

THE SOUTH ATLANTIC AIRMAIL SERVICE OF THE  
LUFTHANSA

WITH CATAPULTSHIPS AND DORNIER "WAL" SEAPLANES

From 1937 the Lufthansa flew with planes from Bathurst Gambia to the catapult-steamship "Westfalen", stationed off the South American Coast. Return flight was from Natal to the "Schwabenland" off the African Coast. Although classified as "Steamship", however in 1925 the ship was launched as "Schwarzenfels" with a 2 ultra modern 4-stroke 6 cilinder dieselenjines. At first only the "Westfalen" was available who was stationed in the middle of the South Atlantic Ocean, but needed more and more time to bring her under steam.

"ss" could have meant "Schleuder Schiff".



Utrechts Nieuwsblad (25-05-1936), pag. 5 van 16

Over den transatlantischen postdienst van de Deutsche Lufthansa naar Zuid-Amerika laat Mermoz zich waardeerend uit, doch ook wat de Duitschers doen met hun in den Zuidelijken Atlantischen Oceaan gestationeerde katapultschepen, die des nachts de postvliegtuigen aan boord hijschen, gedurende den nacht de reis in de richting van de kust voortzetten en des morgens vroeg het vliegtuig weer weg schieten, heeft volgens hem geen perspectief voor het passagiersvervoer.  
Wat men voor transatlantische vliegdienssten noodig heeft, zijn groote vliegbooten met een flinke snelheid, veel ruimte en een groote actieradius.

About the Trans Atlantic Service by the German Lufthansa to South America, Mermoz is very complementary, also what the Germans do with their stationed catapultships in the South Atlantic Ocean, who at night lift mailplanes on board in the direction of the coast and in the early morning catapult the plane, but has no future for passengers.  
What is needed for the transatlantic service are large seaplanes, space and a large reach.  
"excerpt from interview with pilot Mermoz".

## CATAPULT MAIL

South Atlantic Ocean: ms "Friesenland"

On the 23rd of March 1937 the ms "Friesenland" was launched at Kiel/Germany, being built at orders from the DHL (Deutsche Luft Hansa) for the North Atlantic Airmail Service. On the 13th May 1937 she was delivered to her new owners DHL. She would be used as a floating catapultship and base for seaplanes. She was fitted with an 18-ton "Heinkel Katapult" and a 20-ton lifting crane. The ms "Friesenland" could either carry 2 seaplanes or 2 hydroplanes. From the 15th of August till the 18th of November 1937, the "Friesenland" served as floating station for the new commissioned seaplanes "Nordwind" and "Nordmeer", who were in testflights between Horta/Azores and New York. The "Friesenland" was stationed in the Long Island Sound for New York and the "Schwabenland" off the Azores. In total 14 testflights were made in 1937 and in 1938 another 26.

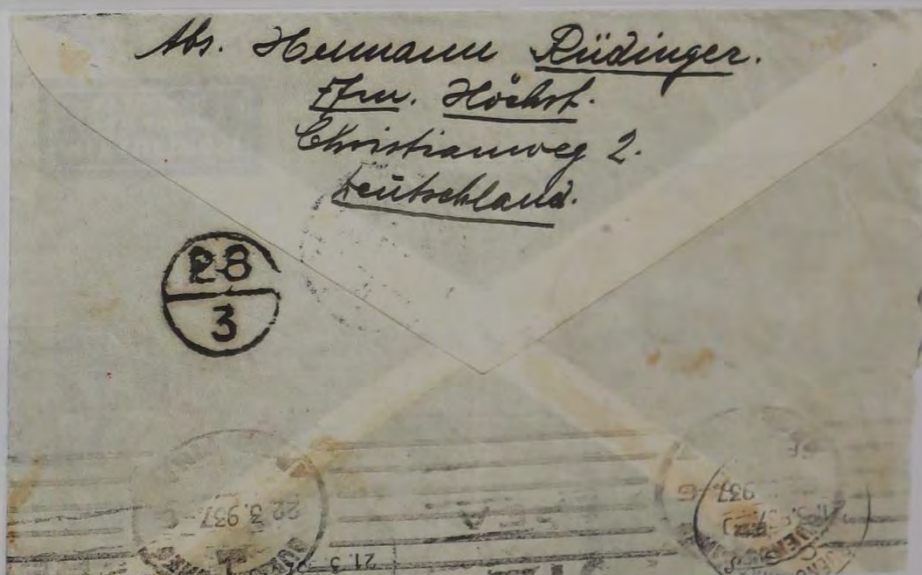
The seaplane "HA 139 NORDWIND" flies over the ms "Friesenland"



CATAPULT MAIL

ms OSTMARK

Cover mailed on 16th of March 1937 from Frankfurt(Main) Bahnpostamt 19, Auslands stelle. Red Deutsche Luftpost Europa - Südamerika cancel. Arrived at Buenos Aires on the 21st of March 1937. Buenos Aires Central according to first cancel and sent on and arrived 22nd of March 1937. A circular cancel was applied 28/3. Could have been applied on board the ms Ostmark, while mail was sorted on destination.

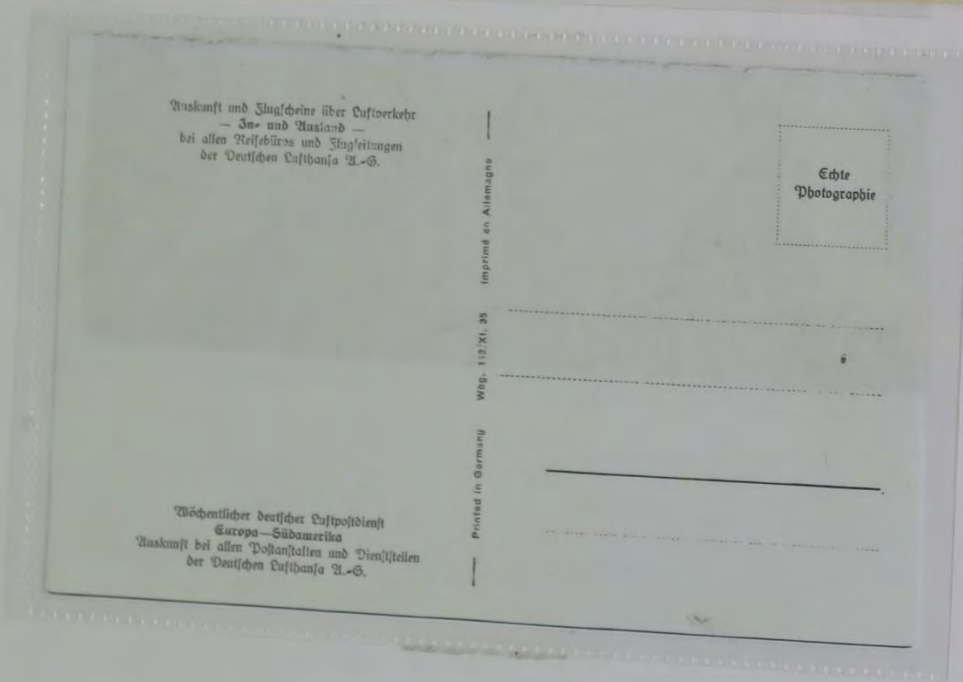


## CATAPULT MAIL

South Atlantic

### ms. "Schwabenland"

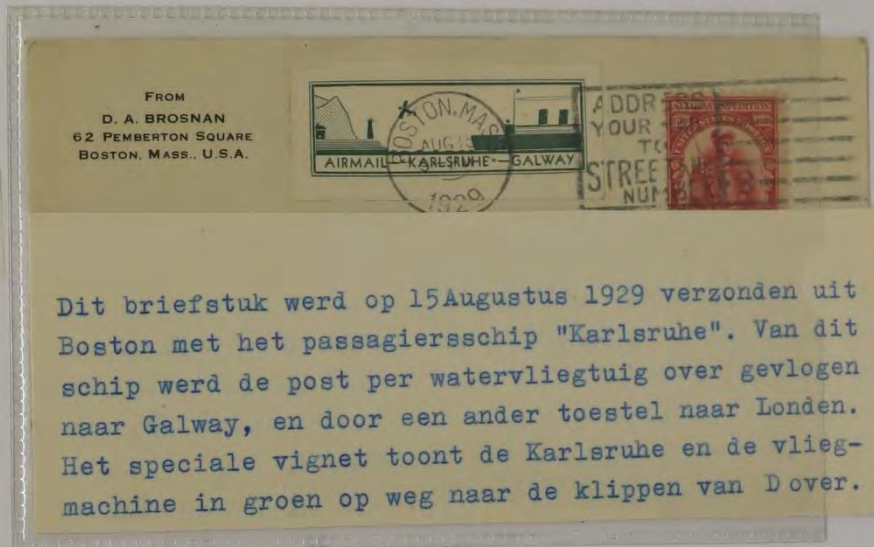
An aerial view of the "Schwabenland", could be on her Maiden Voyage with all flags up. On board a Dornier Wal type plane, ready for the flight to Brasil. The picture postcard distributed by the German Lufthansa.



## CATAPULT MAIL

ss Karlsruhe

This mail was sent from Boston USA with the passenger-cargo ship "Karlsruhe". From the vessel the mail was sent by seaplane to Galway and thence on to London by another plane. The special issued label shows the plane on its way to Dover. Dated departure 15th of August 1929.



The "Karlsruhe" was launched as the "Prinzessin Irene" for the Nord Deutsche Lloyd 19th June 1900. She was seized by the USA in 1917 and sailed as "Pocohontas" to transport troops to Europe. In 1919 sold to the failed US Mail SC. It went broke in 1922. The sold back to the German NDL. After a refit she was renamed "Bremen" and in 1928 renamed again, now "Karlsruhe" and was eventually scrapped in 1932 in Germany.



## CATAPULT MAIL

South Atlantic Ocean: ss Schwabenland

The ss "Schwabenland" entered the South Atlantic Service in September 1934. She covered the stretch from Natal in Brasil to Bathurst in The Gambia. At the same time the ss "Westfalen" did the stretch Bathurst to 900 nautical miles West into the South Atlantic Ocean. In 1935 Zeppelins were introduced after both ships went for docking in Germany. However the Zeppelins were far slower and the seaplanes were kept in use. In 1936 the ss "Schwabenland" was replaced by the newly built ms "Ostmark" and ms "Friesenland". The ss "Schwabenland" was kept in service as the Mail service became more intensive. In 1938 the German Government chartered/requisitioned the ss "Schwabenland" for an Expedition to the Antartic Continent and the ship was fitted with 2 seaplanes that also could land on ice. Returning to her owners she was requisitioned by the German Kriegsmarine. In 1946 she was loaded with gascontainers and sunk by the British Navy in the Oslo Fjord.

Cover sent via the ss "Schwabenland" on the 21st of January 1937



Westbound catapult mail to New York via the SS. Bremen

This cover was mailed from Vienna, German occupied Austria, on the 19th of May 1939 to Cherbourg to be put on the ss. Bremen. As Germany had stopped the catapult system, and as the ss Bremen was a very fast running mailship this could be a new postal system.





### SS.BREMEN

Passengerliner built in 1929 for the Nord Deutsche Lloyd. She left Bremerhafen on her Maiden Voyage under Commodore Leopold Ziegenbein, the 16 of July 1929 and arrived at New York City 4 days 17hrs and 42 min later and capturing the Blue Riband from the ss Mauritania with an average speed of 27.83 knts/51.54km.h

This was the first voyage with "catapult-post". A Heinkel HE 12 piloted by Baron Jobst von Studnitz was catapulted 20 miles East of Fire Island with 11.000 pieces of mail in 6 bags and weighing 220 pounds. She arrived at New York many hours before the ship docked. On the eastbound voyage she was catapulted off Cherbourg with 18.000 letters and flew to Bremerhafen, many hours before the ship docked.





## FRENCH MAIL SOUTH ATLANTIC SERVICE

Aviator Jean Mermoz



In 1929 France established a route between France and South America. Pilot Jean Mermoz was the main pilot on this route, flying from Saint Louis in Senegal/Africa to Natal in Brazil. The first flight to Natal was completed between 12-13 May 1930, but unfortunately the "Laté 28" plane was not reliable enough and ditched on the return flight. Mermoz and 2 companions and the MAIL were rescued. The plane sunk during an attempt to tow it.

On the 7th of December 1936, Jean Mermoz, flew off in a "Latecoere 300" (Southern Cross) and some 4 hours later crashed in the South Atlantic Ocean. No survivors or wreckage was ever found.





SS. BREMEN  
 ZAR AVON  
 NEW YORK, N.Y.  
 JUL 2  
 WING STUBBINS  
 15825  
 vom  
 Hans Henrik Behrens  
 Hamburg 19  
 Sommer  
 des Norddeutschen Lloyd  
 nach  
 BREMEN. 2. 8. 1929.



## CATAPULT MAIL

North Atlantic Ocean: ss "Bremen"

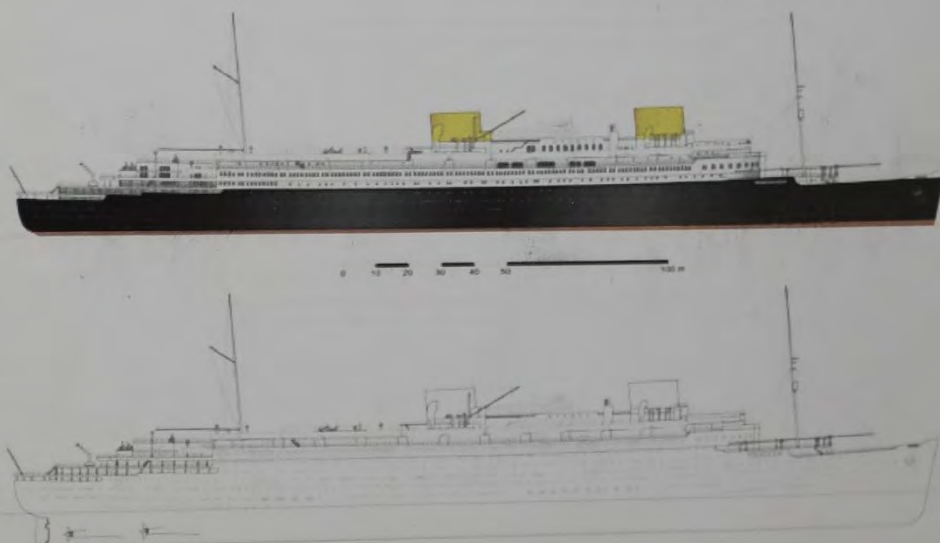
Part envelope with cancel commemorating the return of the catapultflight of the seaplane "New York" (D,1717).

The photocopy of the ss "Bremen" shows the catapult-launching facility between the 2 funnels.



5-8-2016

640px-SS\_Bremen\_1929\_profile\_NYC.png (640x353)

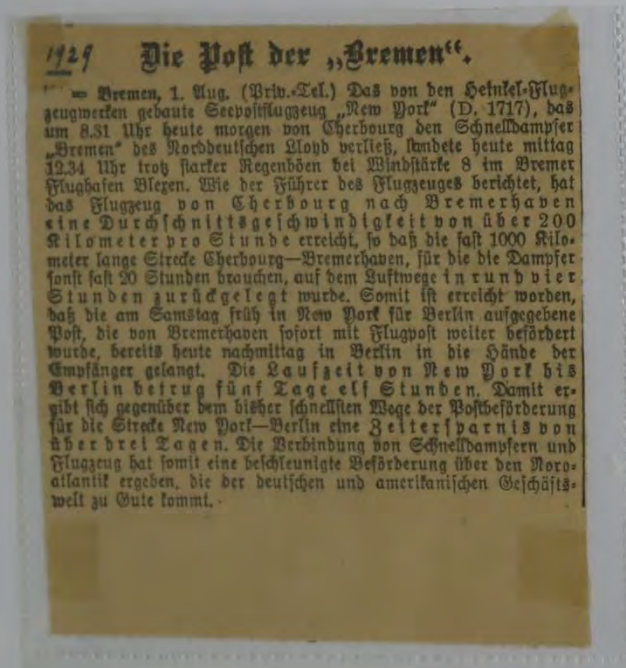


## CATAPULT MAIL

ss Bremen/Eastbound.

Translation from :Die Post der "Bremen".

Bremen 1st of Aug. 1929. Built by the Heinkel Aeroplane Works, Seapostplane "New York" (D,1717), left at 08.31 this morning from the Liner "Bremen" of the Norddeutsche Lloyd, at Cherbourg, and landed this afternoon at 12.34, in spite of heavy rainstorms and force 8 winds, at Blexen Rede. Here the pilot informed that the plane reached an average speed of 200km per hour. The 1000 km Cherbourg to Bremen by "Liner" would take 20 hours, was now flow in 4 hours. Herewith achieved that mail handed in at New York early Saturday morning with destination Berlin, now at Bremerhafen was sent on by airmail to Berlin and received by the addressee at Berlin this afternoon. Time used from New York to Berlin was 5 days and 11 hours, showing the quickest way for mailtransport from New York to Berlin. It saves more than 3 days. The use of Liners and seaplanes has accelerated the North Atlantic Mail Route, which will benefit the German and American trade in time.



## PRE CATAPULT MAIL

The Experimental Flight catapulted from the ss Leviathan

A card showing the arrival of the first catapulted flight from the ss "Leviathan". On the backside of the card a statement of the flight, carried mail and including the pilot and plane.



The illustration shows Clarence Chamberlin bringing in the first mail by plane from the steamer Leviathan. A stamp dealer of East Orange placed the mail in the cabin of the plane as it was mounted on the fifth deck of the steamer. In this picture he is removing the philatelic mail while Joe, the P. O. clerk, holds a white bag under his arm. The bag has the unpostmarked mail of the steamship officials. The time of the landing was 10:40 A. M. Aug. 1. The field is at Teterboro, N. J. Total number of letter carried was 916 of which 600 were in specially printed envelopes for the United States Lines. This mail was cancelled at Hasbrouck Heights (which is the P. O. for Teterboro). The philatelic section, about 300 letters, was backstamped "Hasbrouck Heights, Aug. 1, 12-M." Of the 300 letters about 100 were burned as defective.

Eastbound catapult mail to Paris via the SS. Ile de France

13 September 1928 Plane was forced down to the sea near the Scilly Islands, and after floating for 10 hours was lost in the choppy seas after the pilot and mail had been rescued. Some covers have a small blue cachet "Mail rescued at sea from plane abandoned 400 miles from Paris"



## CATAPULT MAIL

### SCHLEUDERFLUG POST

In 1928 the French started a system in which an aeroplane was catapulted from a ship to fly to the nearest port of destination. This being New York. The ship was the "Ile de France". The Germans copied this system and on the 22 of July 1929 the "Bremen" catapulted its first plane, being only 110 km from the coast. The "Europa" followed in 1930. There were more German ships making use of this system, but after the Zeppelin made its entrance in the airmail world, catapult mail ceased after 1935.

It saved between 1 and 4 days the mail earlier to arrive. The return voyage to Europe often ended in Ireland and then flown on to either Berlin or Friedrichshafen.

As can be seen, there was a lot of philatelic fantasy work.

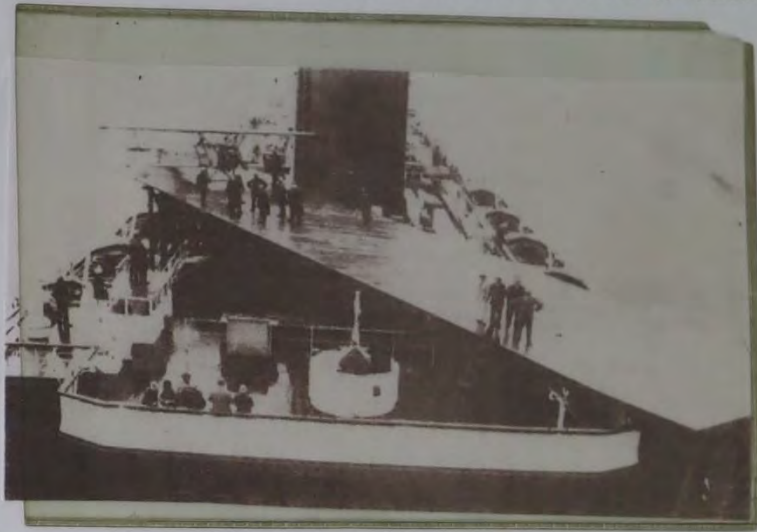


SS. Ile de France  
 Passengerliner built for the French Merchant Navy Compagnie being the  
 "Compagnie Generale Transatlantique" and the maiden voyage was the  
 22-July 1928. On board it had a catapult plane being a CAMS 37A. The  
 plane was catapulted 200 seamiles from the US coast. In 1930 the  
 catapult system was removed as it was not cost-effective.

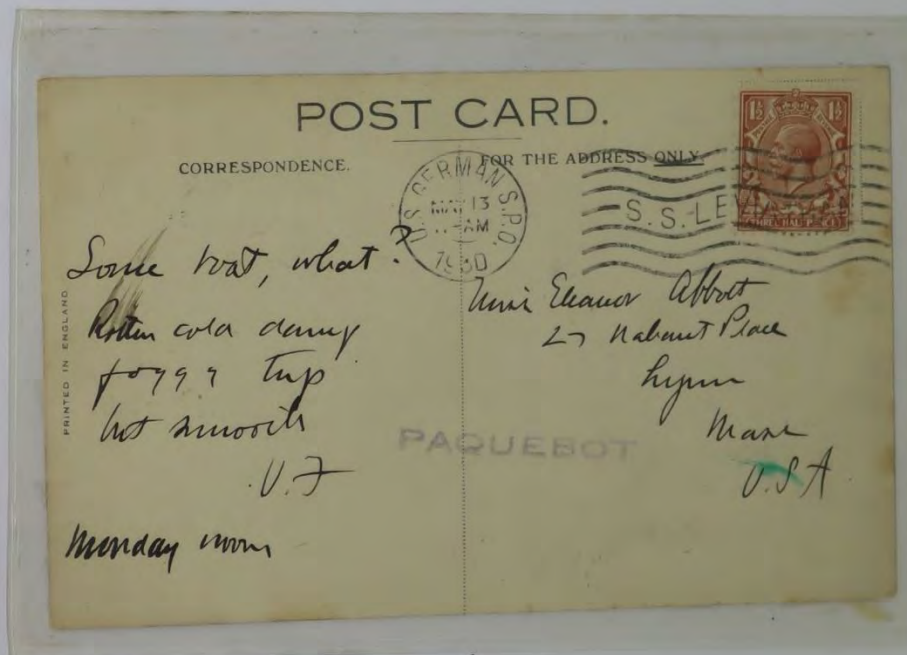




Copied photo of the flightdeck on the bow of the ss Leviathan.



Pilot Chamberlin took off in a position 80 miles East of Ambrose Lightship at the mouth of Lower New York Harbour. Owing to the ships speed of 19 knots and the wind direction, the plane only needed 3/4 of the runway. The plane was flung in the air by up-thrusting wind currents and turned skywards. After eventually safe landing, the pilot said that the use of a catapult to launch the plane was a better technique.



First ship to shore air mail flight

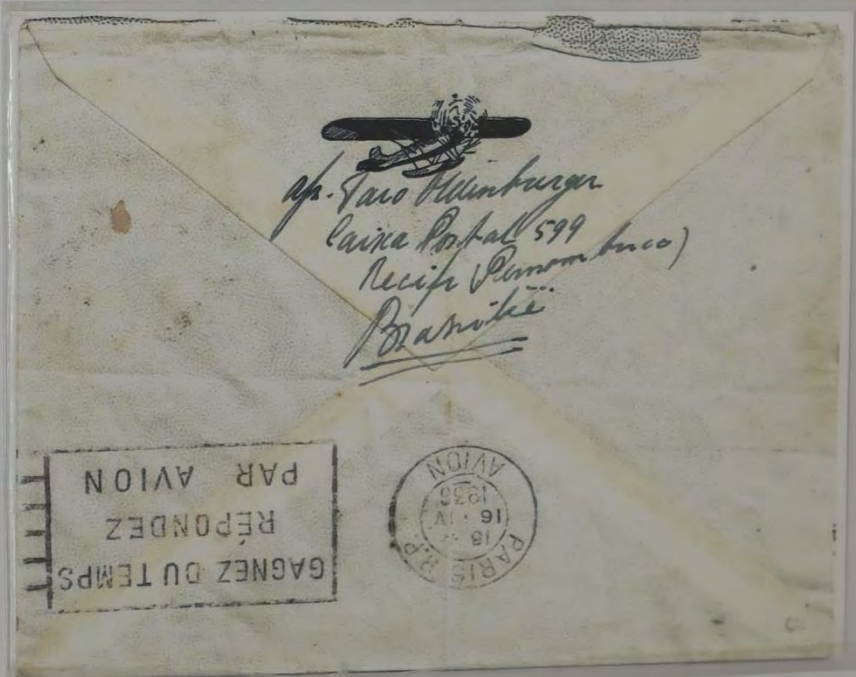
Mail picked up from deck of the ss. City of Los Angeles



CATAPULT MAIL

South Atlantic

Cover was mailed on the 11th of April 1936 and has a cancel of 16th of April 1936 at PARIS R.P. The cover used, shows a seaplane and used the mothership "Westfalen" and after replenishing was catapulted to Bathurst. The airmail rate of 3500 + 700 Reis was applied.



"AIR FRANCE" MAIL TO SOUTH AMERICA AND RETURN TO  
EUROPE

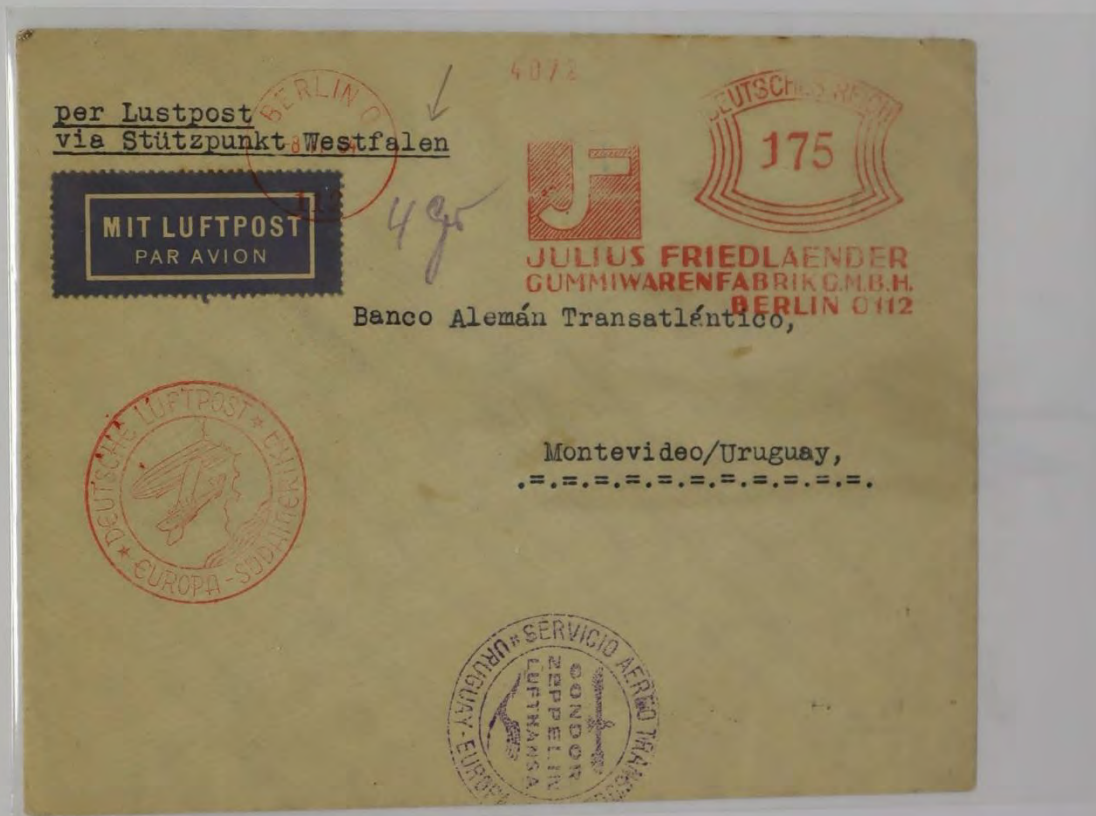
Although outside the scope of "Catapult Mail" 2 covers sent via  
"Air France" .



CATAPULT MAIL

South Atlantic Ocean ss"Westfalen"

A cover mailed on the 08th of November 1934 from Berlin to Montivideo in Uruguay. The seaplane used the ss"Westfalen" as a replenish station during her crossing of the South Atlantic. There are the 2 cancels on the envelope and a typed indication of the use of the ss"Westfalen" as replenish station.



CATAPULT MAIL

South Atlantic Ocean: ss "Westfalen"

A letter sent 18th of april 1934, by Condor plane, to Natal and from here with a seaplane to the ss "Westfalen" in the middle of the South Atlantic. Here it was taken on board and replenished and refueled and catapulted to fly to Bathurst. From here onwards to Stuttgart, where it arrived on the 21st of april 1934. Then posted on to Grasse in France, where it arrived on the 26th of april 1934.



## CATAPULT MAIL

South Atlantic: ss Westfalen

Cover mailed from Brasil.Sent with a Dornier Wal seaplane to Germany. The plane landed half way the South Atlantic to be replenished by the converted catapultship ss"Westfalen" and was refueled, replennished, often a crewchange. The plane was serviced as facilities for repairs were on board. Then put on the catapult-platform and catapulted to its destination. The catapult consisted of a large compressed air pully.

Cover with cancelmark and including effigy of the ss"Westfalen"



CATAPULT MAIL

South Atlantic

A cover sent through the ss "Westfalen" and has the Specialcancel of Stutgard, 09.04.1934. It is catalogued under no309 of the "Katalog über Katapultpost" Part 2.





## CATAPULT MAIL

South Atlantic: ss Westfalen

Mailed from "Districto Federal 2a T", Rio de Janeiro to Berlin. It first flew to the ss Westfalen, which was stationed half way the Southern Atlantic Ocean. The plane was taken on board from the sea, refuelled and replenished. Thence the plane was launched/catapulted from the ss Westfalen and flown on to Berlin.



Do 26 A, D-AGNT "Seeadler".[B2]

28-08-1939 Ostmark departed Bathurst course Las Palmas. 03-09-1939  
WWII broke out and Ostmark requisitioned by German airforce.

Photo taken at Bathurst Roads, British Gambia. Seaplane still shows the  
old German flag markings.

D-AFAR "Samum"



## CATAPULT MAIL

ms"Castel Nevoso" ex ms"Friesenland"

After a hectic time during WWII the ms"Friesenland" ended up in British hands and was eventually sold in 1949 to be converted to a "Reefer/Cool"ship. She sailed mainly under Panama flag and her last name was "Castel Nevoso". In 1969 she was, after 32 years, broken up at Faslane and eventful era at sea came to an end.



## CATAPULT MAIL

Flying boat type: DORNIER WAL

On the 7th of February 1934 the "D-AKER Taifun" made its first flight and a regular service with these "Dornier-Wal" planes was started. The 10 tons Wal could carry 8 to 10 passengers besides the all important mail. The "Dornier-Wal" types made a total of 328 flights of which in 1937, 72 flights were flown and till the 28th of October another 54 flights were flown. The sole reign of the Dornier-Wal type came to an end on the 19th of February 1937. A more modern version came into use: the "Do 18V-5D-ARUN". Of these, 4 were commissioned. On the 13th of May 1938, seaplane "Blohm & Voss HA139" came into use, as it was unsuccessful on the North Atlantic Route for the "Liners". The last flight from South America was on the 24th of August 1939. A flight on the 31st of August 1939 was cancelled owing to the outbreak of WWII.

Ships converted and built for these services were:

ss"Westfalen", ss"Schwabenland", ms"Ostmark" and ms"Friesenland".



AM741 DORNIER-WAL On catapult aboard M.V. "FRIESENLAND"  
(By Courtesy of J.P. Munson Esq. of Old Coulsdon)

Pamlin Prints  
Croydon CR0 1HW

## CATAPULT MAIL

South Atlantic Ocean: ms "Ostmark"

The ms "Ostmark" off Bathurst (German Flag in aftermast) taking on board the D-ABYM Aeolus. Photo taken by the German Lufthasa.

From the logbook of the ms "Ostmark" the following excerpt:

30-07-1937 Catapult launch: Do 18 E (V3), D-ABYM "Aeolus" flight South across Bathurst - Natal, on the 31-07-1937 "Aeolus" had to make an emergency landing in the sea and was damaged. Airplane was lost during the salvage.





**SS.EUROPA**

Passengerliner built for the Nord Deutsche Lloyd in 1930 and her maiden voyage commenced on the 19th of March 1930 from Bremerhafen. She docked 4days 17hrs and 6 min later at New York City and took the Blue Riband from the ss.Bremen. Her average speed was 27.91 knts but in 1933 the ss.Bremen recaptured the Blue Riband. The ship was also kitted out with a "catapult plane". A Heinkel HE 58 and it landed its mail on Blexen Roads which is just past Bremerhafen on the river Weser.



Eastbound ss. Europa mailed Asbury Park N.Y. on the 16 of September 1930. Mailed with catapult plane on the 21 Of September with arrival cancellation Berlin.



Westbound mail sent first from Berlin by plane to Cherbourg. Here the mail was taken on board of the ss. Europa bound for New York. The plane used was of the Dornier class.



## CATAPULT MAIL

### South Atlantic Ocean: ms "Ostmark"

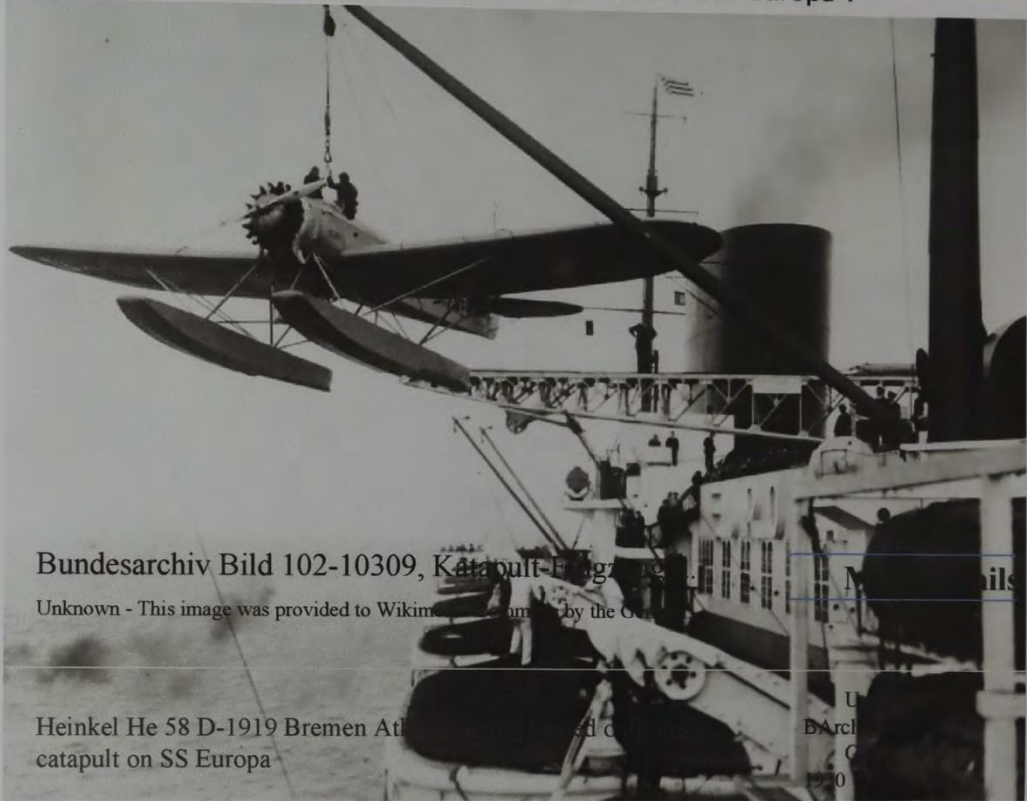
The ms "Ostmark" was commissioned by the DHL (Deutsche Luft Hansa) on the 22nd of May 1936. The vessel had 11 tanks to carry Kerosine at 17.000 liters each. On the 3rd of July 1936 the first sceduled flight took place from Bathurst/The Gambia. When the ms "Ostmark" had to return to Germany for refit/docking, the ss "Schwabenland" would take over the station. After return, the ss "Schwabenland" was stationed off the Azores and later nearer to New York to catapult planned North America mail service with the "DO 18" twin engined seaplanes. During 1937 and 1938 the ms "Ostmark" took part in new North Atlantic testflights. The ms "Ostmark" was permanently stationed in Bathurst/The Gambia and provided 300 mail flights. As stated, only during refits during 1937 and 1938 the ms "Ostmark" was replaced by the ss "Schwabenland" and the ss "Westfalen". In August 1939 the ms "Ostmark" was just back on station, when on the 1st of September 1939 WWII broke out. The ms "Ostmark" sailed to Bolama in neutral Portugese Guinea and from there to the Canary Islands. Here the German Kriegsmarine requisitioned the ms "Ostmark". The ship ended her seatime as a converted minelayer/sweeper in the Gironde in 1940. On the 23rd of september 1940 she was sunk by a torpedo from the British submarine HMS "Tuna".





CATAPULT MAIL

Preparing for launching of the Heinkel plane onboard the ss"Europa".



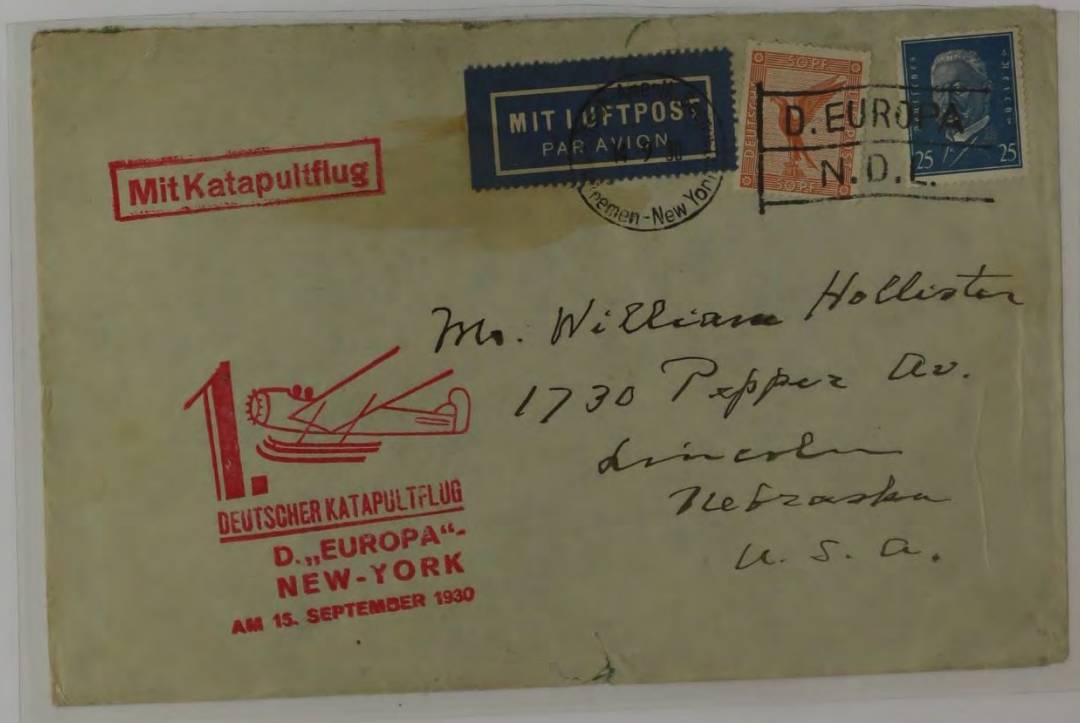
Bundesarchiv Bild 102-10309, Katapult-Flugzeug

Unknown - This image was provided to Wikimedia Commons by the German

Heinkel He 58 D-1919 Bremen Atlantic service, used on the  
catapult on SS Europa

Mail

U  
BArch  
C  
0



Mit Katapultflug

MIT LUFTPOST  
PAR AVION

D. EUROPA  
N.D.

25  
25

Mr. William Hollister  
1730 Pepper Av.  
Lincoln  
Nebraska  
U. S. A.

DEUTSCHER KATAPULTFLUG  
D. „EUROPA“-  
NEW-YORK  
AM 15. SEPTEMBER 1930

Eastbound catapult mail via Southampton

Mailed on the 21 st of September 1933 and arrived at Berlin on the 23 rd  
September 1933

per Katapultflugzeug "Bremen" D.2271.

Mit Vorausflug nach Southampton



Herrn Richard Scherpe

Horstweg 4



Berlin-Charlottenburg.

ALLEMAGNE .

.....



~ 92 - (Postkarte Nr. 11)

Eastbound catapult mail via Southampton

Mailed on the 30 th May 1934. Left the ship via plane on the 31 of May 1934 and arrived at Berlin on the 01st of June 1934 via Southampton.

per Katapultflugzeug "Bremen" D.UHYL.

Mit Vorausflug nach Southampton

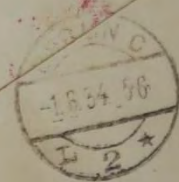
Herrn Walter Eichler

Berlin-Charlottenburg.

Sophie Charlotte Str.38.

A L L E M A G N E .

.....



CATAPULT MAIL

The launching of a seaplane from the ss "EUROPA" to Germany, as for the address being in Germany. The launching strip can just be seen on the background.

The card itself does not contain the Catapult cancel but has 2 different "Seepost" cancels. About 1935 mail was sent either by ship or Zeppelin.



## PRE CATAPULT MAIL.

### The Experimental Flights/Chamberlin Flights

On returning to the US of America by the ss Leviathan, the then famous pilot C.D. Chamberlin was asked about the feasibility of using airplanes in conjunction with ships like the ss Leviathan, to "hop off" from the deck with an airplane when the Ocean Liner neared port, thus speeding up the delivery of mail as much as a day before the vessel docked.

Chamberlin responded affirmative and upon docking at Boston, construction began on a runway. A special 30 mtr long and 10 mtr wide deck and catapult/launching system, was constructed across the bow of the ss Leviathan. On the 31st of July 1927 a bi-plane was mounted and attached to the catapult system and on the 1st of August 1927 the ship head out to sea. After the seasurface had calmed down enough and in a position 80 seamiles east of Ambrose Lightship, the bi-plane, loaded with a few hundred pounds of mail and cargo and fuelled with only gasoline for a 2 hours flight, was catapulted for its first flight.



## CATAPULT MAIL

South Atlantic: ss Schwabenland

Envelope with cancel of "Nightflight Göteborg Hannover Göteborg 1". The address is in Brasil and has a "Deutsche Luftpost Europa Südamerika" in red cancel. It also has a "S.P. Livre". Free of tax. Flight 547a used the mothership ss "Schwabenland". The flown route could have been: Göteborg - Berlin. Here the railwaycancel "Berlin - Sassnitz" was applied. At Sassnitz the mail was sorted and the Europa - Südamerika cancel applied. The mail was put onboard a seaplane and via Friedrichshafen on to Bathurst and then put on the ss "Scwabenland". Approximate 1000 seamiles off Brasil the seaplane was catapulted to Natal in Brasil.



"AIR FRANCE" MAIL TO SOUTH AMERICA AND RETURN TO  
EUROPE

Belgian cover mailed on the 28 VIII 1937 and arrived on the 02 IX 1937 at  
Sao Paulo /Brasil.



MAIL TRANSPORTED BY GERMAN CATAPULT/SCHLEUDERFLUG SHIPS IN THE SOUTH ATLANTIC OCEAN BETWEEN 1935 1939.

After in 1935 the last regular flights with catapultplanes across the North Atlantic Ocean drastically reduced because of the introduction of Zeppelins and better equipped long distance-flight aeroplanes, the German Reich and German Reichspost took an interest in the transport of mail accros the South Atlantic Ocean. Four ships were commissioned. 2 Converted cargoships and 2 New Built ships were transformed to Catapultships and also to be used as Motherships to replennish the Water/Seaplanes of fuel, fresh plane crews and if necessary mail transported to a ready, standby plane to be catapulted. These ships were the ss"Westfalen", ss"Schwabenland" and the new built ms"Ostmark" and ms"Friesenland".

A Mailflight started on Blexenrede/Bremerhafen via Sevilla to Bathurst/The Gambia. An alternative gathering of mail from the London stretch and Eastern Europe started at Frankfurt am Main. The plane would either be put on the ship at Bathurst or the mail would be transported to the catapultship and put in the ready to be catapulted plane. The ship would sail to a position ca 1500 seamiles from the Brasilian Coast and be catapulted direction Natal/Rio de Janeiro. As, after 1938, the USA governement refused to issue the DHL(Deutsche Luft Hansa) with a consession for flights to the USA, the ss"Scnwabenland", first stationed off NewYork and later off New Foundland, was stationed in the South Atlantic Ocean together with the ms"Friesenland". The ms"Friesenland had originally been stationed off the Azores/Horta, on the Nort Atlantic scene. The old ss"Westfalen" returned back to Germany and after a short lay-up was handed over the German Navy(Kriegsmarine). Catapult Mail came to an end with the last flight to Germany on the 26 of August 1939.





CATAPULT MAIL

A small selection, on 2 covers, of the different cancels and slogans.



First ship to shore air mail flight.

This service started in Januari 1931 with a Ford Trimotor plane, it soon was changed for a Zeppelin, whereby the mail was pieppcked up from the deck by an angling cable and winched into the Zeppelin compartment. The Zeppelin "Goodyear Airship Volunteer" would transport the mail to California.



*Per Luftpost*

Mit Vorausflug nach New-York



D. EUROPA  
N. D. I.

*Herrn* Kurt Bachmann  
*fr.* A. S. Neumann

DEUTSCHER SCHLEUDERFLUG  
10. DAMPFER „EUROPA“  
- NEW-YORK

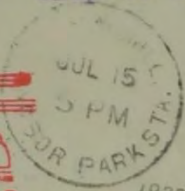
*111 East 22<sup>nd</sup> Street*

MIT LUFTPOST  
PAR AVION

*New York City*

Per S/S "Bremen" Ship to Shore Service.

21.7.1930  
**DEUTSCHER  
KATAPULTFLUG**  
DAMPFER BREMEN  
SOUTHAMPTON



**Mit Katapultflug**

Wehrden / Saargebiet.

Germany.

Par Avion  
By Air Mail

*Mit Luftpost ab Köln und  
mit Katapult Dampfer Europa - New York*

Nr. 37c



**Mit Katapultflug**

**DEUTSCHER KATAPULTFLUG**  
**D. „EUROPA“ -**  
**NEW-YORK**  
AM 15. SEPTEMBER 1930

Mr. Eberhard *Wroblewski*  
4835 Germania Ave.



**MIT LUFTPOST**  
**ZUM D. „EUROPA“**  
**BEFORDERT**

*St. Louis, Mo.*  
Vereinigten Staaten von Amerika  
U. S. A.

**MIT LUFTPOST**  
**PAR AVION**

Karlsruhe Steamer-Air Mail,  
via Galway



ADDRESS  
YOUR MAIL  
TO  
STREET AND  
NUMBER



115



William Eselen Jr.  
c/o American Consul  
London  
England.

ss Karlsruhe

Mit Luftpost ab Köln  
und Katapultflug  
D. „Bremen“  
nach Newyork

MIT LUFTPOST  
PAR AVION



Mit Katapultflug

MIT LUFTPOST

ZUM D. „BREMEN“  
BEFÖRDERT



DEUTSCHER  
KATAPULTFLUG



22.9.  
1930  
D. „BREMEN“  
NEW-YORK

Mr. Al. Herrmann  
Newyork  
1224, Union Ave  
U.S.A.

111

Drucksache!

Mit Katapultflugzeug Dampferei Bremen nach New York

Lo b.

Mit Katapultflug



DEUTSCHER KATAPULTFLUG

D. „BREMEN“  
-NEW-YORK

31.7.30.

Scott Stamp & Coin Co.  
Limited

New York

1 West 47 Th Street

102 P



D. BREMEN  
N. D. L.



ROBERT STRASCHNOW  
MEISCHNEIDER & COMPANY, Inc.  
ROOM 220  
PRODUCE EXCHANGE  
NEW YORK, N. Y.

157  
lf

S/S BREMEN  
BY AIR MAIL SHIP TO SHORE  
Mit Katapultflug



Par Avion  
By Air Mail

Mr. GEORG STRASCHNOW  
c/o Transp. Ges. Koch & Co.  
Nieuwland 3  
ROTTERDAM  
Holland.

113  
S/S BREMEN

DEUTSCHER  
15. Dampf. „BREMEN“ 15  
6. -AMSTERDAM- 6  
30. BREMERHAVEN 30  
KATAPULTFLUG

=49=

141  
uf

mit Schleuderflug  
Dampfer Bremen



ka:

Schleuderflug  
nach New-York ausgefallen

SEEPOST DAMPFER „BREMEN“

MIT LUFTPOST  
ZUM D. „BREMEN“  
BEFÖRDERT

mit Schleuderflug ab  
Kiel zum Dampfer

Herrn  
Eugen Klein  
Philatelia (Pa)  
200 Lutha 1344/6

290

ST 53

MIT LUFTPOST  
PAR AVION

mit Schleuderflug  
Dampfer Bremen  
nach Southampton



Mit Vorauszahlung nach Southampton

DAMPFER „EUROPA“

DEUTSCHER  
SCHLEUDERFLUG  
27. JULI 1931

SOUTHAMPTON

Herrn  
Emil C. Poffers  
in  
Fleischmarkt  
Lutha 1344/6  
Straße, Hausnummer,  
Gebäudeteil, Stadtteil



(2. 80) By.

C 164a Din 476

**MIT Katapultflug**

*Air Mail*

**DEUTSCHER  
KATAPULTFLUG**



22.9.  
1930  
**D. BREMEN  
NEW-YORK**

*Jules Mandel Esq*  
*993 Park Avenue*  
*9537*  
*New York*

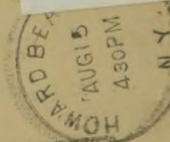
**MIT LUFTPOST  
PAR AVION**



**Par Avion  
By Air Mail**

*Via S.S. Ile de France  
+ airplane  
Ship to shore*

62



RETOUR L'ENVOYEUR    TERUS AAN AFZENDER

*Mr. Fred Haley*  
*155 Wallingford Road*  
*Brussels*  
*Belgium*

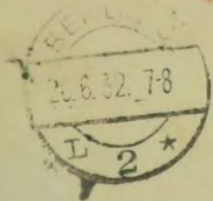
848





Mit Vorausflug nach Southampton  
vom Dampfer „Bremen.“

DEUTSCHER SCHLEUDERFLUG  
D. „BREMEN“ 27. Juni 1932  
Southampton



Postka



stern

A. Stenkowski

Mit Luftpost  
Par avion

Görlitz. Preuss. Schles.  
Strahsburg-Passage 15

MIT LUFTPOST  
PAR AVION

mit Vorausflug vom  
Dampfer "Grimm"  
nach Southampton

Mit Vorausflug nach Southampton



Emil B. Steffens

in Flansburg

Holm 441

Straße, Hausnummer,  
Gebäudeteil, Stockwerk

Germania

Mit Vorausflug nach New York

Abfender: Karl Bellmann

Wohnort: Berlin-Charlottenburg 4  
Mommersenstr. 27

Postkarte



Flora P. J. Urban  
City Treasurer's Office

Los Angeles  
California U.S.A.



MIT LUFTPOST  
PAR AVION

Straße, Hausnummer,  
Gebäudeteil, Stockwerk

538

Mit Vorausflug nach New York

PER LUCHTPOST  
PAR AVION  
37 AA 3730

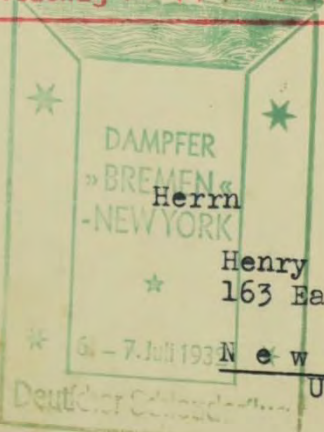


GRAND FORKS N. D.  
U. S. A. BOX 2818

15Ca

Mit Vorausflug n. New-York.

Mit Vorausflug nach New-York



Henry A. Moje  
163 East, 89th Str.  
New-York N.J.  
U. S. A.

MIT LUFTPOST  
PAR AVION

6 - 7. Juli 1931  
Deutscher Schleuderflug

15Ca

**MIT LUFTPOST**  
PAR AVION

Mit Schleuderflug  
D. " Bremen "  
nach Newyork .-



Mr. Wm. K. Simon,  
31 Robert Street,  
P. O. Box 112, New York, N. J.,  
U. S. A.

NL 4563  
E401

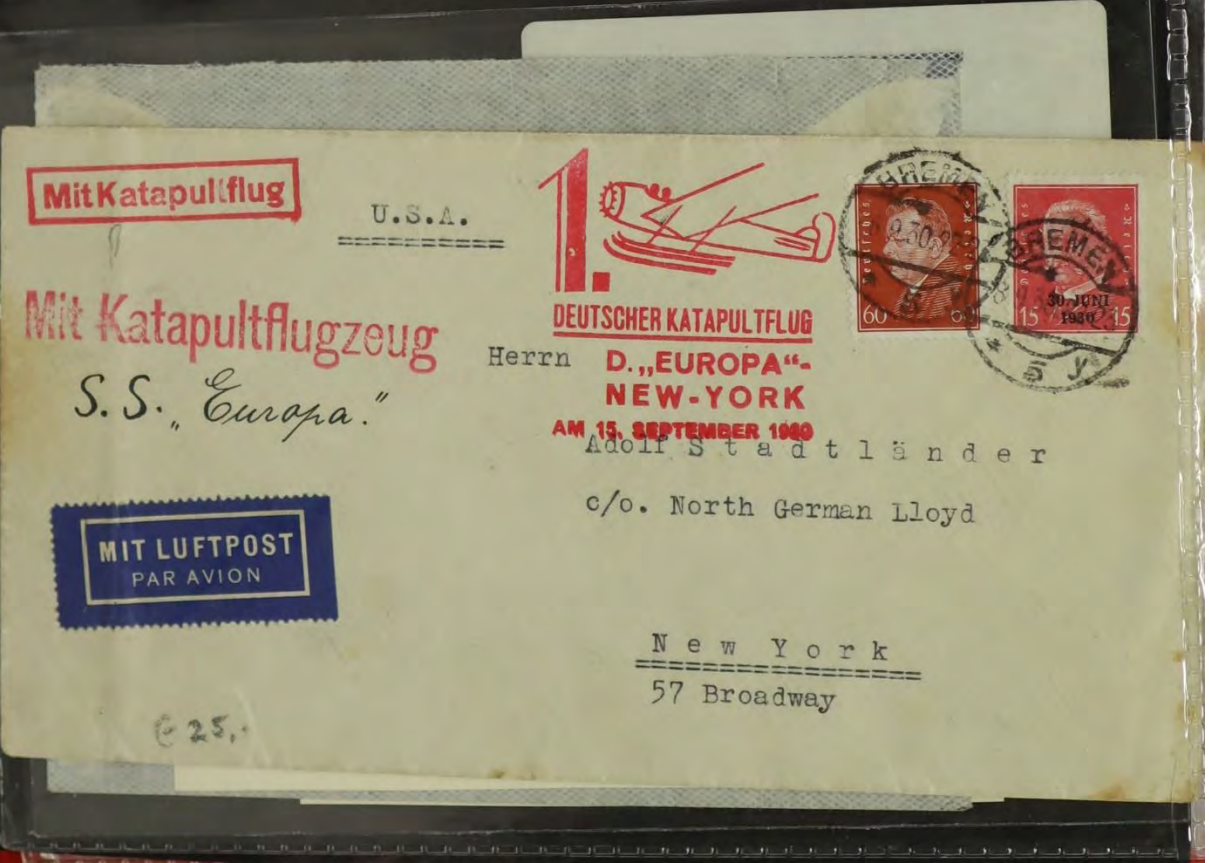


Mr. A. van Doorn  
Chef de la Délégation indo-neerlandaise  
au Congrès postal universel.  
City-Hotel  
BUENOS-AIRES.

**ARGENTINIE.**  
Zuidatlantische route per Duitse dienst.  
Katapultvlucht Erich Haberer no. 746, d.d. 4-5-1939.



E 156 A *Postmann, Woltmannstr. 14.*



Mit Katapultflug

U.S.A.

Mit Katapultflugzeug

S.S. „Europa.“



DEUTSCHER KATAPULTFLUG

Herrn D. „EUROPA“-NEW-YORK

AM 15. SEPTEMBER 1940

Adolf Städtländer

c/o. North German Lloyd

MIT LUFTPOST  
PAR AVION

New York  
57 Broadway

E 25.



AI 097  
£30

De Volt  
G. G. Bremen  
Ship to Ship

FLUSHING  
MAY 11  
1 PM  
N. Y.



Mrs. **Mit Katapultflug**  
Johanna Polkow

Germany

Poststock No.  
Dampfer „Bremen“-Köln  
8. 1/2  
Mit Luftpost

**MIT LUFTPOST  
PAR AVION**

Hamburg-Fuhlsbüttel  
befördert  
16 p. l.

1/50

G. Fritzsche, Leipzig L. N., Charlottenstr. 73  
Deutschland  
Brief zurücksenden