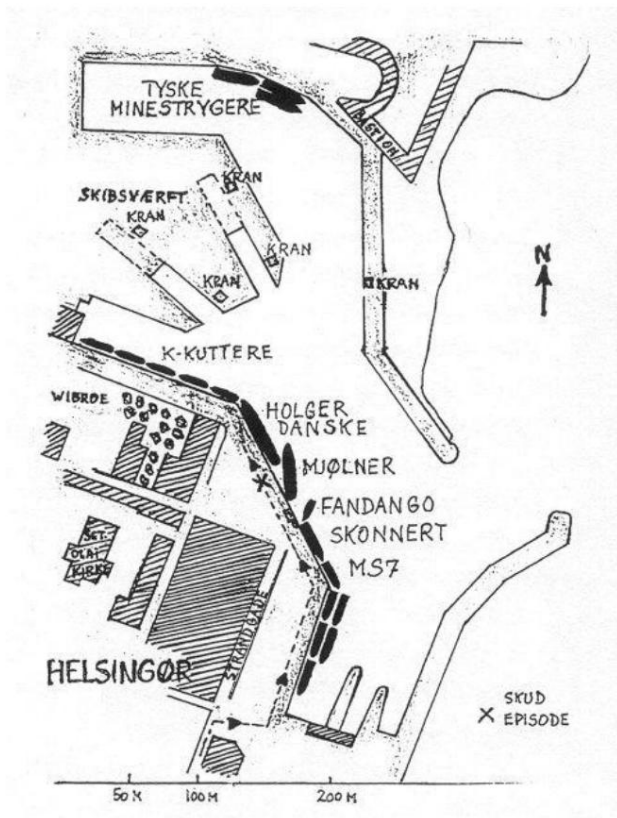
Its biggest difference between 1945 and 2004 is probably that Helsingør Shipyard is no longer centrally located in the harbour, but this picture, even though it was taken 20 years after the events, should complete the impression.

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Events

Sunday 6 May 1945 was a beautiful, warm spring day, with clear and calm weather. There were many people on the dock enjoying the weather while watching the activities. On Kronborg's southern bastion sat a corresponding number of German soldiers in casual clothing, at the top of the lawn.

At the end of the day there had been rumors that a group of HIPO people were on their way to Elsinore to carry out a raid against the ships in the harbor and the ongoing unloading of material. The crew from the 1st Platoon / Panzerværnskompagniet¹ manned posts along the barriers on the quayside. Furthermore, according to Source 2, there had been certain disturbances in the city in the afternoon. As a result, the Flotilla was ordered on alert.



Principle sketch of the Flotilla's location in Helsingør Harbour, 6 May 1945. From Source 1.

In the evening, at approx. At 19.50 a shooting incident occurred, which, due to various misunderstandings, immediately developed into wild, uncontrolled shooting that lasted a good 10 minutes.

At 19.35, the cutter *K 8* had routinely departed on night patrol at the nest. The rest of the Flotilla

Various delays were in progress, partly routine with a view to unloading, partly to give the Flotilla's vessels free shooting fields along the quays. During these delays, most of the Flotilla's vessels were outside the harbor to make room for the maneuvers.

To the south were the transport vessels *Ymer* with the barge *Sif*, *MS 7* and a not yet unloaded schooner. *Mjølner* was under for hauling up on the side of *Holger Danske*. *Fandango* assisted them with the delay and lay outside the opening between the schooner ten and *Mjølner*.

At approx. At 19.50, an Opel Olympia came driving south from Strandgade, where it turned down along the southern quay at Toldboden.

The carriage passed through an opening in the barrier, greeted the mail and continued along the quay. The Post observed that the carriage's five passengers were wearing German military uniforms and therefore immediately raised the alarm. The next post called the wagon, made a stop sign and fired warning shots. When the carriage did not signal to stop, but rather picked up speed, the postman fired his machine gun directly at the people in the front seat. Other posts now also opened fire on the carriage, which continued to meander along the quay, where it stopped approx. 30 meters further on - the carriage's driver and two officers were killed, while two other officers were wounded.

The shooting from both sides along the quay apparently gave the impression that shots were also being fired from the carriage, which is why everyone threw themselves down and "returned" the fire. Shots fired from the south swept over the Shipyard, where a crane was hit, causing sparks to fly, which was taken by some to be shots from the crane, where a couple of figures were seen moving.

AC Stuckmann has given an excellent description of the events in Source 1, including the subsequent reactions from the ships in the harbour. From this statement, the following must be highlighted:

- *MS 7* fired its 20 mm machine gun at the crane, from which "shots" were observed; one of the walls of the crane house crashed 2 .

¹ The anti-tank company was the Brigade's absolutely youngest unit. The crew met for training on 28 April 1945 at the depot in Tingsryd, from where they were transported to Helsingborg on 5 May 1945.

² It turns out during a later questioning by the Resistance movement's city manager that the people in the crane were crew members on a coaster that was being inspected at the shipyard. They had climbed into the crane to enjoy the good weather and view the scenery. Remarkably, none of the sailors were injured.

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- *MS 1* observed the shooting out from Øresund and believed to see an impact in the water, north of its own location. It was assumed that the firing came from Kronborg, and opened fire on the southern bastion; two volleys were fired.
- Tracer projectiles from *MS 1* struck the harbor, giving the impression that shots were fired from the bastion or the German minesweepers below. Fire was therefore immediately opened with small arms against the German ships.

The German soldiers on the bastion immediately disappeared into cover, just as German sailors on the quay disappeared aboard their ships.

As far as is known, no fire was opened at all from the German side and the front German auxiliary minesweeper sometimes quickly hung a large white sheet over the edge of the bridge to mark its status as "neutral". The German minesweepers soon after threw loose and stood in close formation out through the harbour. At the parade, next to *Holger Danske*, a German officer called out like a shouter: "*Schiessen einstellen. Else werden Sie versenkt!*" The shooting had practically ceased and the German ships sailed out of the harbour, stood to the north and disappeared behind the decorations.

It should also be mentioned in the title for the post office, from Kronborg, on request of *MS 1* and varskoede: "*On the flagship! Don't keep shooting. Otherwise you will be sunk. We Germans have wounded!*"

The shooting lasted, with small breaks, 10-12 minutes and the total German losses were 3 dead (in the wagon) and 7 wounded (including 2 in the wagon).

A Danish sea cadet on board *MS 7* was injured in one leg (foot), probably by a ricochet from the quay. A small mast on the *Fandango* was shot over, by small-arms fire passing over the stern deck of the schooner. In addition, there were no losses or damages on the Danish side.



*MS 7 on its way into Helsingør harbour, 5 May 1945.
From the Fleet in Korsør, no. 2, June 1999.*

Reactions from the Danish side

The flotilla commander, commander captain FAH Kjølens, who was on board *Mjølnir* (the command ship) assessed immediately after the events that the situation was clearly out of control and the risk of having the ammunition ships (primarily from the Auxiliary Flotilla) lying in Helsingør was too great.

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He therefore orders a temporary evacuation of Helsingør Harbor and escorts the transport ships back to Helsingborg, where they are given permission to anchor.

After this, the Flotilla, *Holger Danske* and *Mjølnir* return to Helsingør, where they anchor up on the nest, with *Fandango* stationed in the harbor as a link to the Freedom Movement's town leader, war captain J. Westrup.

Motorboat Fandango. From Source 1.

At 11:00 p.m., the city manager sends a written recommendation to the flotilla commander not to call at Helsingør Harbor again until the next morning at 8:00 a.m., when the remaining part of the German garrison in Helsingør will have been withdrawn.

Calling and unloading resumes on 7 May 1945, at 09.00.



Members of the military city leadership and the local committee of the Freedom Council in Helsingør on inspection at Sdr..Strandvej on 5 May 1945. From "Øresundstid."

Front left in the picture: War captain JJ Westrup, commander of the military city management civil engineer Kristian Engelsen, leader of the A groups.

Back: Teacher Arne Rohde, Free Denmark and DKP and choirmaster Åge Christensen, Dansk Samling.

Assessment

The situation started and progressed completely out of control, from the Danish side. That things could develop as chaotically as they did is probably due to several factors. Source 1 thus cites the following possible explanations: the assumption of a possibly imminent attack by HIPO people, lack of command on the quay, where no officer was present, and the brigadier's generally spared firepower.

Furthermore, it must be added that the Panzerværnkompagniet consisted of young, untrained recruits who might even have been spared for guarding because they were not expected to be used seriously.

The flotilla commander himself describes the events (Source 2) in a slightly different light and thus states that the episode with the wagon was the prelude to the supposed attack, and that the flotilla was fired upon by snipers in the cranes at Helsingør Shipyard, from the north harbor's east quay and from Kronborg.

Conclusion

With the Flotilla back in Helsingør Harbour, the unloading of the Brigade's ammunition and other supplies could now resume.

On 7 May 1945, the Flotilla came under the command of the Naval Command and on 8 May 1945, the icebreakers *Holger Danske* and *Mjølnir* replaced the naval flag with the DSB's split flag, after a small ceremony on board the ships, just as the other civilian vessels return to their owners.

The same day, the Marine Department's staff drove to Frederiksberg Castle, where the settlement work continued.

On 11 May 1945, the Flotilla returns to Holmen, thus ending this chapter of the Brigade's history.

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The Danish Flotilla enters the harbor of Copenhagen, 11 May 1945.

In front the Torpedo Boat *Havkatten*, followed by 2-3 Minesweepers and a number of Coast Guard Cutters.
From Source 3.



The Danish Flotilla is inspected by Rear Admiral RV Holt, Royal Navy and Vice Admiral AH Vedel, on Holmen, 11 May 1945. From [The Danish Flotilla \(1944-1945\)](#).

Sources

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