



Conquering Space 18, extra by Josef Kemény 11/12/2022



See also:
Conquering Space, extra



Bethlehem - Linköping,

Herod Royal Family - Royal Family of Sweden.

A Parallel Comparison: We often say that history repeats itself

**Christmas Tales, 2020
Royal Chapel, Stockholm
by Chaplain to the King Karin Karlberg
and Princess Christina,
Chair of the Parish Meeting**



Slottskyrkan (the Royal Chapel) is part of the Royal Court of Sweden.

The Royal Court of Sweden is a non-territorial congregation within Church of Sweden, comprising the Royal Family, court employees and their families. The Royal Chapel is their congregational church, situated next to the Royal Castle. The congregation is organised below the court consistory and is not part of the usual diocesan organization. Whoever is vicar is traditionally called 'Vicar of the Court Congregation.'



The Royal Chapel. Inside is the stable and the crib, Christmas 2020.

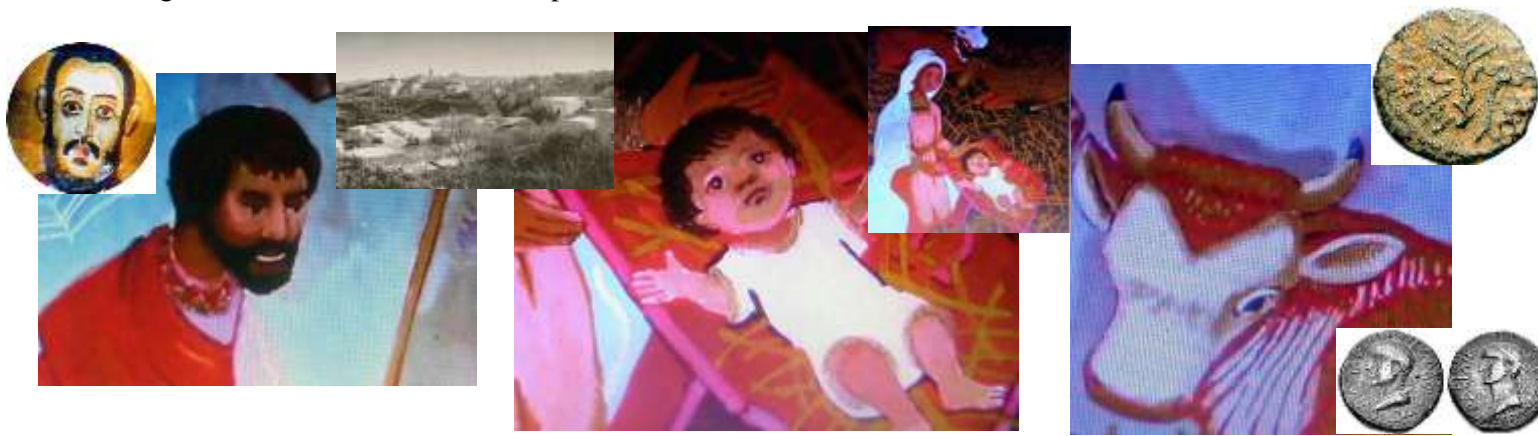


Princess Christina, Chair of the Parish Meeting, read the Christmas tale written by Chaplain to the King Karin Karlberg. This is how she began: 'Merry Christmas and welcome to the Royal Chapel and the Court Congregation. During these dark and troubled days we need, more than ever, warmth and light in our lives. There is no better way of achieving this than turning to the protagonist of Christmas, the child in the crib. I now wish to read a Christmas tale written by one of our Chaplains to the king, Karin Karlberg.'



Chair of the Parish Meeting, Princess Christina, Mrs. Magnusson.

Tonight's Christmas tale is about Joseph and an ox who meet in the little stable in Bethlehem.



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The ox woke up as usual, he liked the moments of stillness before the daily hardships, he could think about the mysteries of life. When he was thinking, he used the same procedure as when he was working in the fields: slowly but thoroughly and carefully. Then he remembered everything. The man and the woman who had come to the stable and the child who had been born. The ox craned its neck to see better. Yes, it was the woman and the new-born child, they were both asleep.

The man was awake, he carefully walked to and fro in the small stable. 'You're thinking about something,' the ox said quietly. 'Mary was about to have a baby. The child would be called Jesus and be God's own child. It had happened, Joseph had indeed something to think about. The moment Joseph saw the little child, he knew that he from now on had a mission which was greater and more important than anything else. 'I must protect the child', he said to the ox. 'I don't know how to do it, I must arm myself.' The ox answered nicely: 'Arm yourself?' 'I must have a weapon to be able to defend the child. Where can I get a gun?' 'Maybe here in the stable.' 'You mean here in the stable in Bethlehem?'

'God says you need three weapons. The first one is called courage.' 'What kind of courage? Some people mean their own courage just because they don't understand fear.' 'That's not courage.'



'Look there, at the swallows' nest, no, not there, look higher. They have listened to the peeps from the hatched little swallows, they are safe in their nest. But one day, at the right time, they feel a prompting inside. 'Fly!' says a voice, fly!, the air will carry you.' Although the little bird is scared, it approaches the edge of the nest and looks down, it's steep. Its little heart trembles and screams. 'Fly!' says the voice. And the little bird, which has never flown before, jumps from the nest, falls, flutters its wings, tumbles in the air and flies.' Joseph listened but didn't quite understand what the ox was saying. 'I mean,' said the friendly ox, that you are courageous when you trust God. The swallows trust the air.'

Those who want to protect the child will also need a weapon, it is called strength. Not only to carry heavy burdens but also resist Evil. Look at the spider's web on the wall!' The ox urges Joseph to have a look at the thin threads of the web, then he says: 'It looks fragile but may be very strong. Strength isn't always on the surface. It looks fragile, thin and brittle, but can be very strong. What you have inside, something that is fragile and brittle might be your greatest strength.' 'I don't really know,' Joseph began, but the ox interrupted him. 'We can't understand everything,' he said. The third weapon you will need is perseverance. I beg you, my dear friend, to have a look at this long-eared donkey which is still asleep. If there is an animal which can teach you about perseverance, it's a donkey. Small and grey, but with more perseverance than anyone else. People say it is stubborn. But persistent is what it is.'

The ox lowered its voice. Joseph bent forward to be able to hear what it said. 'Between us, he was only terribly persistent, the ox. Joseph looked at the child and his mother Mary. His eyes wandered between the swallows' nest on the ceiling, the spiders' web on the wall, and the donkey who woke up with its long ears. The ox said: 'With these three weapons, courage to trust God, strength to resist evil, and perseverance in your struggle, you will be able to protect the child.' God's little son was now awake and made noises only a small child can make.





Three kings, Wise Men, in Bethlehem.
Three kings/Wise Men, symbols of the birth of the little boy.



The Bethlehem stable.

The Christmas tale continues another day and is about the three kings, the Three Wise Men, who visited the Bethlehem stable. The tale roughly agrees with what Matthew writes in his gospel.

I will now analyse the Christmas tale from 2020. The first topic which has nothing to do with real life is that an animal, an ox, tells a human being how to take care of a new-born baby. Let me initially refer to a source which describes the true events: the birth of the little boy, Carpenter Joseph and Jewess Mary who came from Armenia and lived in Nazareth.

According to an interesting source, Mary worked with the Herod Royal family while she was pregnant. She happened to say that Herod was the coming little child's father. Herod placed her inside a locked room together with other pregnant women who had claimed the same thing. Carpenter Joseph also worked temporarily with the Royal family. There he met Mary who complained about Herod's decision to kill the child after birth. Assisted by Mariamne, Herod's wife (who also knew about Messiah's arrival), they managed to escape to Bethlehem where the little boy Immanuel, according to Matthew, was born in BC 29. The flight then took them to Egypt, to Mary's brother.

The month of birth was December, between December 24 and 25, exactly at midnight. More info at **Industry, Conquering Space III, final**, page 80.

There is no human being on this planet who would take a pregnant woman to a stable where she could give birth to a child and sleep among animals. The Bible says 'place' and 'house' instead of 'stable'. Thus, stable, ox, donkey and other animals point to a made-up story which never took place in Bethlehem.



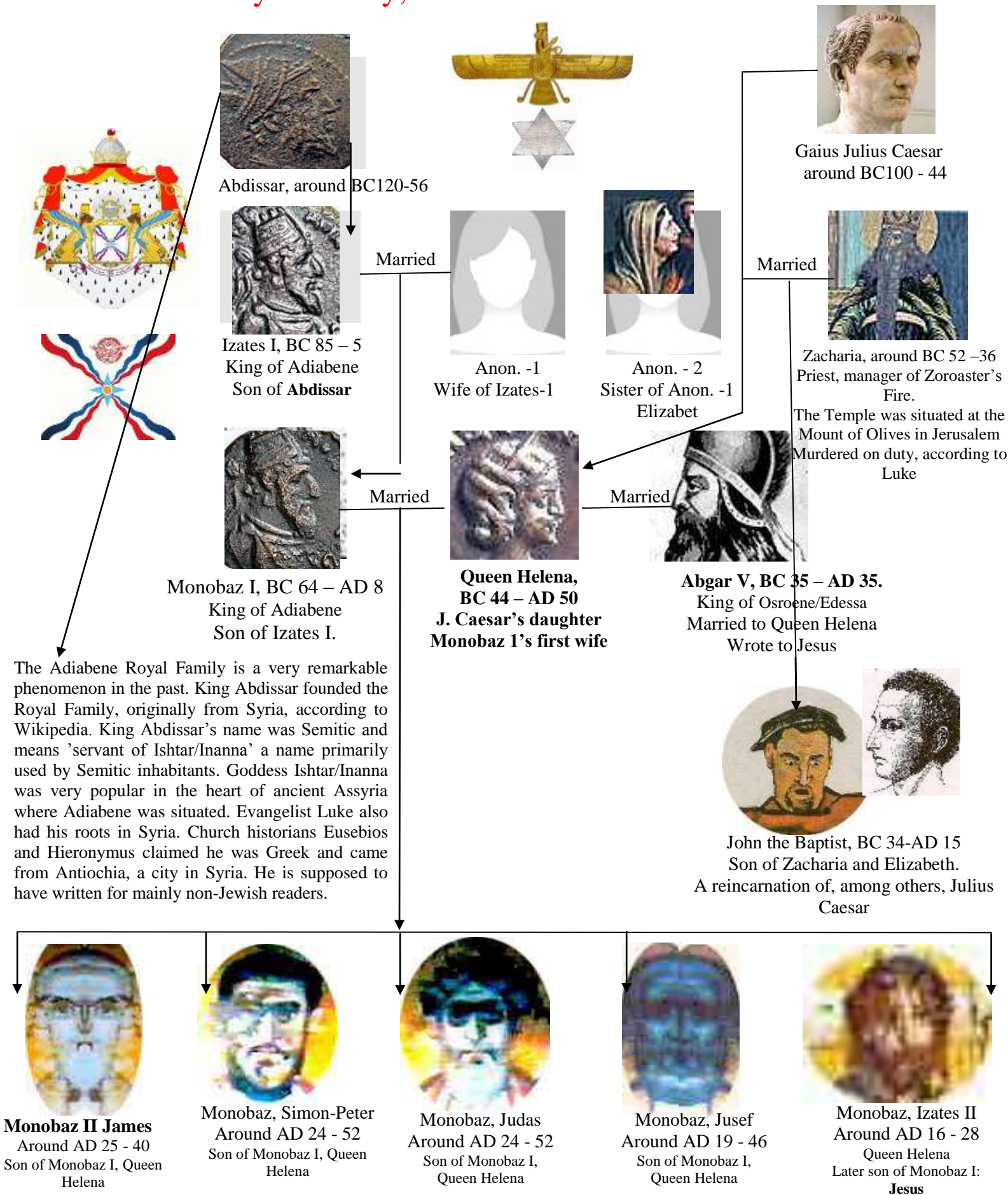
2011. At St. Peter's Square was a full-scale model of the stable, built by Saint Francis of Assisi around AD 1220, during Honorius III's pontificate. Above the stable was a **7-pointed** star in the form of a comet.

Saint Francis came up with the idea to have a Christmas crib in the church, the first time he introduced a living ox. He wanted to remind the flock of sheep of the humble origin of Christianity.

We have four known gospels: Matthew, Mark, John and Luke. Evangelist Matthew (earlier name Levi, tax collector) writes about the birth of Immanuel which took place during Herod's reign. He, who worked with taxes, did not work with tax collection during that period and he never mentioned the name **Publius Sulpicius Quirinius**, who was a governor of Syria AD 6 – 12. Evangelists Mark and John write nothing about the birth of Jesus. Evangelist number four, Luke, writes about it in connection with **Publius Sulpicius Quirinius's** tax collections AD 6 – 12. Something does not add up, no Jesus was born during **Quirinius's** years in Syria. Luke was a doctor and could visit various people: well-known, rich, poor. He writes about the births of both Jesus and John the Baptist. So, there is a story behind the births of two children. Mary was one of the mothers, the other one was Elisabeth. They both gave birth to a child. The children belonged to the same family, according to Luke.

If we analyse the beginning of the Gospel of Luke, we will understand that he knew powerful families, his work as a doctor facilitated that. One of the powerful families was the Adiabene Royal Family, where Queen Helena probably talked about her pregnancy with Izates II. **Cont. on page 5.**

Adiabene Royal Family, around BC 120 – AD 50



Cont. From page 4

According to Josephus's notes there is a similar story where Helena is the mother, events which took place after Monobaz I, King of Adiabene, had married Helena and given her children.

One night, when they were together in bed, Monobaz I put his hand on pregnant Helena's stomach and fell asleep. He thought he heard a voice who asked him to remove his hand to avoid hurting the child and to ensure that, via God's providence, the birth would be safe and have a happy ending. Being a doctor, Luke could come and go as he wished in the Royal Palace, he knew Helena and her entire family. It was probably Helena who told Luke about Monobaz I's dream during her pregnancy with Izates II/Jesus. Luke found it interesting and wrote it down. Josephus certainly read the message and he, too, wrote it down.

Fisherman Peter's family
from Armenia



Jehuda bar Paphos
Fisherman Peter
around 55 - 30

Unmarried



Jewess
Mary/Mirjam
around 50 - 20

Carpenter, house builder Joseph's family
from Armenia



Parechja/Parittyia Julius
Around BC 110 - 20
Son of Julius Sextus

Married,
Wedding
in Caanan



**Immanuel/Joseph
Jr.** Joseph's foster
son. Son of Jehuda
bar Paphos
Around 29 - 26



Mary Magdalene
Around 18 - ?

Foster father



Yehosef bar Parechja
Carpenter Joseph
Around 63 -- 08

Married



Mary from Armenia
wife



Tomas bar Yehosef
Carpenter Tomas,
Joseph's son
BC 38 - AD 62



Joseph's and Mary's
daughter

Married



Jehuda bar Yehosef
Around 14 - 110?
Son of
Immanuel/Joseph Jr.
Mary Magdalene

Daughter,
unknown



Shimon Bar Kochba
Prince of Israel
132 - 135
Son of Matthew

Matthew describes Immanuel's birth in Bethlehem. Matthew's original name was Levi. He was one of Jesus's disciples and he may have been at the centre of events, since he knew about Herod and the Bethlehem infanticide.



Thomas's son, born in
Nazareth
around 9 - ?



Matthew bar Jehuda,
Judas's son, most
probable.

In this context we have two evangelists; one of them Jesus's disciple, the other one a doctor who had an extensive number of contacts between the rich and the poor. One of them describes the birth of Immanuel in Bethlehem, the other one the birth of Jesus into the Adiabene Royal family. Izates II was called '**the only-begotten son**' by the royal family.



Luke the artist painted the Black
Madonna and Jesus. His models was a
statue of Helena and Izates II.

Joseph, Mary, and the little boy Immanuel lived in Nazareth. When Immanuel was 12 years old, he went to India to study. Mary was alone and Joseph brought his family from Armenia to Nazareth. Immanuel was away for about 20 years. After many years, according to Talmud, Mary met The Angel of Death. It is probable that Mary and Helena met to discuss the very secret transfer of all her seven children, five sons and two daughters. The two daughters lived with Mary and four of the sons (not Izates) frequently visited Mary. Then Mary became a Nazarite. It was important to convert to Judaism, the coming Messiah would be a Jew named Immanuel, according to Prophet Isaiah. We get the impression that Izates II took over Immanuel's identity and wanted to be called 'Jesus' as he started his Messiah mission. But Jesus did not tell his disciples that his brothers and sisters lived with Mary in Nazareth. When Jesus, the disciples and Matthew visited Nazareth, the disciples were told:

When people caught sight of Jesus, they said (Matthew 13:55 – 58): ‘Isn’t this the carpenter’s son? Isn’t his mother’s name Mary, and aren’t his brothers James, Joseph, Simon, and Judas? Aren’t all his sisters with us? Where then did this man get all these things?’ And they took offense at him. But Jesus said to them, ‘A prophet is not without honor except in his own town and in his own home.’ And he did not do many miracles there because of their lack of faith. Here we have a strong lead, evidence that Jesus took over Immanuel’s identity. That is how he became Mary’s and Joseph’s child, as did his siblings. The fact that the disciples did not know that Jesus was a Jew was also a large problem. He did not look like a Jew, and he was also Izates II, King of Adiabene. He left that role behind.

There is one more fact which demonstrates that Jesus was part of the Adiabene Royal family. That is the exchange of letters between him and King Abgar V during the reign of high priest Annas.



High Priest Annas, 6 - 15

At that time something remarkable happened according to Church Historian Eusebius of Caesarea, who in his church history from the 4th century describes how the incurably ill King Abgar V, who was remarried to Queen Helena, is said to have heard about Jesus’s healing wonders and sent a courier asking for help. The letters to and from Jesus via the clergy connected to High Priest Annas AD 6 - 15:



High Priest Annas, 6 - 15

‘Abgar, ruler of Edessa, to Jesus the good physician who has appeared in the country of Jerusalem, greeting. I have heard the reports of you and of your cures as performed by you without medicines or herbs. For it is said that you make the blind to see and the lame to walk, that you cleanse lepers and cast out impure spirits and demons, and that you heal those afflicted with lingering disease, and raise the dead. And having heard all these things concerning you, I have concluded that one of two things must be true: either you are God and having come down from heaven you do these things, or else you, who does these things, are the son of God. I have therefore written to you to ask you if you would take the trouble to come to me and heal all the ill which I suffer. For I have heard that the Jews are murmuring against you and are plotting to hurt you. But I have a very small yet noble city which is great enough for us both.’

King Abgar V, around 35 - 55



Jesus (Izates II)
During Annas’s
period of service

The doctrine continues:

Jesus gave the messenger the reply to return to Abgar: Blessed are you who hast believed in me without having seen me. For it is written concerning me, that they who have seen me will not believe in me, and that they who have not seen me will believe and be saved. But in regard to what you have written to me, that I should come to you, it is necessary for me to fulfill all things here for which I have been sent, and after I have fulfilled them thus to be taken up again to him that sent me. But after I have been taken up I will send to you one of my disciples, that he may cure your disease and give life to you and yours.’

This exchange of letters is about 2,000 years old. The question is: Is it genuine, rewritten, a forgery or made up? This correspondence would have taken place around AD 14, before the crucifixion. We often say that if something happens, there are certain traces. So, there should be certain traces and leads here too, traces and leads which can connect us to what actually happened.

The letter was written by Abgar V. He was remarried to Queen Helena and king of the Kingdom of Osroene. He knew about Helena’s children and her family, except for Izates II. The correspondence clearly demonstrates that this king had never met nor seen Jesus. In other words: the Marriage between Queen Helena and King Abgar must have taken place after Izates II had left the Royal Family of Adiabene in order to carry out his Messiah mission, secretly using the name ‘Jesus’. He would never come back.

The actual meeting took place at High Priest Annas’s house in Jerusalem. He was a high priest of Jerusalem between **AD 6 – 15** and Jesus writes that he has finished his activities. What does this mean? In the first place: this Jesus (the Bull Jesus Beelzebub) is said to have been born in BC 4. If we add around **15 years**, this Jesus Beelzebub (Worldly Jesus) is **19 years old**. There is no information in the Gospels of a 19-year-old named Jesus, walking aimlessly about Palestine with his disciples. The letter also reveals that this Jesus who received the letter must have been born around BC 15 or 16. Now, Queen Helena appears again, this time as his mother. He is now called Izates II. This other Jesus would have been around 30 years old at the time, during High Priest Annas’s years in service. The Adiabene Royal Family headed by Queen Helena had contacts inside the Jerusalem clergy, e.g Rabbi Eleazar of Galilee. King Abgar sent the letter directly to Jerusalem, to High Priest Annas. That is how the clergy knew about Jesus’s secret activities both in Jerusalem and the rest of Palestine and that he was a Jew after having converted.

One example of what Jesus wrote to Abgar is: ‘Blessed are you who hast believed in me without having seen me. For it is written concerning me, that they who have seen me will not believe in me, and that they who have not seen me will believe and be saved.’ What is he after? Probably this: King Abgar V knew about Jesus, but perhaps he did not know that Izates II, the king of Adiabene, was Helena’s son and this Jesus was one and the same person. The king’s letter tells us that he had heard about Jesus but never seen him. The question is: Would Abgar have believed in Jesus if he had known that the doctor was Helena’s son? The scriptures claim that Messiah would be born by a young Jewess and not by a rich mother of many children who is queen in a kingdom far from Judaea.

The correspondence contains medicine. Jesus’s medicine. How did he do it? He was known by nobody, yet there were rumours. According to Gnosticism and the Gospels Jesus often visited a mountain (Tábor) with his chosen disciples and there he met angels/extra-terrestrials. There were rumours that even Jesus’s body had an aura. As far as I understand, this special aura was the foundation of medicine, used by Jesus in his secret activities for selected recipients. More info at *Evolution*, pp 96 - 97. He could transfer this energy to a suitable recipient among his disciples who in turn could transfer it to another suitable recipient. Jesus promised in his letter that he would send a disciple who could heal Abgar. He also promised other things. Eventually, Jesus sent a disciple to Abgar.

Jesus mentions in his letter that he has fulfilled what he was sent to do and will return to his Father. He does not mention suffering and crucifixion which appear in the gospels. There is a **Father in Heaven** and a **Cosmic Father**. We know that in Sumer, Anu was the Father of the Gods, the Father in Heaven, and that Inanna was his first-born child. Inanna was a reincarnation of Izates II/Jesus. Book of Revelation distinctly claims that the winner will become God’s son and heir. More info at *Man, God, and Science*, pp 34 – 37, 39 – 40 and *Obscure Magyar*, pp 1 – 6. About the Cosmic Father, see *Omnipotent Akhenaten*, page 21, and *The King of Polar Light*, page 62.



Eusebius of Caesarea, 263 - 339
Church historian
Bishop of Caesarea in Palestine
from around 313.

He lived at the same time as did Constantine the Great. Church historian Eusebius of Caesarea tells us that he found King Abgar’s letter to Jesus and Jesus’s answer to the sick king, written in Edessa.

After the resurrection, Thomas the Apostle, after being told by God, sent the disciple Taddaios (one of the seventy disciples) to Edessa, where he cured the king and many citizens. Eusebius’s main sources are all the letters between Abgar and Jesus. His arrival at Edessa is dated to the 240th year in the Syrian calendar, corresponding to AD 28 – 29. Thomas was Carpenter Joseph’s son. He did not dispatch Taddaios to Abgar.



Eusebius of Caesarea, 263 - 339
Church historian
Bishop of Caesarea in Palestine
from around 313.

Many people claimed that the letters were forgeries from the 5th century. Christians in Edessa tried to prove their apostolic origin. The truth? Jesus wrote his letter in High Priest Annas’s house, Annas’s period of service was between AD 6 – 15. Taddaius’s arrival at Edessa is dated to the 240th year of the Syrian calendar, corresponding to AD 28 – 29. So, this happened during High Priest Caiaphas’s period of service between AD 18 – 36. High Priest Annas’s period of service was before the resurrection, that of Caiaphas after. Word against word. Let us have a closer look at the letter.

The letter written by Jesus in High Priest Annas’s house (AD 6 – 15):

‘Blessed are you who hast believed in me without having seen me. For it is written concerning me, that they who have seen me will not believe in me, and that they who have not seen me will believe and be saved. But in regard to what you have written to me, that I should come to you, it is necessary for me to fulfill all things here for which I have been sent, and after I have fulfilled them thus to be taken up again to my Father, He who sent me. But after I have been taken up, I will send to you one of my disciples, that he may cure your disease and give life to you and yours. And your city will for ever be blessed and the enemy will never conquer it.’

The letter from Jesus before AD 28 – 29:

‘Blessed are you who hast believed in me without having seen me. For it is written concerning me, that they who have seen me will not believe in me, and that they who have not seen me will believe and be saved. But in regard to what you have written to me, that I should come to you, it is necessary for me to fulfill all things here for which I have been sent, and after I have fulfilled them thus to be taken up again to God who sent me. But after I have been taken up, I will send to you one of my disciples, that he may cure your disease and give life to you and yours.

Here we have two different letters, one of them supposedly written by Jesus himself. One of them is genuine, one is a forgery. The letter written in High Priest Annas’s house is genuine. Jesus mentions that he will ascend to his Father (not to God), he will be born into the Upper World, to the Cosmic Father and become his son. He became qualified via his fatherhood ‘and all things here /.../ which are now fulfilled.’ The issue here is that his Father has not sent him as he does not know Jesus, who is a very small microcosmic creature inside his body. The Gospels are about this birth into the Upper World.

The letter written before AD 28 – 29 is a forgery, rewritten. The individual who rewrote the letter around AD 400 did not know what Jesus's original letter was about. After having ascended to one's Father, you cannot dispatch a disciple to to a recipient.



He who was crucified in Jerusalem around 2,000 years ago.

King David writes about his own crucifixion. Prophet Isaiah writes about Immanuel's arrival. He was born and executed in David's town Bethlehem, Jerusalem.



Zacharias and Elizabeth, John the Baptist's parents.

Psalms 22 The suffering and praise by the Messiah. Psalm of David.

22 Ps.12:19: 'Be not far from Me, For trouble is near; For there is none to help.

Many bulls have surrounded Me.

Strong *bulls* of Bashan have encircled Me. They gape at Me *with* their mouths, *Like* a raging and roaring lion.

I am poured out like water, And all My bones are out of joint, My heart is like wax; It has melted within Me.

My strength is dried up like a potsherd, And My tongue clings to My jaws; You have brought Me to the dust of death.'

(Matthew 27:31, Mark 15:20, Luke 23:33, John 19:18).

'I can count all My bones. They look and stare at Me.

They divide My garments among them, And for My clothing they cast lots.'

(Matthew 27:35, Mark 15:24 Luke 23:34, John 19:23). (David's song to his Godfather Jehovah, the Pleiades)



Those who executed Worldly Messiah in Jerusalem were High Priest Caiaphas and Herod Antipas of the Herod Royal family.

What remains is to recreate John the Baptist's origin. There are various stories about John in the gospels, again word stands against word. He is a mystery. Luke gives us a lead when he writes that Elizabeth and Mary were related. If we remove Mary and instead add Helena, we get closer to John's birth. King Izates I of Adiabene married the woman NN-1. This woman had a sister, NN-2, probably named Elisabeth. At that time, the whole Royal family and many others accepted Zoroaster's religion and culture. One day, Elisabeth went to Jerusalem for a short stay. Being a religious woman, she visited the temple at Mount of Olives in Jerusalem. There she met Zacharias who was a priest and responsible for Zoroaster's fire. They married and Elisabeth probably remained in Jerusalem and lived at her husband's house. Around BC 35, John was born in Jerusalem.



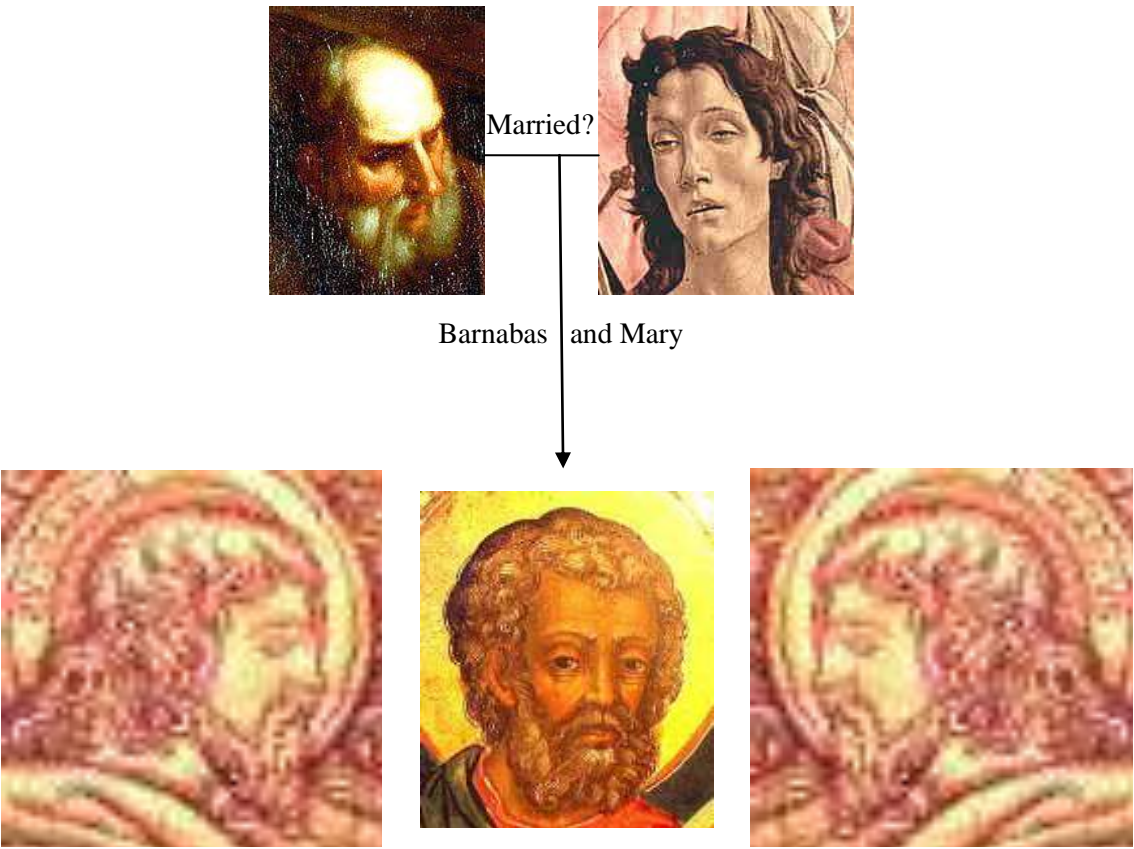
John the Baptist
He started to talk about 'The Kingdom of Heaven is Near', a birth into the Upper World. .

Nothing about John's childhood, nor about his parents is preserved. John grew up in secrecy, secret individuals took care of him and he received proper education. He often lived in Judea. Luke claims that he got his name 'Zacharias' after his father. Luke also claims that John was a reincarnation of Elijah who was supposed to work for the Israeli people, abstain from wine and make way for the Lord. We know nothing about Mother Elizabeth's later life, neither about Zacharias. There is also a source claiming that he was sawn in two in a way that reminds us of Isaiah's death.

John's parents favoured the Zoroaster culture and John himself was a reincarnation of, among others, Enki, Zoroaster, Cyrus the Great, and Julius Caesar. John claimed that the Kingdom of Heaven is near, that a new human world is on its way, and how to join it. He was a messenger at a very high level of knowledge.

His message was about the natural world, not religion. John the Baptist preached the same topic as did Jesus and Immanuel. John's notes disappeared. Was it John the Apostle, also disciple with John the Baptist, who stole them? According to the gospels, the Baptist was persona non grata for the clergy.

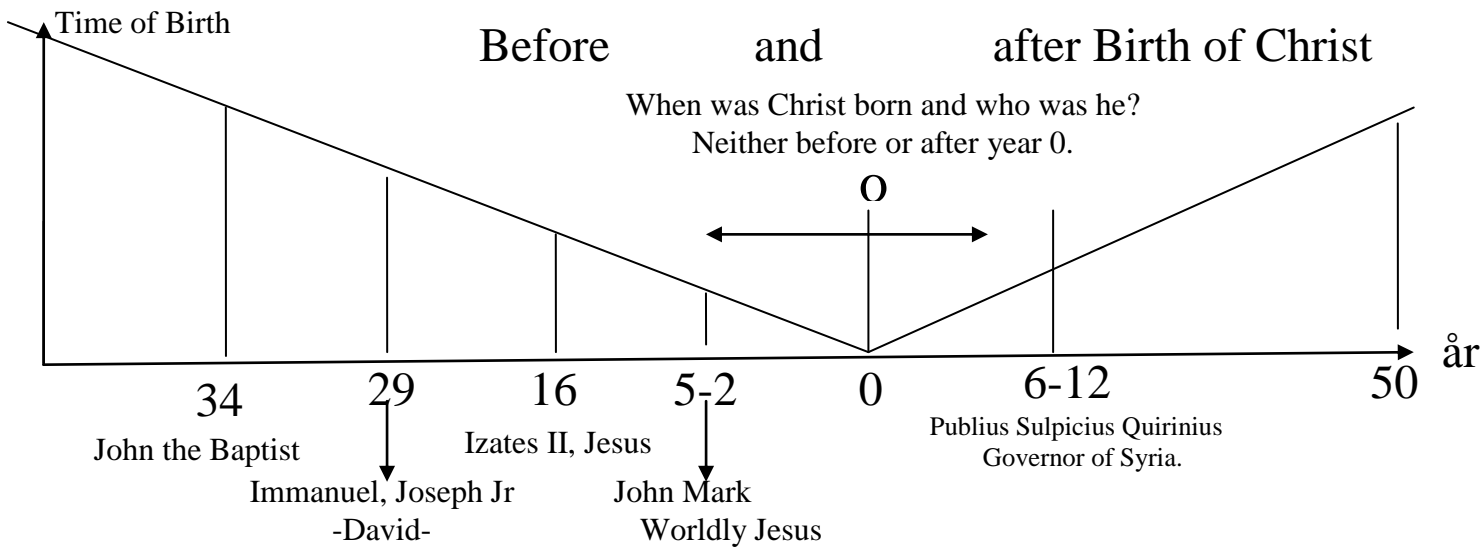
Finally: John the Baptist and Immanuel were killed. Jesus was alone, just as he writes in his letter to King Abgar V. We understand, from a religious point of view, that John's original story is much discussed.



John Mark, around BC 5 – 2, – around AD 62 – 70. John Mark also belonged to the dark world. His origin is obscure, but he was born in Cyrene, Pentapolis, in Northern Africa. His father is unknown, but some sources mention Barnabas. He is also said to be Mark's cousin. He may have been a Jew, but he lived and worked outside the Jewish community. His mother, Mary, was of Greek origin. Mark came from a very rich family and lived in Jerusalem. He was very active throughout his life. He knew Jesus (Izates II) and sometimes took part in his secret meetings when he was very young. He was also looked upon as Messiah, God Mammon, Jesus Beelzebub and was also called Worldly Jesus. He was also an evangelist, often in the middle of events. He finished his life in Alexandria, Egypt, where he was murdered. He founded a Church there and became its first bishop.

Mark divides the modern calendar: before and after the birth of Christ.

More info at **Industry**, *Abomination of Desolation*, pp 12 – 28, *The Sinking Fishing-boat*, pp 1 – 3 and 41 – 57, *Conquering Space III, final*, pp 76 – 133, and *The Fourth Pyramid Which Disappeared*, pp 53 – 54.



Linköping 1958, Christmas Eve. Exactly at midnight the Jewish boy Tibor E was born by Jewess Maria in a hospital in Linköping, Sweden. The picture was taken on December 25, 1958. The new-born boy at the centre, between my father Tibor Kemény and Jewess Maria E. The picture reflects Bethlehem, where Joseph is Tibor Kemény, the little boy is Immanuel/Joseph Jr and Mother Mary is Maria E. This birth took place 62 years ago and is well known by the Court, the Royal Family and Church of Sweden. Had it not been better if the Royal Court had told the story of the Saviour's birth from Linköping than referring to a birth in a stable and manger in Bethlehem which never took place. The house in Bethlehem corresponds to the hospital in Linköping.

Springtime 1971 the Jewish boy Tibor E was murdered. Olof Palme was then Prime Minister. The question we need an answer to, is how the Ox protected the little boy Tibor E. The Ox handled the paternity issue, and the result of the animals' activities is clear. More info at **Industry, Conquering Space, extra**. The Court, too, keep covering up the Birth of our Saviour, a cover-up called light. Imagine the light you are living in – a blinding light. Some people, already long ago, came up with the idea that religion is the best business concept of all times. Christmas Day is an excellent trademark.



Stable and manger at the Royal Chapel, Stockholm
The World of fairytales



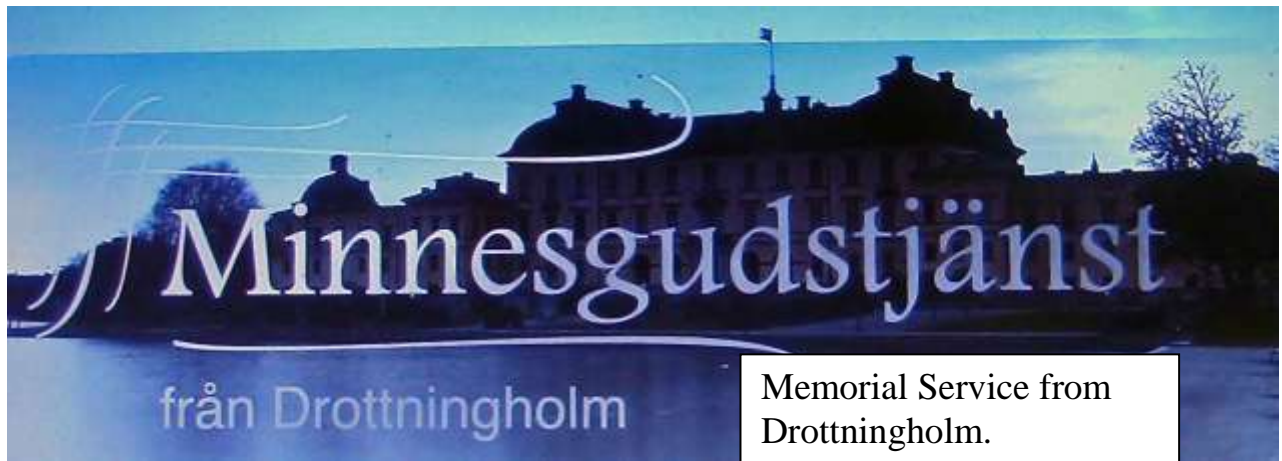
Stable and manger, St. Peter's Square, the Vatican
Book of Revelation

2020

More info at **Industry, Conquering Space XVIII, Lucifer**, page 31.



The Ox, God's mother and God's son, murdered. Rests here at Solna Graveyard. The Ox did a good job, did he not? Swedish media wrote: 'Dead body in grave – possible murder. A child's body has been found in an old grave at the Catholic Graveyard in Solna. Two workers who were about to open an old grave reacted strongly when they saw a human arm and hand in the grave. The discovery was made shortly before 10 o'clock on Wednesday, August 7, 2013.' More info at **Prince of Ponte Corvo, or...**, pp 50 – 52, and **Conquering Space, extra**.



Memorial Service from
Drottningholm.



The memorial service from the Drottningholm Church on March 1, 2021. The service started with Hymn **217**, God, for You all things are Clear. The King, who had organized the memorial service, was one of the initiators. Hymn 217, translated into English from: *Swedish Hymns*, ed. Per Harling, Verbum AB.

Hymn 217

1

God, for you all things are clear,
what is hidden does appear.
Darkness is not dark to you,
cannot veil me from your view.

2

Heal my eye that I may see
You in my reality.
Where I need you most to be
you are always close to me.

3

When I am not able to
walk in faith the way you go,
lead me firmly through my strife
stepwise to the land of life.

4

When my mind is full of doubt,
when resistance comes about,
when I strive without release,
come, enfold me with your peace.

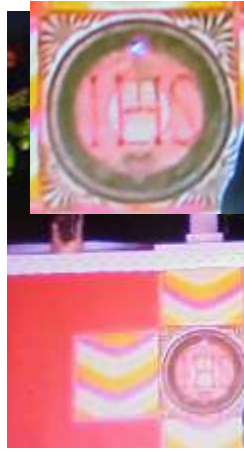
5

You receive me by your grace,
in your name I am embraced.
What you want is holiness,
by your mercy I am blessed.

Hymn 217

God, for You all Things are Clear is a hymn written in 1936 by Elis Malmeström and **revised** in 1965. Music by Georg Christoph Strattner in 1691.

I will return to this hymn towards the end of this topic.



Then the king followed his performance. He read Hymn 139 from the Bible. Hymn 139 by **David**, 'O lord, thou hast searched me, and known me.'

Psalm 139 by David

O lord, thou hast searched me, and known me.

Thou knowest my downsitting and mine uprising,
thou understandest my thought afar off.

Thou compassest my path and my lying down, and
art acquainted with all my ways.

For there is not a word in my tongue, but, I
O LORD, thou knowest it altogether.

Thou hast beset me behind and before and laid
thine hand upon me.

Such knowledge is too wonderful for me; it is high,
cannot attain unto it.

Whither shall I go from thy spirit? or whither shall I
flee from thy presence?

If I ascend up into heaven, thou art there: if I make
my bed in hell, behold, thou art there.

If I take the wings of the morning, and dwell in the
uttermost parts of the sea

Even there shall thy hand lead me, and thy right hand
shall hold me.

If I say, Surely the darkness shall cover me;
even the night shall be light about me.

Yea, the darkness hideth not from thee; but the
night shineth as the day: the darkness and the light
are both alike to thee.

This is how far the king read.

For thou hast possessed my reins: thou hast
known me in my mother's womb.

I will praise thee; for I am fearfully
and wonderfully made: marvellous are thy
works, that my soul knoweth right well.

My substance was not hid from thee, O LORD,
made in secret, and curiously
wrought in the lowest parts of the earth

Thine eyes did see my substance, yet being
unperfect; and in thy book all my members were
written, which in continuance were fashioned,
when as yet there was none of them.

How precious also are thy thoughts unto me,
O God! how great is the sum of them!

If I should count them, they are more in number
than the sand: when I awake, I am still with thee.

Surely, thou wilt slay the wicked, O God: depart
from me therefore, ye bloody men.

For they speak against thee wickedly, and thine
enemies take thy name in vain.

Do not I hate them, O LORD, that hate thee? and
am not I grieved with those that rise up against thee?

I hate them with perfect hatred: I count them mine
enemies.

Search me, O God, and know my heart: try me, and
know my thoughts:

And see if there be any wicked way in me, and lead
me in the way everlasting.



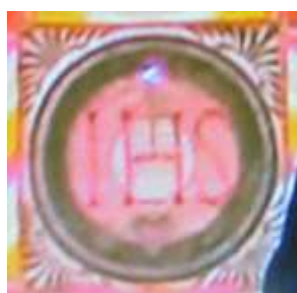
Psalm 139 is a mysterious text. It is evident that the king was behind the choice. The question is why he picked this psalm by David. It has nothing to do with the Corona virus, nor with the question who God is. If we analyse the entire text we discover remarkable things. I will start with David, the second king of the Kingdom of Israel, after King Saul. The text is written by a young man, around 20 – 23 years old. At the beginning, David was not very knowledgeable. At that time God was the God of Israel (the Serpent God). We know that Israel's God is constantly reincarnated on this planet, always lives a secluded life at the centre of events with new plans. On the day in question God had visited young David and had had a personal conversation with him regarding new plans, which David did not quite understand. He therefore answered: **'Such knowledge is too wonderful for me; it is high, I cannot attain unto it.'** The text tells us that the Serpent God possessed vast knowledge. Maybe he was a bit aggressive and threatening and was much older than David. David was afraid of him.

When David had grown older and more mature, he procured necessary knowledge. Then he met Israel's God again. God had his new plan, but David said no to him. More info at **Industry, Foundation Stone**, pp 25 - 26.

Readers will certainly ask if there is further evidence that this God is the God of Israel/the Serpent God. There is proof. In Book of Revelation, **Rev. 3:7**. 'And to the angel of the church in Philadelphia write, 'These things says He who is holy, He who is true, He who has the key of David, He who opens and no one shuts, and shuts and no one opens''

In Book of Revelation, we can also read that Jesus, God of Israel, comes from Venus.

The king never mentioned that psalm 139 was written by David. He just went on reading.



Now we know that David wrote Psalm 139 and the receiver was Israel's God. But why did the King read this psalm in connection with the television broadcast? As far as I understand, it was not part of the plan, the court clergy were not informed. The original program contained only two psalms, 217 and 285, probably chosen by the priests. The King can certainly not play David's part. It is easier for him to play God. In other words: the King appointed himself God.

This is how he began his speech: 'Men and women have always come to the Book of Psalms for comfort and support.'

If people are looking for comfort and support, they turn to God, not to David. David, too, looked for God's comfort, his situation was quite different from today's Corona virus. David complained about his own difficult situation, not a good comparison. The Jewish boy Tibor E was a reincarnation of, among others, David. He was murdered in Stockholm in 1971, but why? Does the King mean that he was guilty and that God did not listen? David was a Jew and the King hates Jews. As far as I understand the King imitated God and now he claims he is even above David. The Corona Virus gave the King the opportunity to appoint himself God in a clever way. There are many ways to seek comfort without mentioning David, who today is a character well known by the King. It seems as if this is the King's reaction regarding *Conquering Space, extra*, where we learn that the King is responsible for several serious crimes.

The Bernadotte Royal Family, Sweden, 1818- Carl Gustaf XVI, 1973-



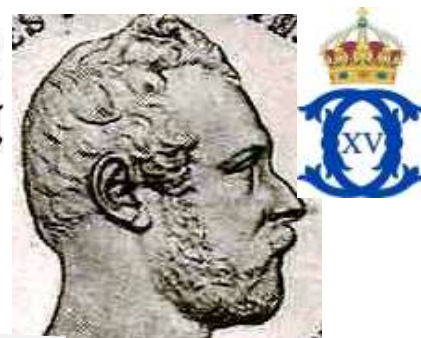
Jean **Evangéliste** Bernadotte
Pau, 1754 - 1813,
Baron, lawyer



Jean **Baptiste** Julius Bernadotte,
Pau, 1763 - 1844,
King of Sweden/Norway, 1818-
1844



Joseph Frans Oscar Bernadotte
Paris, 1799 - 1859,
Oscar I, 1844 - 1859
King of Sweden



Carl XV, Bernadotte
Stockholm, 1859 - 1872
King of Sweden
Oskar I's eldest son



Oscar II, Bernadotte
Stockholm, 1872 - 1907
King of Sweden, yngre son till
Oskar I's younger son

Gustaf V, Bernadotte
Stockholm, 1907 - 1950
King of Sweden, the last
Bernadotte

We can clearly see that the kings Oscar I, Carl XV, Oscar II and Gustav V are related. Their heads are of the same type as that of Jean **Evangéliste** Bernadotte. They also share the relation between nose and cranium.



Frederick II of Baden
Germany

Gustaf Adolf VI
King and Head of State
Son of Frederick II of Baden

Crown Prince Gustaf Adolf
Son of Gustaf Adolf VI

Prince Bertil
Son of Gustaf Adolf VI

Carl Gustaf XVI
King and Head of State
Son of Prince Bertil

We can clearly see that King Gustaf Adolf VI, Crown Prince Gustaf Adolf, Prince Bertil and the King, the Ox Carl XVI share the shape of their skulls and the relation between nose and skull with Frederick II of Baden. The pictures demonstrate that the King has nothing in common with the Bernadotte Royal Family.



Jean Henri Bernadotte
Pau, 1711 - 1780,
lawyer
Progenitor



Prince Bertil
The King's father



The Ox Carl Gustaf
XVI
King and Head of State
Prince Bertil's son



Tibor Kemény's
paternity issue and last
will.

From the picture we can conclude that the King looks more like Prince Bertil and not at all like Jean Henri Bernadotte.

More info at **Industry, King of Northern Light and his Secrets**, pp 66 – 67, **Evolution**, pp 18 - 19, **The Sun at a Disadvantage**, pp 124 – 130, **Conquering Space III, final**, page 110.

Just like everyone else, the King lived in the past, he had always been a king. That is what we often do when we do the same things in each life. So did the King. Let us walk with him into the past.

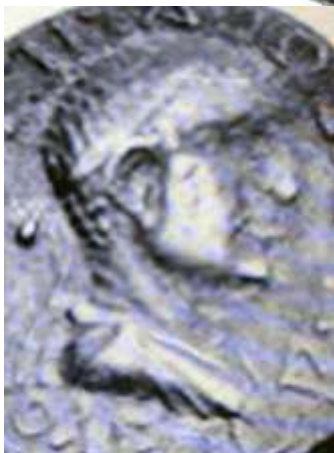
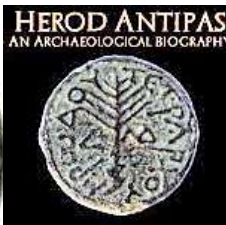


The following pages will deal with King Carl Gustaf XVI's early life.

The Herod Royal Family, around BC 113 – AD 95

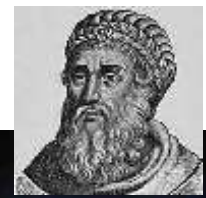
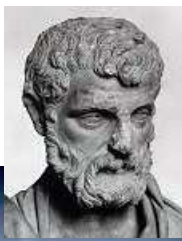
Ancient Palestine, Herod Antipas BC 4 – AD 39

Herod Antipas



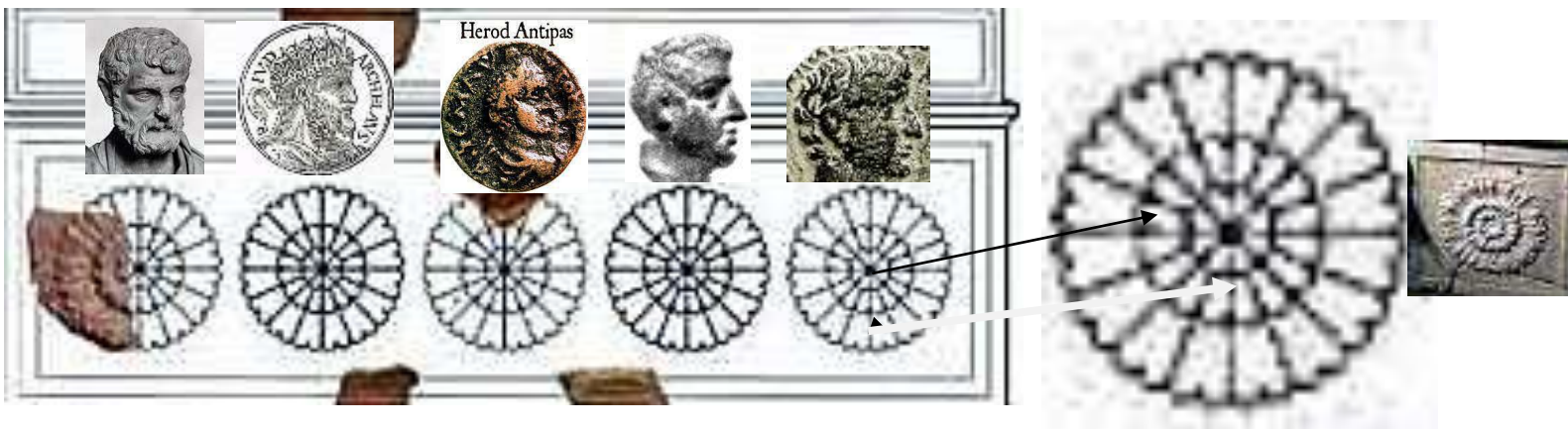
In ancient Palestine, during the reign of Herod, took place what was probably the most important event in our galaxy, the so-called Messiah period on our planet. Herod I was not a Jew, nor were some of his sons, among them Herod Antipas, nor their various mothers. Two family members, the father Herod I and Herod Antipas were most remarkable characters in those days.





On May 8, 2007, King Herod I's grave was discovered at Herodium by Professor Ehud Netzer from the Institute of Archaeology at the Hebrew University of Jerusalem. After around 30 years, he and his team managed to find Herod's grave and sarcophagus which was broken into hundreds of pieces. This evidently happened in AD 66 – 72 during the first Jewish rebellion against the Romans. There is no name on the sarcophagus. It has a length of almost 2.5 metres, made of reddish limestone decorated by rosettes. It had a triangular lid decorated on the sides.

There is no name, but there are secret decorations in the form of rosettes. I compare these rosettes with our spiral galaxy, see above. The symbolic picture is taken from above. I compare the outer ring to the arms of the galaxy, the inner ring is the actual galaxy. At the centre is a symbolic nucleus. Architects also use rosettes, symbols of galaxies, Universe, and as rose windows. John the Baptist talked about this: 'The Kingdom of Heaven is Near.' Kingdom of Heaven = Galaxy. The triangular lid reminds of the pyramids in Egypt.



The sarcophagus had a triangular lid, decorated on both sides. These also depict our galaxy, the Milky Way. The purpose was to conquer the Milky Way. There are five identical illustrations underlining the same purpose. At the centre is an eight-pointed star with a black hole. The inner circle is our galaxy, the outer circle the galaxy's arms. Whose idea was all this? Whose idea was it to decorate the galaxy/Kingdom of Heaven with rosettes on Herod's sarcophagus? Probably the extra-terrestrials and their group. This discovery reveals that the text in the Gospel of Matthew about Immanuel's birth in Bethlehem and the Three Wise Men's visit to King Herod I in Jerusalem regarding the arrival of Messiah, was correct. Herod reacted at lightning speed. He immediately declared that he did not want competition. This means that he knew something about the coming new Kingdom of Heaven but kept it to himself, it was only talked about in the family.

We can also see that Herod's sons shared their father's ideas. Herod Antipas was very active when it came to Carpenter Joseph's paternity. This was directly connected to our galaxy, to the new Kingdom of Heaven. Carpenter Joseph's last will, the scroll with seven seals, finally came to Herod Antipas. He may have broken all seven seals and learnt about what was coming, birth to our Cosmic Father.

One very active son was Jesus/Izates II. He appears later on in Book of Revelation 2:12 - 13: 'And to the angel of the church in Pergamos write, 'These things says He who has the sharp two-edged sword: I know your works, and where you dwell, where Satan's throne is. And you hold fast to My name and did not deny My faith even in the days in which **Antipas** was My faithful martyr, who was killed among you, where Satan dwells.'

What did Jesus reveal? Herod Antipas was his secret witness and faithful servant. This really means that Jesus himself managed his activities via Herod Antipas, e.g. the execution of John the Baptist, the murder of Fig Tree Joseph and the crucifixion of Jewish Immanuel together with Caiaphas.

We can also understand that the Herod Royal Family was a Satanic Royal family which had reappeared in France after its defeat when Herod Antipas was murdered. The triangular lid on Herod's sarcophagus is a symbol of the pyramid realm of Egypt, where, among others, Osiris was the God of Death. For Antipas there was only one obstacle, Jesus. He sent him to prison, named Barnabas. After the Ascension he was God and victor at the centre of events in the coming Kingdom of Heaven. He really believed he was God and a victor and spread the Tree of Life on his coin, see above. He was so cruel and evil that one of the members of the Royal Family, the future Agrippa 1, managed to remove him for ever. Antipas was pure evil after his father and destroyed everything, the Christian religion was finished before it had begun. Jesus lost everything; Antipas only favoured himself. Then one question remains: Was Antipas really Herod's biological son or was he simply born into the Royal Family via his mother? Anyway, being an animal, this took the Ox Antipas nowhere in this context.

More of this at **Industry, Conquering Space III, final**, pp 79 – 86.



The Jewish discovery of Herod's and High Priest Caiaphas's sarcophagus is as important as the Egyptian pyramids. This is because that after the events in EgyptJudarnas they continued in the Middle East. More info at **High Priest Caiaphas's Last Will**.

The Chaldean Dynasty, BC 626 - 539

King Belshazzar BC 552 - 539

This period in Babylonian history is very interesting, remarkable things happened in world history. During the reign of King Nebuchadnezzar II, BC 605 – 562 a very important, top-secret event took place. A paternity issue appeared, in which the Lion of Babylonia was the foster-son of Daniel's father. The child, who was found in Judea, lived with the King in the royal palace. The issue was connected to the coming Kingdom of Heaven or to the coming human world. Babylonia was named **God's Gate**. Daniel went to his father and stayed with him. When it became known that the Lion of Babylonia/Judah, was not identical with the child who lived with the King, the issue was terminated under remarkable circumstances and the child (Israel's God) had to leave the Royal Family. At that time, the King, the Bull God Nebuchadnezzar, proclaimed himself king. This was not unexpected, as the King was a reincarnation of, among others, Gilgamesh and the God of Death, Osiris. He then conquered Judea, the Kingdom of Judah and dethroned the King of Judah, Zedekiah in BC 587. Jerusalem was overthrown at the same time. The rich booty was various forms of gold, even from the temple, silver, and valuable artefacts. He was, after all, King of Judea and ancient Israel was gone.

Belchazzar was the last king of Babylonia. He was the eldest son of Nabonidus and Nitocris. In 1854 his name was discovered in Babylonian cuneiform writing. Some sources claim he was the son King Nebuchadnezzar II.

The last king of Babylonia was more remarkable than Nebuchadnezzar II King Nabonidus moved to Nineveh and his son Belchazzar ascended the throne in Babylonia. Why did King Nabonidus choose to leave Babylonia to live in the town of Nineveh? A king does not move unless there is some serious problem. What did he know, and why did he not tell his son? What about the relation between father and son? Was the son stubborn and refused to understand what was happening? Anyway, he enjoyed Babylonia and went to several parties. He finally arranged a large feast with various wines for a thousand guests and during the feast remarkable things happened. He ordered his servants to display the vessels of gold and silver which Nebuchadnezzar had stolen from the temple in Jerusalem. The King and his guests started to drink, the King became quite intoxicated. Using the stolen vessels for a party is not very serious, they did that then. But the King did something worse. As far as I understand, he proclaimed himself God and ordered all his guests to worship him. This means that he also raised himself to a position above Israel's God. He had gone too far, far beyond what was acceptable. During the party, the text appeared on the wall. The Chaldean dynasty and Babylonia seized to exist.



Babylonia's downfall and the Ox Belchazzar are sentenced to death.
He was a cruel King,
The new God.

He knew about Daniel's father's paternity issue which was very important to the gods when it came to the extension of life. It is possible that he found out about this after having ascended to the throne and found out about what was going on. Ox God Nebuchadnezzar II was gone. The Lion of Babylonia was gone (murdered) The Serpent God, Israel's God, was also gone. Then the Ox planned to place himself at the centre of events. Being a victor, he proclaimed himself God, just as Nebuchadnezzar II once had done. This finished the Ox. Because of the failure for the paternity issue, it ended up in darkness.

More info at **Industry**, *The Hanging Gardens of Babylon*, *Omnipotent Akhenaten*, pp 11 – 13, *The King of Northern Light and His Secrets*, page 64 and *Deity*, pp 32 – 35.

Israel's God

Daniel, a reincarnation of, among others, Utnapishtim/Enoch
Connected to his father's paternity issue

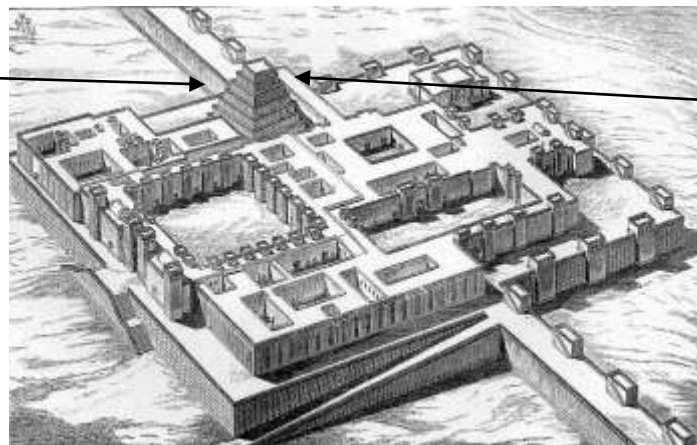
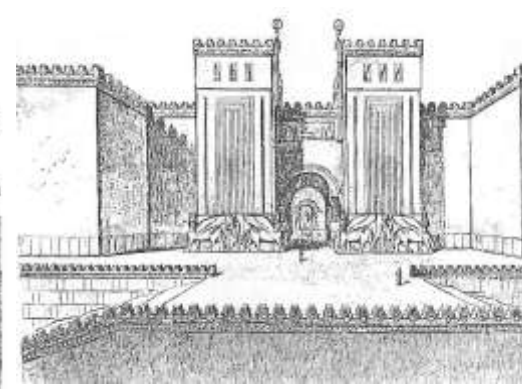
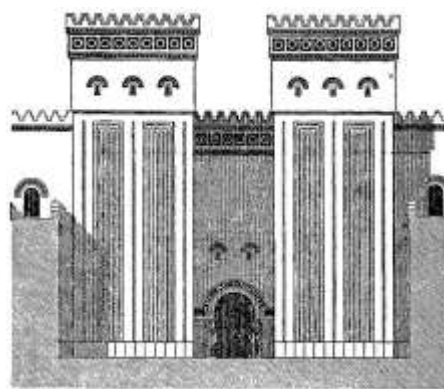
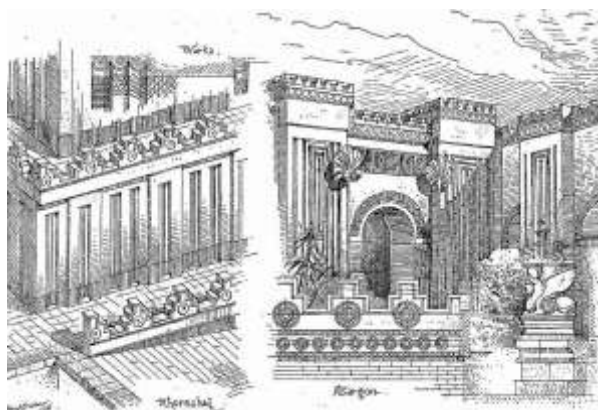
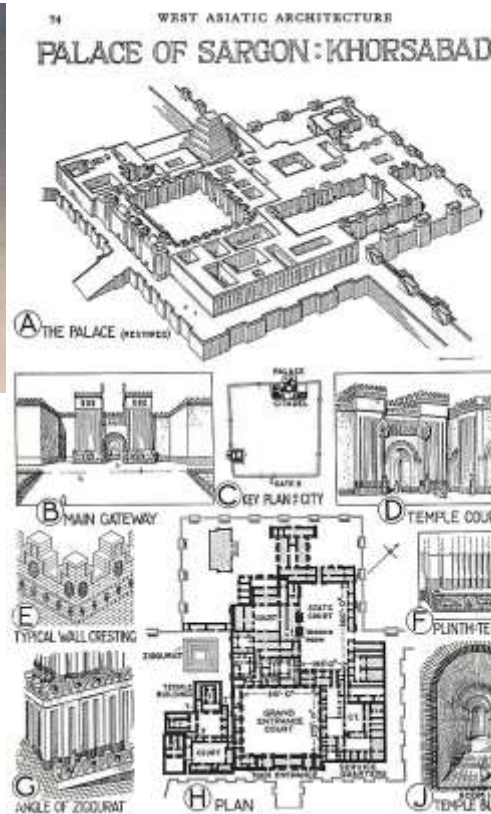
Lion of Babylonia
Marduk/David



**Nebuchadnezzar II, the World's Richest Ruler and God
Satan's Royal Throne**

Sargonid Dynasty BC 722 – 609/612

King Sargon II BC 722 - 705



King Sargon II was the most powerful ruler between BC 722 -705. His name means **'the King is legitimate'**. If you ascend to the throne in a legitimate way, if you take over from your deceased father, you need not call yourself legitimate king. King Sargon II was the most remarkable king of his epoch. Some sources claim that he grabbed power via a bloody coup. **His name does not exist** in his predecessor **King Shalmaneser V's** notes. **When King Shalmaneser V died** (maybe he was murdered), chaos erupted and then Sargon II assumed power via a coup against his brother and ascended. King Sargon II was a son of Tiglath-Peiser III. Was he really Tiglath-Peiser's biological son?

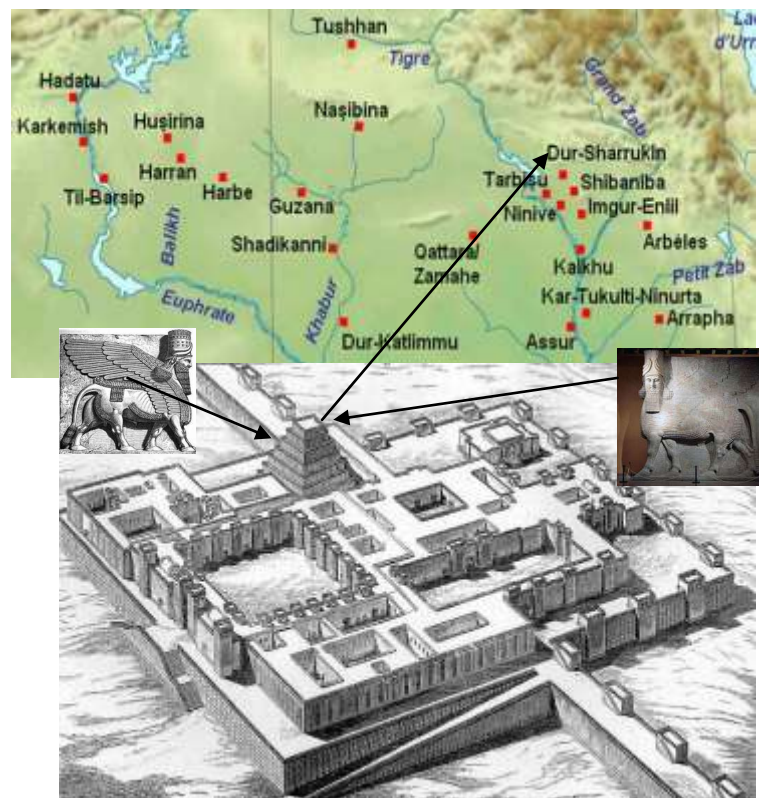


King Sargon II. His predecessor and brother Shalmaneser V defeated the Kingdom of Israel, toppled King Hosea, which caused the fall of Samaria in BC 721. Sargon II continued to attack Israel in a very brutal way. After a three-year siege its inhabitants were dispersed. Many of them were killed, others fled, and the ruling classes of Israel were moved to a cruel life as slaves. Ten out of twelve Israeli tribes disappeared from the global stage. He used the same method with people from other defeated cities: He took prisoners and treated them brutally, cruelly and inhumanly. The world knows about this. He also grabbed power in Babylonia in BC 710 – 705.

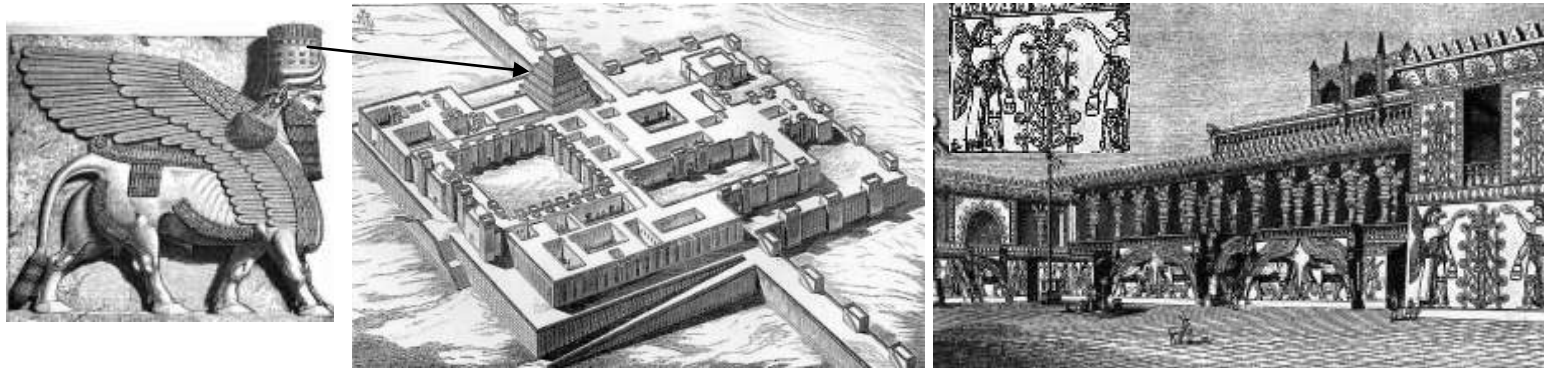
During his reign, Sargon II founded a new town, Khorsabad (Dur-Sharrukin). The town was built on the flat land 16 kilometres from Nineveh. The name means 'Fortress of Sargon'.

The town was built as a rectangle, 1600 x 1750 metres, a area of around 3 km². The town was encircled by a 7-kilometre-long ring-wall fortified with 157 30-metre-tall towers and 7 gates which opened towards all points of the compass. The town seemed mysterious and secret. An encircled town with a step pyramid and a statue, a combination of man and animal, a creature which was half human, half bull. What did the King hope to achieve in the top-secret new town? There are clues which lead us to his desires. The first one is the step pyramid which was used in ancient Egypt for the blood transformation process, to transform animal blood into human, in this case the blood of a bull to human blood, symbolically. Sargon II was a bull in a human body, but he had animal blood and wanted to become human. Strong evidence pointing to his final goal.

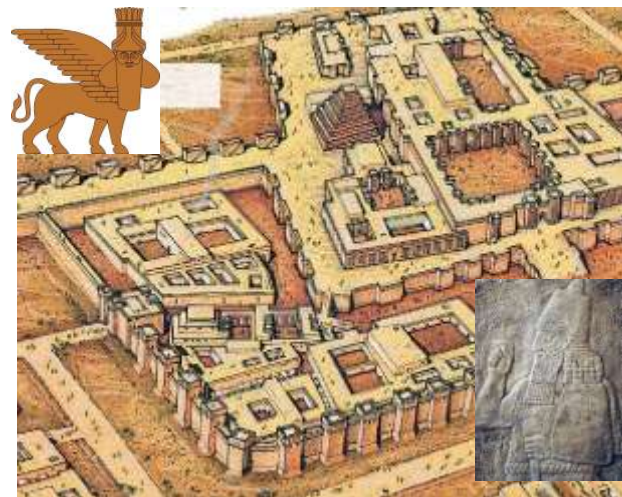
Tiglathpileser III's son (BC 744 -)



King Tiglatpileser III (BC 744 - 727) of the Adaside dynasty was one of the great rulers in Assyria, Realm of the Bulls. He must have found a lead pointing to the secret blood transformation project, he had contacts around the world. His government built the foundation of the Assyrian realm's position as a world power and the country's administration was reformed. It was he who took Babylonia in BC 729 and toppled King Nabu-mukin-zeri. As far as I understand, he was a reincarnation of, among others, the bull Dumuzid and Bull Deity Ramesses III. Tiglatpileser III was the son of either King Adad-niari III or King Ashur-nirari V. Anyway, he killed King Ashur-nirari V and took over power using the name **Pulu**. At this time, he must have talked to the family, wife and two sons, **Shalmaneser V** and Sargon II about the prolongation of life and become human again. They found out about the blood transformation project and decided to try to recreate it. The project involved the conquest of, for example, Babylonia, the Kingdom of Israel and the Kingdom of Judah. He handed over his power to his eldest son **Shalmaneser V** in order to extend his world power and secure the situation in Israel. What did he achieve? In total secrecy Tiglatpileser procured material from different sources for the blood project. Notes tell us that King Tiglatpileser died in BC 727, but in real life he continued his research. The second son, Sargon II, also knew everything about the project and took part in its design. It was, after all, a family secret. King **Shalmaneser V** died, murdered by Sargon II who, via a coup, assumed power and became a world ruler. **Shalmaneser V** had no children.



King Sargon II started to build his secret town of Khorsabad in BC 713 and as early as in 711 he handed over the responsibility and construction work to his son Sennacherib. He removed his father and brother. He was probably too stubborn and chose his young son, who listened to him when he wanted to continue the blood transformation project. From the reconstruction of the town, we can see that the pyramid is finished, it was supposed to be a state-of-the-art laboratory. But we cannot see if the sepulchre is inside or under it. We can clearly see the purpose, the body of an animal and a human head. The body of the animal corresponds to animal blood, the human head point to human blood, symbolically. The blood transformation project obviously failed. In the picture I cannot see any assistance by the extra-terrestrials, as in ancient Egypt. The king had to fight in order to extend and own power. While being busy with that, he totally lost control of the construction of the town and, above all, the pyramid.



In BC 706 Sargon II moved his court to Dur-Sharrukin/Khorsabad which was not yet completed. At last, Sargon was allowed to live in the town he himself had created, even if his sojourn there would be short. In BC 705 Sargon went to Tabal, which had been independent for six years. His goal was to conquer the area. He handed over the control of Assyria and Babylonia to his son Sanherib and went towards Anatolia with his army. Sargon did not realise how powerful the little country in fact had become. He did not take into consideration that they had recently formed an alliance with the Cimmerians, which made them even stronger. In the first battle against Tabal's army Sargon himself led the first attack, something he had done many times before. But this time everything went wrong and Sargon was killed. The King's death paralysed the Assyrian army. Shocked, they were defeated by the Tabal army. They did not even manage to retrieve Sargon's body. This meant that he, according to Assyrian religion, would never enjoy any afterlife. His soul was doomed to wander. He was so hated that not even those close to him took care of his body.

Sargon's sudden death spread shock-waves over the entire Assyrian realm, as it did in Babylonia and the Kingdom of Judah..



After Sargol II had lost the battle against Tabal and been murdered on the battlefield, his top secret Dur-Sharrukin was also destroyed and not even his son could go on with the project. That settled the fate of the Babylonian king. Prophet Isaiah writes this about him:

Isaiah 14: 5 - 20 Fall of the King of Babylon

‘The LORD has broken the staff of the wicked, The scepter of the rulers; He who struck the people in wrath with a continual stroke, He who ruled the nations in anger, Is persecuted *and* no one hinders.

The whole earth is at rest *and* quiet; They break forth into singing. Indeed the cypress trees rejoice over you *And* the cedars of Lebanon, *Saying*, ‘Since you were cut down, No woodsman has come up against us. Hell from beneath is excited about you, To meet *you* at your coming It stirs up the dead for you, All the chief ones of the earth; It has raised up from their thrones All the kings of the nations. They all shall speak and say to you: Have you also become as weak as we? Have you become like us? Your pomp is brought down to Sheol, *And* the sound of your stringed instruments; The maggot is spread under you, And worms cover you.

How you are fallen from heaven, son of the morning! *How* you are cut down to the ground, You who weakened the nations! For you have said in your heart: I will ascend into heaven, I will exalt my throne above the stars of God; I will also sit on the mount of the congregation On the farthest sides of the north; I will ascend above the heights of the clouds, I will be like the Most High. Yet you shall be brought down to Sheol, To the lowest depths of the Pit. Those who see you will gaze at you, *And* consider you, *saying*: Is this the man who made the earth tremble, Who shook kingdoms, Who made the world as a wilderness And destroyed its cities, *Who* did not open the house of his prisoners?

All the kings of the nations, All of them, sleep in glory, Everyone in his own house; But you are cast out of your grave Like an abominable branch, *Like* the garment of those who are slain, Thrust through with a sword, Who go down to the stones of the pit, Like a corpse trodden underfoot. You will not be joined with them in burial, Because you have destroyed your land *And* slain your people. The brood of evildoers shall never be named.’

Now we have reached the peak of Sargon II’s final goal. Text is explicit: Sargon wished to be born into the higher world, to our Cosmic Father. ‘I will ascend above the heights of the clouds, I will be like the Most High. “The Most High in this case is the Cosmic Father, there is no one higher than that. He proclaimed himself God, the greatest.

Next question: From where did Isaiah get the lyrics? Israel’s God was reincarnated at short intervals in order to secretly rule the Kingdom of Israel. When the Kingdom was defeated, Israel was probably God’s child. As an adult he could follow the Assyrian development and the construction of the new top-secret closed town Dur-Sharrukin/Khorsabad, which reminded him about Sargon II’s plans. The pyramid and the statue of animal and human characters were signs of the blood transformation project. He personally knew Prophet Isaiah and talked to him about the above text. Israel’s God knew exactly who Sargon II was. The Kingdom of Judah was then still independent, free from Assyria. To be continued on the following page.

Ω



Ninhursag



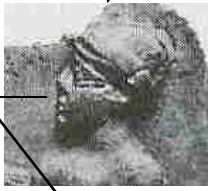
Enki, son of Anu and Nammu



Kung av Babylon
Sun- and fertility deity,
Associated with agriculture



Nanna,
Son of Enlil and Ninlil



Ningal,
daughter of Enki and Ninhursag



Marduk, son of Enki and Ninhursag
(Killed Dragon Tiamat)



Gilgamesh
Son of Lugalbanda and Sirtur



King of Uruk
Uruk



Dumuzi,

Son of Enki and Sirtur



Inanna

A reincarnation of Tiamat

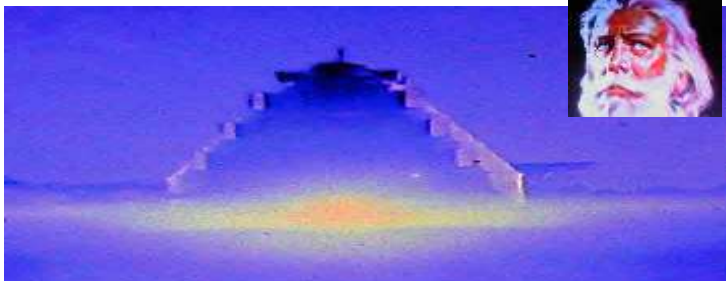
More at **Industry**,
Obscure Magyar, pp
1 - 9



Shara, son of Dumuzid and Inanna



Lulal, son of Dumuzid and Inanna



Dynasty 20, BC 1185–1070



Ramesses III, Son of Pharaoh Setnakhte
A reincarnation of, among others
Dumuzid, Josef (Jacob's 11th son).



Prince Ramesses
Heir to the throne, son
of Ramesses III
A reincarnation of
among others, Shara,
Manasse.
Later **Ramesses IV**



Prince Pentawer
killed Ramesses III.
Son of Ramesses III?
A reincarnation of,
among others, Lulal,
Ephraim



Ramesses XI,

Son of Ramesses X

Reincarnation of, among others, Lulal,
Ephraim and Pentawer.
Concludes dynasty 20.

More info at **Industry**, *The fourth Pyramid
which Disappeared*, pp 19 – 22 and
Omnipotent Akhenaten, pp 4 – 6.

The Adaside Dynasty, 912 – 609 Assyria



Adad-nirari III
Son of Shamshi-Adad V



Tiglatpileser III
BC 744 - 727 Son of Adad-nirari III, A reincarnation of, among others Dumuzid, Ramesses III.



Shameser V BC
726 - 722
Son of Tiglatpileser III
A reincarnation of, among others Shara, Ramesses IV

Neo-assyrian period, Adaside dynasty BC 912 – 722 (609)
The Adaside dynasty had 11 Assyrian kings.

Continued from page 4: Israel's God knew exactly what Sargon II was doing in the new capital Dur-Sharrukin/Khorsabad. The blood transformation project was already known in SUMER before the global flood. A project like that was initiated by Lamech Jr/Noah and would have been the first. More info at **Industry**, *Conquering Space XVIII, Lucifer*, pp 4 - 7. Israel's God was also there (Inanna) who was married to Bull Dumuzid. According to sources, she had two sons, Bulls Shara and Lulal. Dumuzid was later reincarnated as King **Tiglatpileser III**. Bull Shara was also reincarnated as, for example Shalmaneser V, Ox Lulal, and Sargon II. Note that Lamech Jr/Noah was a reincarnation of, among others, Marduk.

The Sargonid Dynasty BC 722 – 609/612



Sargon II, BC 722 - 705
Son of Tiglatpileser III?
A reincarnation of, among others, Lulal, Ephraim, Pentawer, and Ramesses XI



Sanherib, BC 704 - 681
Son of Sargon II



Esarhaddon, BC 681 – 669
Son of Sennacherib/
Sanherib. Prophet
Jonah, Nineve,
Prophet Tobit



Assurbanipal
BC 668 - 635
Son of
Esarhaddon



Ashur-etil-ilani
BC 634 - 628
Son of
Assurbanipal



Sinsharishkun BC 627 - 612
Son of Assurbanipal



Ashur-uballit II BC 611 - 609
Son of Sinsharishkun?
**Terminates the Sargonid
dynasty**



Pict 3

Pict 2

Pict 3D

Pict 3



Bild 2



Pict 1

In the palace Dur-Sharrukin/Khorsabad, among ruins, a peculiar picture was found, **pict 1**. It was an illustration of Sargon II holding the Serpent/Israel's God in his right hand and the Lion of Judah and Babylonia in his left. The image reminds me of **pict 2**, where Gilgamesh holds the Serpent/Inanna in his right hand and Lion Marduk in his left. This may be an illustration of the fact that Gilgamesh as well as Sargon II is a more elevated god than Israel's God. It was important for **Tiglatpileser III** and Sargon II to conquer the Kingdom of Israel and Babylonia. Also on the list was the Kingdom of Judah, which eventually gave up, assisted by Bull God Nebuchadnezzar II.

Bild 3 illustrates a visit to Nimrod by **Tiglatpileser III**. A UFO, a flying saucer hovers behind his delegates. This could mean that King Tiglatpileser III got the assignment by UFO/extra-terrestrials, he was ordered to begin the blood transformation project, a greater power was also involved in the project. The whole idea was scrapped after the death of Sargon II. The Serpent/God of Israel turned out to be stronger than Sargon II.

Song of the Fall of the King of Babylon



Ancient Assyrian Kings (around BC 2025 – 1366/1353)

The Puzur-Ashur dynasty

Sargon I, around BC 1920 - 1881



Sargon I, son of King Ikunum? His name means '*the King is legitimate*'. He took the name Sargon of Akkad. His son was **Puzur-Ashur II**. We do not know much about Sargon I. He was a great warrior. He ruled for around 40 years, during the older Assyrian period and the intervening years.

The Akkad Dynasty, BC 2334 - 2154

Founder: Sargon of Akkad

Sargon the Great



Sargon of Akkad. This king's history is, as far as I understand, the most remarkable event in world history. He was born in a very peculiar way. When he ascended, he had no opponents, no enemy, but was anyway at the centre of events. Who was, actually, this Sargon of Akkad, what about his origins? A strong lead is that Sargon's mother probably was Serpent Goddess Inanna's high priestess. Then we will go back to the very beginning, to Inanna.



Dumuzid,
Son of Enki and Sirtur



Inanna
A reincarnation
of Tiamat



The picture depicts Ox Dumuzid and Serpent Goddess Inanna. We can see that behind Inanna is a wriggling serpent, her animal origin. At the centre, between Dumuzid and Inanna, we see the Tree of Cosmic Life and, again, a wriggling serpent, this time with a double head. In those days the Tree of Life belonged to Lamech, it was his family tree. Inanna's favourite was the date palm. She was part of Lamech's paternity issue using the name Noah/Inanna, who took over Lion Noah's/Lamech's identity. More info at **Industry, *Obscure Magyar***, page 9.



Shara, son of Dumuzid and Inanna



Lulal, son of Dumuzid and Inanna

Ogifta



Laibum or Itti-Bel
Father of Sargon of Akkad
Gardener and owner.
A reincarnation of Dumuzid.



Enitum
Mother of Sargon of Akkad
Inanna's High Priestess
Holds the Serpent



Akki, Sargon of Akkad's foster father.



A stele from Sargon's time in Akkad illustrates how a man (Akki) lifts a basket-like object in which there is a child. Another stele depicts a man and behind him is a woman holding a large serpent in her hands. It is possible they are Sargon of Akkad's parents.

Note! Fragment of Victory Stele of Sargon, above.



Sargon of Akkad's parents were Laibum, owner of a large date garden. His mother was Enitum, Inanna's high priestess. She gave birth in secrecy and afterwards she put him into a basket and threw him into a river, the Euphrates. It was an illegitimate child, a reincarnation of Lulal.

Sargon of Akkad describes his birth and childhood:

'My mother was a high priestess; I did not know my father. My father's brothers loved the mountains. My town is Azurpiranu situated at shore of the Euphrates, near Kish.

My high priest became pregnant, a big secret. She put me in a basket with armament and sealed the lid with bitumen. She threw me into the river which rose above me

The river carried the basket with me inside to Akki who received me like her son and raised me. Akki chose me as her gardener and Inanna gave me love.

Akki worked at the court of King Ur-Zababa of Kish.



Serpent Goddess Inanna, Queen of Heaven. Wing symbols indicate she had access to UFO, to her extra-terrestrial UFO-group. This is an image where Inanna threads on a lion or illustrates that the foundation of her activities is a lion. The lion is Marduk, i.e. the Lion of Babylonia. Inanna supported Sargon of Akkad from her UFO.

Ur-Zababa, King of Kish
Around BC 2300 - 2334.

Ur-Zababa, King of Kish
Around BC 2300 - 2334

According to his own story, he grew up at King Ur-Zababa's court. He became gradually closer to the King. He started as the King of Kish's cupbearer, a man he would later on overthrow, probably in a bloody coup. That is why he used the name 'Sargon', which means '**the King is legitimate.**' Then Sargon's troops defeated the King of Sumer, Lugal-zage-si. He allowed the conquered people to hold on to their previous religion, but he asked governors to demolish walls of defence and Akkadian became the common language in the entire Mesopotamia. The unified realm facilitated domestic and international commerce. Pearls and ebony were imported from India, wool and olive oil were exported. History claims that Sargon founded Akkad and its empire. He is supposed to be the first leader who created an empire, a realm holding many different nationalities and languages. Sargon's empire probably covered an area from the Persian Gulf to the Mediterranean, including parts of today's Turkey.

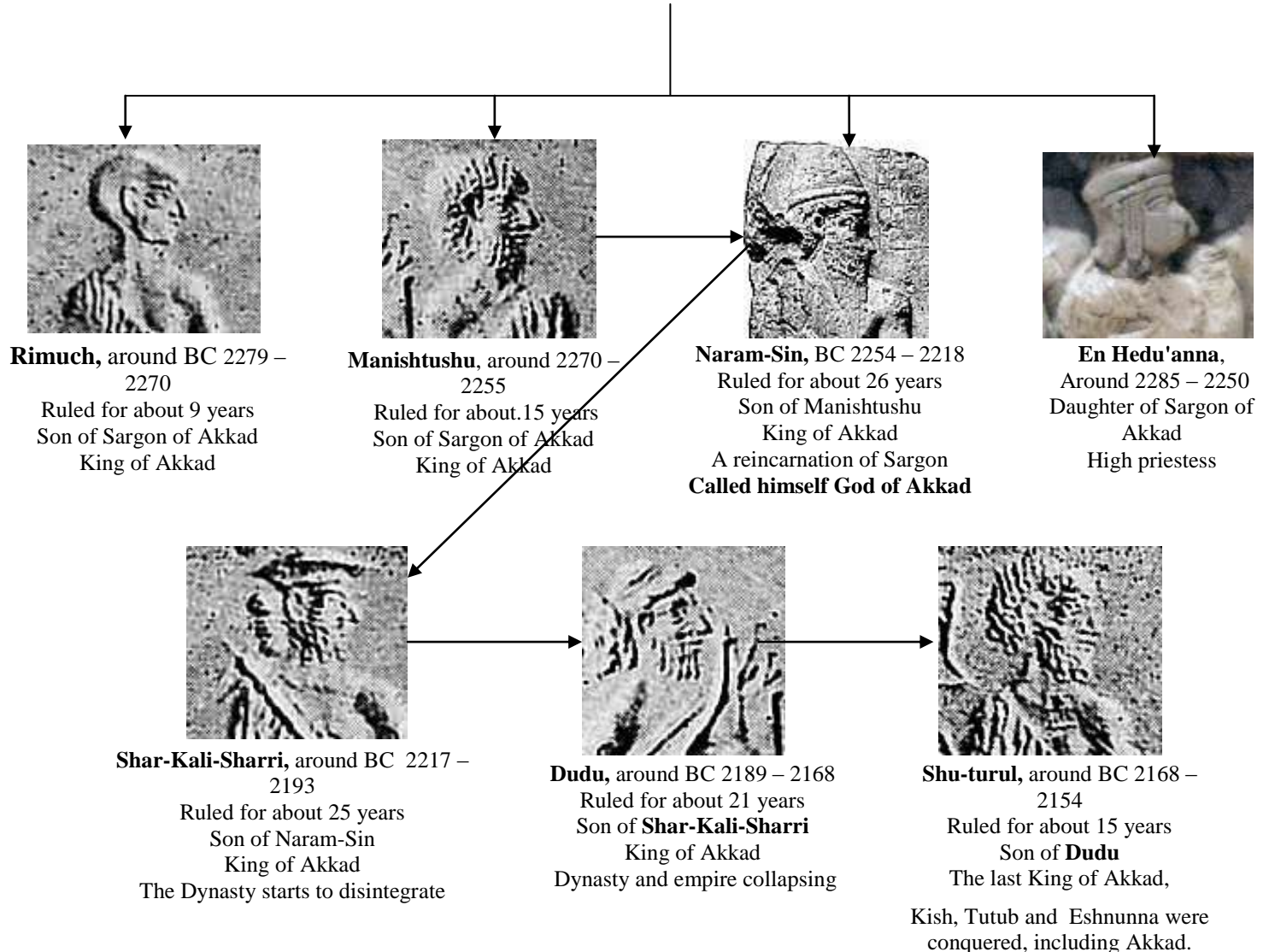


Married



Sargon of Akkad, around BC 2334 – 2279
Founder of the Akkad Dynasty, ruled for 56 years. Son of Laibum/Akki and Enitum
Called himself God of the Universe

Tashlultum ? - ?
Queen of Akkad



Above is a compressed family tree depicting the Sargon of Akkad family. In his family we can find interesting issues, for example two of Naram-Sin's young sons. Shumshani was a high priest with Shamash at Sippar, and Tutar-napsur was a high priest with Enlil of Nippur. His daughter Emnenanna was also a high priestess with Sin and Ur. It is peculiar that so many individuals in the family were high priests or priests with Inanna.

Sargon of Akkad was a great warrior. He conquered Upper Mesopotamia as far as the Mediterranean, he also conquered Elam and Marhashi. Sargon defeated more than 34 towns. Ships from Meluhha, Magan, and Dilmun dropped anchor in the Akkadian capital. Sargon managed a court and a 5,400-men army who had bread every day. He proclaimed himself King of the World.

Sargon had neither rivals nor collaborators. His battle tactics spread across the countries; he crossed the eastern sea. During following years, he conquered the western land till its lowest point and brought it together under one authority. He erected statues of himself everywhere. He stationed his court officials in many places and ruled the tribes with a rod of iron. He marched to Kazllu and turned it into a rubbish heap, there was not even a perch left for a bird.

It seems as if those around him hated him intensely because of his cruelty. When he became old, all countries revolted against him. They besieged him in Akkad, but Sargon fought back and brought their possessions to Akkad. He built a new Babylonia in Akkad. This gave him an enemy, the Lion of Babylonia, Marduk, who was a local god in Babylonia. What was behind the end of Sargon? According to the royal chronicles Sargon and his allies died from starvation, initiated by Marduk. But something is wrong. Marduk was killed by Inanna before the great flood. It must have been Marduk's clergy who were behind the murder of Sargon. All individuals he oppressed were against him, hence his murder. Marduk punished Sargon without any mercy. There is no reliable information on Sargon's death. After his death Akkad grew weaker, but a new leader, King **Naram-Sin**, restored its power. He called himself **God of Akkad**. Naram-Sin was a reincarnation of Sargon. After his death, destruction followed. Shu-turul was Akkad's last king, Akkad fell. It was finally the people of Gutium who finished Sargon's empire. The story of Sargon is remarkable. Serpent Goddess, Inanna, helped Sargon at the beginning, but what happened then? Did Sargon turn against Inanna and refused to follow her advice just because she disappeared? Sargon was probably very stubborn and not a learned man, he could not understand Inanna. There were no priests around Inanna who were parts of the Sargon family. It must have been a serious conflict between Sargon and Inanna, Inanna finally allowed his entire empire to fall into decay. Before the global flood Inanna was married to the Ox Dumuzid and had two sons, Shara and Lulal. I believe the young son, Lulal, was a reincarnation of Sargon of Akkad and Inanna expected much of him. Almost simultaneously, in the Old Empire of Egypt, around BC 2639/2589 – 2639 – 2504/2454, the blood transformation project was ongoing during Dynasty 3 and 4. A reincarnation of Inanna, using the name Menkaura, took part in it. Note that the version of Inanna who appeared for Sargon was a clone of the original Inanna.



Sargon of Akkad, around
BC 2334 – 2279
Founder of the Akkad
Dynasty, ruled for 56
years.
Son of Laibum/Akki and
Enitum
**Called himself God of
the Universe.**



Sargon I, son of King Ikunum?
Around BC 1920 - 1881
His name means '**the King is
legitimate**'. He assumed the name
Sargon of Akkad. His son was **Puzur-
Ashur II**. We do not know much of
Sargon 1. He was a great warrior and
ruled for about 40 years in the Old
Assyrian and Middle period.



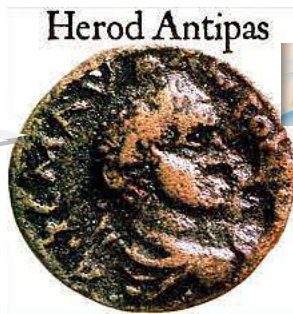
Sargon II, BC 722 - 705
Son of Tiglatpileser III?
A reincarnation of, among
others, Sargon of Akkad,
Lulal, Ephraim, Pentawer
and Ramesses XI.



Carl Gustaf XVI
1973 -
Kingdom of Sweden
Head of State
Proclaimed himself God 2021
King for about 49 years



Belshazzar BC 552 - 541,
539.
World regent
Son of Nabonidus, or
Nabu-kudurri-usur?
Chaldean Dynasty
The last king, murdered



Herod Antipas, BC 4 – AD 39
BC 22 – AD 39
Tetrarch of Galilee and Perea
Son of Herod I?
Herodian Dynasty
Proclaimed himself God.



Sargon of Akkad – Sargon 1 – Sargon II – Belshazzar – Herod Antipas – Carl Gustaf XVI – one and the same individual in different timeframes. We can briefly summarise Sargon characteristics from different periods: He was terribly stubborn, he always followed his own path, he never listened to other people. He was a cruel, insensitive beast and he always put himself into the centre of events, he claimed to be the most elevated king in our galaxy even though he came from an ordinary family with no royal antecedents. He most often assumed power via a bloody coup. He had paternity problems, WHO was unclear who his father was. He lacked knowledge and wisdom. He did things nobody had done before, one example is that he always brought along courts in his campaigns and could immediately prosecute and sentence his opponents and enemies, most often to death. He was the original Satan, which in Hebrew means opponent, enemy, and prosecutor. The word Satan is a title and suited Sargon well. To be able to use the title, one should be a world ruler, and he was. As he was always a hated loser, he eventually lost his title. 'Satan' emanates from Semitic days, from the time of Sargon.



Dumuzid,
Son of Enki and Sirtur



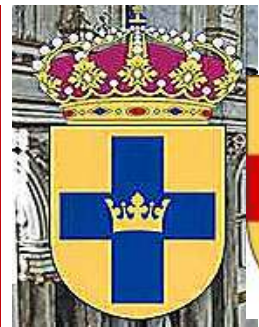
Inanna
A reincarnation of Tiamat



Queen Christina, 1632 - 1654
on her silver throne.
Abdicated and moved to Rome.
Motto: Wisdom is the support of the
realm.
A reincarnation of **Inanna**

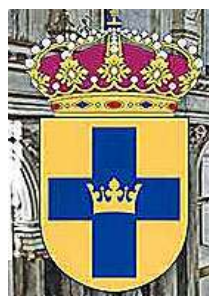
Carl Gustaf XVI
1973-

A reincarnation of, among others,
Lulal, Sargon of Akkad, Sargon I,
Sargon II, Belshazzar and Herod
Antipas. Here on Christina's silver
throne.



The new King: Carl Gustav XVI in
1973. We often say:
History repeats itself.

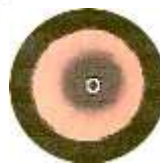
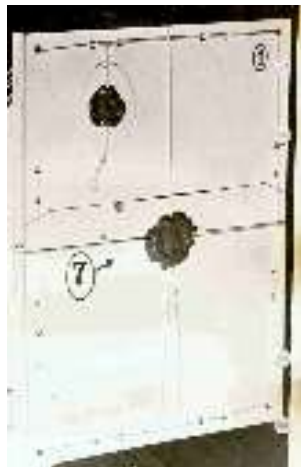
King and Head of State of Sweden, Free Mason Grand Master, and the
ultimate but secret man of power, the man on the grey horse, a secret God.
King of knowledge and wisdom = God, he lacks knowledge.





The pictures show us the birth of Sargon of Akkad and Moses in Egypt. It is evident that Inanna had a purpose when it came to Sargon of Akkad. The basket in which we find the little boy might be a symbol of our galaxy, the Milky Way, the river can be a symbol of the liquid in which the galaxies are floating; a birth into a higher world of our Cosmic Father. When Inanna noticed that Sargon of Akkad only favoured himself and claimed that he was the God of the Universe and left her behind, she distanced herself. Then Inanna, Israel's God, chose Moses to be the man who was to fulfil her wishes, which Moses managed to do for as long as he lived. Sargon's final judgement of Israel's God came when Sargon II was toppled, see above. **Isaiah 14: 5 – 20, The Fall of the King of Babylon.**

Now, at the End of Time, Sargon of Akkad returned to Stockholm, Sweden as Carl Gustaf XVI. The King represents the Bernadotte Dynasty. The Bernadotte family originate from Advocate Jean Henri Bernadotte of Pau. His father was Jean Bernadotte, tailor, also from Pau. Sargon of Akkad claimed he did not know his father and the King does not look like Crown Prince Gustaf Adolf, and he on his part does not look like the French Kings of the Bernadotte Dynasty. The King is not only Head of State, he is also a mason and Grand Master.



The King's mission was to manage my father's paternity issue, i.e. to deal with what coincides with a birth to the Upper World, and his last will. He has been the Head of State for almost 50 years, since 1973. Our king is a **free mason**, he is part of the secret organisation, and from time to time he receives (and received) secret messages. It all started when the Jewish boy, Worldly Messiah Tibor E, was killed. The same thing happened to the Dane Kristian J in 1971 and Jewess Maria in 1992. They lived close to Drottningholm. In 1978 my father's neighbour the Jew Julius was killed, in 1986 the same fate fell upon Prime Minister Olof Palme and in 1988 Tibor E's biological father was murdered. All these individuals were connected to my father's paternity issue, just as all important people were killed by Herod Antipas and connected to Joseph's paternity issue around 2,000 years ago. The majority were Jews.

My father paid maintenance for Tibor E, this was supposed to finish in 1976, when Tibor would have been 18 years old. Tibor E, the Lion of Linköping, was murdered in 1971. The king knew about this. At the beginning of the 1970's Krister R came to Sweden, but how and to whom? Krister R is the child of my father's cousins. Jewess Mary did not know about my father's cousins in Hungary. He came to Sweden in secrecy. As the king handled my father's paternity issue, he knows exactly how Krister R came to Stockholm, and to whom. Krister R took over Tibor E's identity he was a complete stranger in Sweden. My father was sentenced to continue paying maintenance to Krister R from December 1976 to December 1978 following the agreement from 1958. Krister R is a reincarnation of, among others, Inanna, Izates II/Jesus, Stephen I of Hungary, Queen Kristina, and Gustav Hitler.

During the entire process, Krister R was plaintiff and my father defendant. This entire paternity issue regarding maintenance to Krister R was managed by Central Stockholm DSS (Stockholms Sociala Centralnämnd) via the social welfare officer. The lawyer who represented Krister R and the Stockholm DSS had good relations. The actual court procedures began in February 1976. The lawsuit was taken all the way to the Supreme Court and, finally, Krister R won. The maintenance was then deducted by the bailiff from my father's salary. Meanwhile, there was a blood examination regarding paternity, even Krister R contributed. This showed that my father was not the father of Krister R and further examination revealed that Krister R was the child of my father's cousins. In other words: Krister R is not identical to Tibor E. Towards the end of 1978, in a personal telephone conversation with Krister R, he claimed he did not know who my father was, he knew nothing about us, knew nothing about the court procedures. He knew nothing about the blood examination concerning paternity. This in fact means that the entire criminal lawsuit was executed in his name and all committed crimes were connected to him.

In the summer of 1977, in a veteran car, Krister R and Maria R passed my father's neighbour's house to have a look at it. The Jew Julius, the owner of the house, had suddenly died. His house was opposite that of my father's. It was not yet on the market because the estate inventory was not completed. Who sent them there, and why?

The question is if Krister R did not know about my father and us and why he came to Stockholm, Sweden at all. Why was Tibor E murdered? The issue, at that time, was a top secret and no one but the king knew all details, he managed the issue via the Government, The Ministry of Health and Social Affairs and the Stockholm DSS. Why was it necessary to handle maintenance via legal courts? Tibor E was dead, Krister R did not know what it was all about. This means that there was a third person. This third person was Christer Philip R. the Jesuit. This Christer Philip had a very weak position in this issue, and he can at any time be pushed sideways and he/she who handles the issue can finally take over. Officially, it was the king's father, Hereditary Prince Gustaf Adolf, who was killed in an air crash at Kastrup Airport in 1947.

After the accident, Tage Erlander wrote in his diary notes from shortly after the death. He perceived the accident as an incident, which, in the long run, could lead to the end of the Swedish monarchy. Nobody could know if Crown Prince Gustaf (VI) Adolf would live long enough for the grandson, only eight months old, would come of age in time, a regency was not an up to date option. Erlander wrote that he was very impressed by Gustaf V's dignified way of expressing his grief and yet maintain his royal duties despite the fact what this could imply. The death of Crown Prince Gustaf Adolf was closely connected to the existence of the monarchy. A gigantic question: Why did the Crown Prince in a plane crash in Denmark? Tage Erlander's diary gives us a lead.



The flight from Amsterdam makes a stopover at Kastrup. After take-off the plane crashes. Nobody survives.



On January 26, 1947, at 3.35 p.m. at Kastrup airport outside Copenhagen. A Douglas DC-3C (C-47) from KLM Royal Dutch Airlines crashes shortly after take-off after a stop-over on its way from Amsterdam to Stockholm. Some sources claim that the plane explodes and catches fire. All 22 individuals on board die, including the Swedish hereditary prince Gustaf Adolf, father of King Carl Gustaf XVI. Pictures tell us that small pieces were scattered on the ground after a very powerful explosion, the plane was blasted. Why, and by whom?



After the accident Aftonbladet wrote: 'Gustaf Adolf Killed'. Pilot on this flight was the Dutch captain Gerrit Johannis Geysendorffer, a 55-year-old experienced pilot who does not make mistakes. Aftonbladet: 'The basic cause of the accident was that Gustaf Adolf had close contacts in Nazi Germany and the Hitler government, as shown by the picture above.' This lead takes us to Nazi Germany.



The pictures above point to the strong ties between the Kingdom of Sweden and Nazi Germany. **Pict 2:** 1936, Berlin. Prince Gustaf Adolf and his wife Sibylla visiting Gustaf Hitler. **Pict 3:** 1939, Gustaf Adolf collects money, winter aid for Nazis. **Pict 4:** 1936, Berlin, the Olympic Stadium. Gustaf Adolf with Otto Hitler and Hermann Göring. **Pict 5:** 1939, Berlin. Gustaf Adolf greets Gustaf Hitler. **Pict 6:** Berlin, 1939. King Gustaf V, Prince Gustaf Adolf and Kung Gustaf V, Hermann Göring, the King's journey to France via Berlin. **Picts 7 – 9:** Weddings in Germany 1932.



Crown Prince Gustaf Adolf, 1882 - 1973
King and Swedish Head of State 1950 - 1973.
Studies as Uppsala University, archaeologist.
Motto: Duty Above All. Died in 1973.



Hereditary Prince Gustaf Adolf 1906 – 1947.
Completed A-level studies at the Castle of Stockholm on May 11, 1925. Military training and career, also politics. The young Prince was an active marksman and rower. He also took an interest in equestrian sports. He was a talented man, son of Crown Prince Gustaf Adolf. Killed in a plane crash in Denmark 1947. Married to Sibylla



Charles Edvard of Saxe-Coburg - Gotha, 1884 - 1954
German prince, member of the Nazi German Parliament, SA-Obergruppenführer, member of the SDAP and Stahlhelm. As early as in 1922 he privately met G Hitler. His whole family were true Nazis. Cancer took his life in 1956. Studies at Bonn University.



Sibylla of Saxe-Coburg-Gotha, 1908 - 1972
Born in Germany, Friedenstein, Gotha
Daughter of **Charles Edvard** of Saxe-Coburg-Gotha.
Married in 1932 to Hereditary Prince Gustaf Adolf in the Moritz Church in Coburg. Gave birth to Crown Prince Carl Gustaf Hubertus. Died in Stockholm 1972
Widow with five children

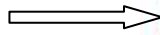


On April 30, 1945, Hitler was officially declared dead. The following year, on April 30, 1946, exactly at Hitler's date of death, Prince Carl Gustaf was born in Stockholm. G Hitler did not involve Sweden in World War Two. At the beginning of 1947, on January 26, the Hereditary Prince was killed in a plane crash at the Kastrup airport in Denmark. The question is why. Why was the hereditary prince killed?

Former Prime Minister Tage Erlander connected the death of Prince Gustaf Adolf to the existence of the monarchy. At the time, Aftonbladet wrote that Gustaf Adolf's death coincided with his constant and frequent Nazi contacts. There was a fragment of the truth here, but, but, but... Besides the Stockholm court there were other royal families in Europe who were fairly close to the Hitler government. One individual who knew about all secrets surrounding the death of Gustaf Adolf was Pope Pius XII, 1939 – 1958, the last Nazi pope.



Pope Pius XII, one of the greatest popes of the era, knew large amounts of secrets. The pope's personal coat of arms depicts a symbolic dove which indicates the Saviour, Messiah, and peace. The dove is also a female symbol. It was time for the pope to follow the plans regarding the reincarnation of Gustav Hitler. He knew that both Hereditary Prince Gustav Adolf and Prince Carl Gustav were alive. To make sure that G Hitler's reincarnation and activities at the End of Time would come about, Hereditary Prince Gustaf Adolf must be killed to make it possible for Prince Carl Gustav to be hereditary prince. This may have been the pope's most important and largest assignment. Besides the pope, some individuals in the inner, secret circles of Freemasons/Illuminati may have known about the plans. As this is a crime, it had to be carried out in a very secret and clever way. The American FBI was probably chosen to carry out the secret mission.



In the autumn of 1946, Pope Pius XII probably contacted his friend Cardinal Francis Spellman in Boston, who in turn contacted his friend, the FBI boss John Edgar Hoover, a very powerful civil servant in the US.



Prince **Bernhard of Lippe-Biesterfeld**, Holland. Up to 1936, he was a member of Sturmabteilung (SA) and, Reiter-SS and in the Nazi party, they knew each other. A wild boar hunt was organised at the Palais Soestdijk in Holland. Prince Bernhard was probably asked if he could arrange this hunt and invite Hereditary Prince Gustaf Adolf from Sweden. We do not know whose idea this initially was, it is possible he did not know that either. Evidently, Gustaf Adolf accepted and went there with his aide, Count Albert Stenbock. On January 26, 1947, Gustaf Adolf and Albert Stenbock went back to Stockholm from Amsterdam and made a stopover at 2.55 p.m. at Kastrup Airport outside Copenhagen in Denmark. Despite the strong winds, the plane took off at 3.31 p.m. and at a height of around 50 metres, it exploded. The pilot had asked permission to postpone the take-off, but this was denied.

At take-off there were 16 passengers onboard, eleven men, three women, and two children. Add to this six members of the crew. Seven individuals came from Denmark, four from Sweden, two from France, one from the US, one from the Dutch Colonial Empire, and one from Spain. Captain onboard was the 55-year old Dutchman Gerrit Johannis Geysendorffer, who was very experienced after many years in the air.

There really were strong winds at take-off, but the pilot was not allowed to wait for better conditions. Why? If we assume that the plane exploded in the air, there must have been a time bomb on board. An outsider had placed a bomb inside the craft at the stopover. The plane therefore had to take off as fast as possible, in order to avoid an explosion on the ground. That is why the pilot was not allowed to wait for better wind conditions. If we consider the whole picture, from the boar hunt to the plane crash, we can clearly see there were professionals behind the plan, which Aftonbladet discovered after Gustaf Adolf had been killed together with 22 members of the crew and passengers.



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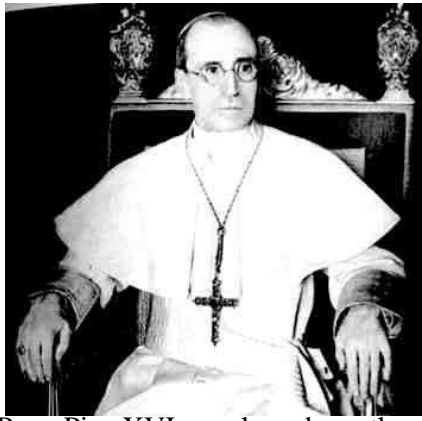
Now the pope has managed to remove Prince Gustaf Adolf and the infant Prince Carl Gustaf can inherit the royal throne after the death of Crown Prince Gustaf Adolf. Time now for G Hitler to be reborn in Hungary, in my family, 1948. In Sweden he was called Krister R. His symbol, a dove, can be seen in the papal coat of arms. The second person to be called that, Christer Philip R, was born in 1946, but not in Europe. Both of them appear in my father's paternity issue.



Pope Gregory XVI, (1831 – 1846), Bartolomeo Mauro Alberto Cappellari
256 100 From the baths of Tuscany

Pope Gregory XVI's papal coat of arms shows two symbolic doves looking at each other. In this context, two doves are symbols of two Saviours, Messiah who opposes the activities of the Church (picture 4 above) from the very beginnings of Christianity; two doves facing each other. One dove, the Saviour, has eyes and can see, while the other dove has no eyes and is blind. They have both found the Tree of Life. The drawing is about the End of Time and bears upon my father's paternity issue.





Pope Pius XVI may have been the greatest pope in those days, his papal goals and mission were coming to an end. In 1946 the Ox was born, the future Crown Prince (and one of the doves) Carl Gustav. In 1948 the other, eyeless dove was born. In 1947 Raoul Wallenberg died in Moscow with the pope's consent. In the autumn of 1958 Jewess Maria was pregnant with her son, the Lion of Linköping. The pope died on October 9, 1958. He never met the Jewish boy Tibor E, the birth of the worldly Messiah.



Before he died, Pope Pius XII introduced his dark vision of the Church and the world, the crushed dove. As far as I understand, the Pope, before he died, could see into the future, into the End of Time, where we are now. He could see how the King, Carl Gustav XVI (Sargon/Herod Antipas), totally destroys the end of Christianity.



Crown Prince Gustaf Adolf at his son's wedding in 1932 in Coburg, Nazi Germany. The atmosphere is rather low, no sense of joy. They all look thoughtful, including Gustaf Adolf. He is worried, what is he thinking about? What is bothering him? Was the marriage part of some plans he did not like? Anyway, it is evident he is very worried.



1962. Princess Desirée's wedding. Again, we see King Gustaf Adolf VI, even more worried. He turns his back to the wedding guests, leaves them behind and exists in a different world. What is he thinking about? His son was killed in a plane crash in 1947, the Jewish little boy, Worldly Messiah, was born in Linköping, something the world is unaware of. His motto: 'Duty Above All'. Did he not appreciate an extra duty?



Joseph, Jacob's eleventh son, and Israel's blessings over his sons: Then Israel saw Joseph's sons, and said, "Who *are* these?" Joseph said to his father, "They *are* my sons, whom God has given me in this *place*." And he said, "Please bring them to me, and I will bless them." Now the eyes of Israel were dim with age, *so that* he could not see. Then Joseph brought them near him, and he kissed them and embraced them. And Israel said to Joseph, "I had not thought to see your face; but in fact, God has also shown me your offspring!" So Joseph brought them from beside his knees, and he bowed down with his face to the earth. And Joseph took them both, Ephraim with his right hand toward Israel's left hand, and Manasseh with his left hand toward Israel's right hand and brought *them* near him. Then Israel stretched out his right hand and laid *it* on Ephraim's head, who *was* the younger, and his left hand on Manasseh's head, guiding his hands knowingly, for Manasseh *was* the firstborn. And he blessed Joseph, and said: Now when Joseph saw that his father laid his right hand on the head of Ephraim, it displeased him; so he took hold of his father's hand to remove it from Ephraim's head to Manasseh's head.

/.../ Joseph is a fruitful bough, A fruitful bough by a wel.2

We all had a previous life, King Gustaf Adolf VI was no exception. He lived as early as in Sumer (called Dumuzid), then he appeared as Jacob's eleventh son Joseph. At the beginning we know nothing about ourselves, but as time goes by, we develop. Then fragments of our past appear. This is what happened to Gustaf Adolf VI.

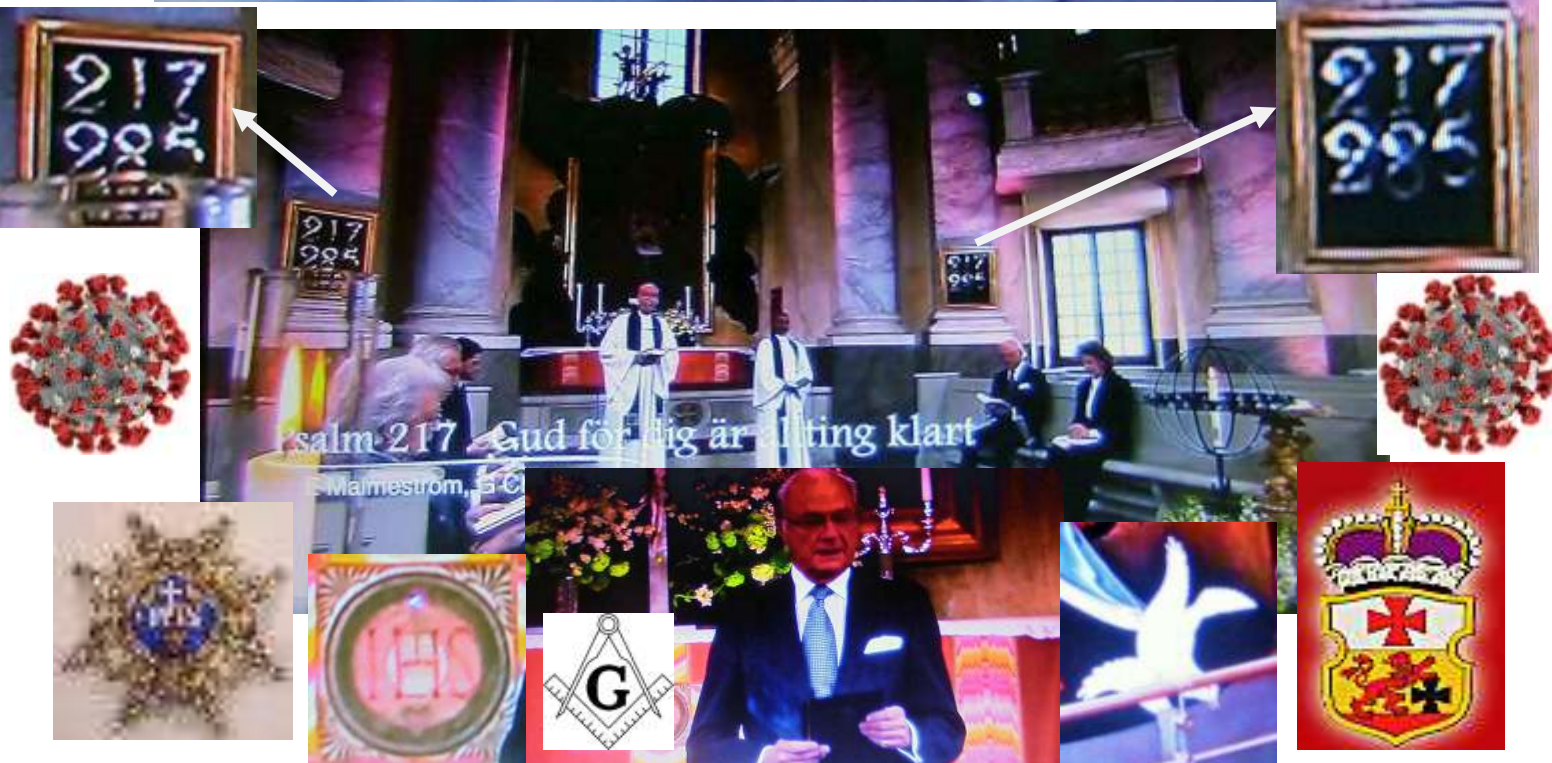
He was very worried about the recurrent chain of events before his death. He was not allowed to watch Crown Prince Carl Gustav's top-secret operation in Stockholm.

And Joseph said to his father, “Not so, my father, for this *one* is the firstborn; put your right hand on his head.” But his father refused and said, “I know, my son, I know. He also shall become a people, and he also shall be great; but truly his younger brother shall be greater than he, and his descendants shall become a multitude of nations.”

Here, Joseph was a reincarnation of Dumuzid, Inanna’s husband. Manasse was a reincarnation of the firstborn son **Shara** and Ephraim of the young son **Lulal**. It is more difficult to understand Jacob and Israel. – Jacob was a family man, he had twelve sons with different women. When he was about 50 years old, he met an angel (Jacob’s struggle with God). He then disappeared, probably murdered. He was replaced by another person from the family appeared and called himself Israel. This Israel took over Jacob’s family. We can see from Jacob’s/Israel’s blessing, that this Israel resembled Jacob, Joseph called him Father. Sometimes, we also understand from the blessing, Israel and God were contemporaries, it seems as if Israel and God were one individual. One example is that Israel is old and cannot see, but if God would allow it, he would get his eyesight back. And he did. Serpent God Israel was a reincarnation of Serpent Goddess Inanna.

The crosswise blessing of Joseph’s sons clearly tells us that Israel will cross the brothers’ roads into the future. In other words: Ephraim will take part in the most important events while Manasse will be left outside. One example is my father’s paternity issue. If Crown Prince Gustaf Adolf had been allowed a longer life, my father’s paternity issue would not have ended in this way, but the circumstances needed an individual who accomplished the total failure of Christianity, when the crown prince was no longer there. See also **Industry, Conquering Space Extra**, page 40.

Return to the Memorial Service, to Drottningholm’s Castle Church



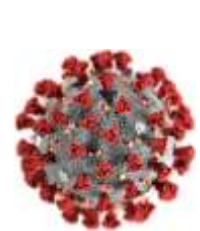
After this excursion into the past together with King Carl Gustaf XVI, his life and activities, we finish this topic in Drottningholm’s Castle Church, where the King proclaimed himself God by reading psalm 139 about King David’s private and difficult situation, which has nothing to do with the virus pandemic in Sweden. But it was sufficient for the King to proclaim oneself God, even before David. This unexpected situation, created by the King, did not surprise me. More info at **Man, God and Science**, page 14.



Colorado, 1995. After several years of delay, the Denver Airport was finished. It is the largest airport in the US and number three worldwide. Above ground the area comprises 85 square kilometres, double the size of Manhattan. Some people believe there is a secret underground world stretching deep down. Others also believe there is a subterranean military base there, the starting point for the **New World Order**. The subterranean military base can be seen under the airport.



The cornerstone was laid by Masons. It looks like a control panel and contains Braille. It looks like a control panel for the **New World Order**. You can even read: **The Airport Commission of the World**. The set square and the compasses are there, the Masons were involved. Date: **19 March 1994**. The New World Order coincides with the 'virus pandemic 2020.' March 19 is Carpenter Joseph's nameday.





Is there really a secret city below the airport? If there is, will it be the starting point for the New World Order? Maybe the writing is on the wall? A mural depicts a soldier wearing a gas mask, piercing a dove. A long line of dying women with children can be seen below. The mural is terrible. From there, the New World Order will be run in connection with the Corona pandemic. – Pope Pius XII's dark vision of the world and the Church.

More info at **Industry, Conquering Space XVIII, Lucifer**, pp --- ---- -----



On March 1 2021, the King, the Mason, organised a Corona memorial service at the Drottningholm Castle Church. He did not tell the congregation that the pandemic came from laboratories in other countries and that the virus was coded with AI. The King knew that behind the phenomenon were, among others, Masons/Illuminati. The King is a mason via the Masonic Order of Sweden. The entire New World Order is dated March 19, Carpenter Joseph's nameday. It should be a conclusion of my father's paternity issue. Krister R and Christer Philip R are gone. The former Lion of Linköping Tibor E, my father's foster son was murdered in 1971 and my good father passed away in 1991. Now we only find the King, acting like a god, at the centre of events. Peace will also disappear (on March 19, 2018, the royal court, acting as the Swedish Tax Agency, initiated a VAT deregistration of my business, a criminal and dirty trick, a typical royal crime. More info at *Conquering Space III, final*, pp 105 – 106.



We can see the trick from the King's and his daughter Victoria's chairs. The trick illustrates a 'V', a sign of victory inside the King's hidden, private criminal activities. The letter 'V' – a Masonic sign. See *The Sun at a Disadvantage*, pp 97 - 101.

This brief summary together with evidence makes it possible for us to claim that the King of Sweden is very powerful. The Parliament and the politicians do not know what the King is doing in the secret world. We sometimes joke about the claim that Sweden is the 51st state of the USA. But can this be true? Is there a top-secret agreement signed by the King as a mason, Head of State and King, which states that Sweden really is the 51st state of the US? Is this possible? The King's past can be traced back to the days of Sargon of Akkad when he called himself God of the Universe. He was also against the Jews and the King does not like them. We know, to tell the truth, that the King, in his blood, carries Nazi elements from his mother, see above. The King lacks both royal ancestry and knowledge and is a shame for the Swedish nation and humanity. He is the Grand Master of cutting bonds, he has painstakingly cut the bonds of life. There was a lot of talk about light in the memorial service, but that light does not come without darkness. In this darkness the King is a Sovereign and Jesus a witness and a servant. See above page 18.

Finally: **16. Jesus said:** Perhaps people think that I have come to easy peace upon the world. They do not know that I have come to cast conflicts upon the earth: fire, sword, war. What does the King say about this?! I myself stand up for the nation, but not for the monarchy.



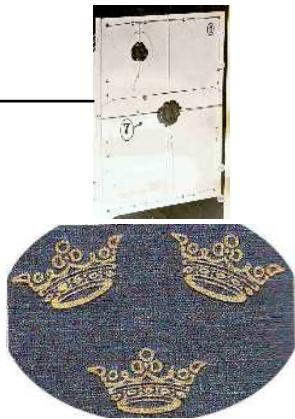
After the fall of Babylon. Now, at the End of Time, Babylon. The great city, has been recreated in three parts: the US, Italy and Sweden.



USA, New York
Economy



Italy, Rome
Religion, clergy



Sweden, Stockholm
Monarchy, Royal family

Everything that happens now and happened then is planned and organised by extra-terrestrial beings and corresponding creatures on Earth. It can be compared to a gigantic global theatre with handpicked actors who carry out the performance, the mission. The King is one of them.



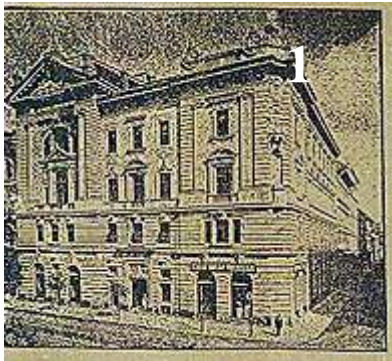
NASA, 2016. The NASA probe New Horizons discovers the spacecraft Arawn which is stationary off Pluto. The craft is associated with the neutron sun Nemesis. As far as I understand, that is where the scroll with the seven seals will be opened.



In the spacecraft we find the Father of Gods, Anu, and his assistants from planet Nibiru in Nemesis' solar system. The book or scroll with the seven seals will be opened there, it may be opened already, because inside the spacecraft there is a totally different world, different time and a different space situation. Whoever opens the book/scroll is a loser. If we know about the Earth's hidden history from the last 1,000 years and the last 50th year we will not be surprised at the Day of Wrath, described in the Book of Revelation.

Rev. 6:15-17: 'And the kings of the earth, the great men, the rich men, the commanders, the mighty men, every slave and every free man, hid themselves in the caves and in the rocks of the mountains, and said to the mountains and rocks, "Fall on us and hide us from the face of Him who sits on the throne and from the wrath of the Lamb! For the great day of His wrath has come, and who is able to stand?" All Christians know this sentence: "Behold! The Lamb of God who takes away the sin of the world! This almost coincides with harvest on Earth according to Book of Revelation.

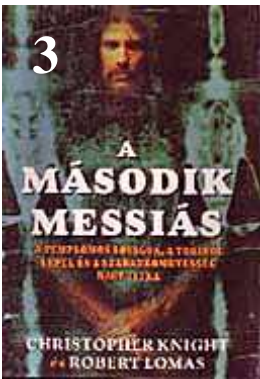
In parallel with Sweden there is for example Hungary, which stands out in the EU, led by Viktor Orbán. He is also a mason. Hungary is now in the Masonic world.



Hungarian Masonic Lodge in Budapest



Hungarian Masonic Emblem



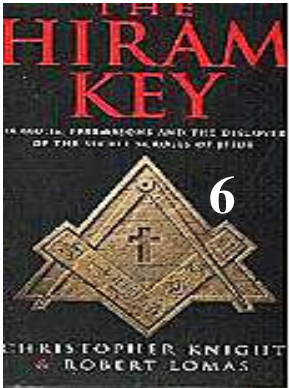
The Second Messiah



The Book of Hiram



The Hiram Key



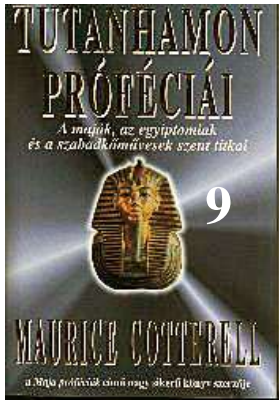
The Hiram Key Revisited



I was a mason



Message from the Past



Tutankhamun's
Prophecies



Jesuits and the Masons



The World's largest
Secret Societies

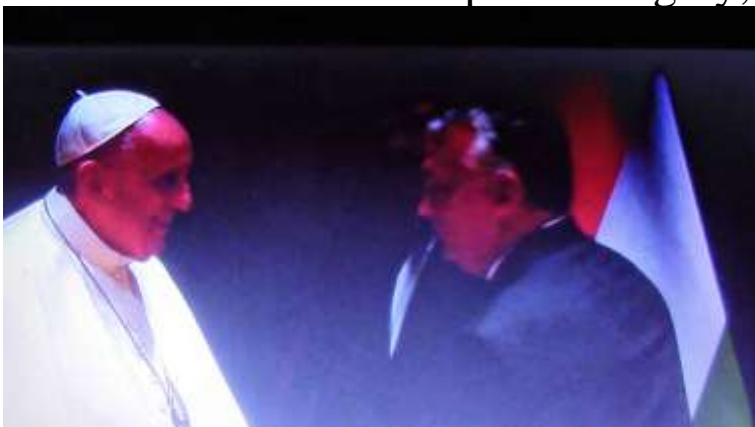
Much that is interesting happens in Hungary. One example is the masons and their books. There are several very interesting books on the Hungarian book market. The books are written in knowledgeable environments, and they are all up to date. One example is #3 above which is about the Second Messiah, written in 1990. The Second Messiah appears in my father's paternity issue as Krister R. I have not read the book, but I guess it is about a renewed Messiah. On one occasion, in Hungary, I met the man who was a member of the secret group who wants to recreate St. Stephen's days in Hungary. – Four books are about Hiram Abiff (4, 5, and 6), who was King Solomon's architect during the construction of the temple. The masons often refer to him as a loyal member of the society, who never revealed and secrets about the temple. Solomon was David's son. The books should be about the construction of the temple. I have also written about it, more info at *Industry, Conquering Space XVIII, Lucifer*, pp -----

Book 7 is about a former mason who describes his days in the society. Book 8 is about messages from the Past. Messages from the past may be different, they depend on who and what is described, in my case Sargon of Akkad. – Book 9 tells us about Tutankhamun's prophecies. I do not know what kind of prophecies a little boy of twelve can deliver, he was a child pharaoh. All items he left behind in his grave belonged to him when he was a child. Tutankhamun appears in my father's paternity issue, called Tibor E, the first Messiah. He was a reincarnation of, among others, Tutankhamun and was born on **Christmas Eve, at exactly midnight in 1958** in Linköping be Jewess Maria. – Number 10 is a very interesting book about Jesuits and masons, an interesting combination. The Pope is a Jesuit as well as the third Messiah. – Messiah 3 appears in my father's paternity issue, named Christer Philip R. – Book 11 is about the world's largest secret society. In every country there is a Masonic fraternity with anonymous members. They can co-operate globally. As far as I understand, the book is about these active, secret groups.

We often say that history repeats itself. If we have a closer look at what is now going on in Hungary, we find that Dictator Orbán uses the same system in Hungary as did St. Stephen around 1,000 years ago. Stephen was against heathens, Jews, and homosexuals. He ruled Hungary with a rod of iron. There was no freedom, people were oppressed. Only religious individuals following St. Stephen had better lives than others. In real life Stephen had nothing to do with Hungary. He was born in Poland and assisted by the Holy See, Prince Géza's realm was crushed. Stephen took over Hungary and introduced the Christian faith. Stephen did not know how to talk, read or write the Hungarian language, but was the king of Hungary since AD 1000. It seems as if Orbán introduced Stephen's ancient religion. More info at *Industry, Evolution*, pp 69 – 78, and *Obscure Magyar*, pp 29 – 42.

In Book of Revelation there are 144,000 virgins, hybrids waiting for their time to come. Orbán oppresses these individuals, but each individual has the right to live his or her own private life, regardless of religion. Maybe it is time for Michael, the great Prince, to come forward.

The Pope in Hungary, the shortest papal visit





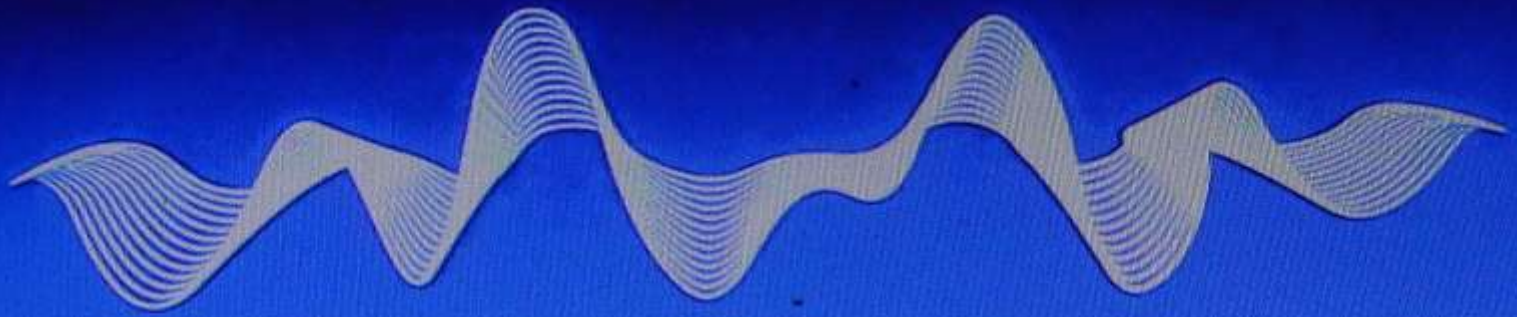
Pope Francis and his cardinals meet Viktor Orbán, President of Hungary and his ministers, FIDESZ. The meeting was held in Hungary. No clergy were present. The Archbishop of the Hungarian Catholic Church was also absent. The Christian Photo of the year.



On September 12, 2021, the Pope went to Slovakia on a state visit. He and his entourage, the cardinals, made a stopover in Budapest and met with the Hungarian President Viktor Orbán and some ministers from his government. FIDESZ. The meeting lasted for about seven hours. This was the shortest visit by a pope in the annals of the Christian history of the Holy See.

The Pope and Orbán. A very peculiar meeting without the presence of the Archbishop of the Hungarian Catholic Church. It seems as if Orbán is running the Hungarian Church or that the clergy oppose him. Anyway, he preferred to represent Hungary on his own.

The picture also illustrates that something is not right in a Hungary led by Dictator Orbán. Is it possible that Orbán has already introduced St. Stephen's ancient Christianity? See above. We know that Stephen visited Pope Sylvester II to get his crown. After the death of Pope Sylvester II, he had nothing to do with the Holy See. Stephen had his own Christianity, which did not tally with that of the Catholic Church. Stephen's most serious enemies were heathens, he killed about 60% of the Hungarian population. He could neither write nor speak Hungarian. Stephen was not identical with Vajk, who was the heathen son of Prince Géza. Saint Stephen did not like Jews, his Christian faith resembled Christianity in Nazi Germany. Orbán's conversion happened when he left the Liberals and accepted the conservative Christian religion. The picture also proves that relations between the Holy See and Hungary are fairly weak. Ordinary Hungarians and Jews lead difficult lives in Hungary today. But what about Sweden? We can have a look at that below, the situation in Malmö.



REMEMBER—REACT

MALMÖ INTERNATIONAL FORUM ON HOLOCAUST
REMEMBRANCE AND COMBATING ANTISEMITISM

13 OCTOBER 2021



Malmö International Forum on Holocaust Remembrance 12 - 13 October 2021. It was a sad day, but the royal couple enjoyed themselves, their cynical smiles and laughter opened the conference. The Government organised the event in memory of the Jewish inhuman history. The King's mother was a Nazi German, so were the Queen's parents. Her father was a member of the NSDAP and was close to Gustav Hitler.



The Prime Minister of Sweden and the Head of State Carl Gustav XVI.

Malmö International Forum on Holocaust Remembrance 12 - 13 October 2021. It was a sad day, but the royal couple enjoyed themselves, their cynical smiles and laughter opened the conference. The Government organised the event in memory of the Jewish inhuman history. The King's mother was a Nazi German, so were the Queen's parents. Her father was a member of the NSDAP.

The Prime Minister of Sweden and the Head of State of the Kingdom of Sweden, Carl Gustav XVI.



The retiring PM of the Kingdom of Sweden, Stefan Löfven, opened the conference.

'It is a great day for an important issue. anti-Semitism exists everywhere in our society. We find it in ultra-right groups, inside the political left, in Islamic environments and among ordinary citizens. There is no room for anti-Semitism in Sweden.'

He forgot to say there is hatred of the Jews in the Royal Family.

Stefan Löfven is a very good orator. He promises a lot, but almost nothing happens in real life.



Roland S. Lauder
President of the World Jewish Congress.

'Right now everything is good. Your Prime Minister has made it clear that there is no room for anti-Semitism or anti-Zionism.

There were once 5,000 Jews in Malmö, today they are around 500. Most of them moved to Stockholm, some of them to Israel or the US. This says a lot.'

The problem is that Löfven's successor will not accomplish what Löfven promised. Since the King is also the chairperson of The Committee of Foreign Affairs, he will not change his mind about the Jews.



Margaritis Scinas
Vice President, EU Commission

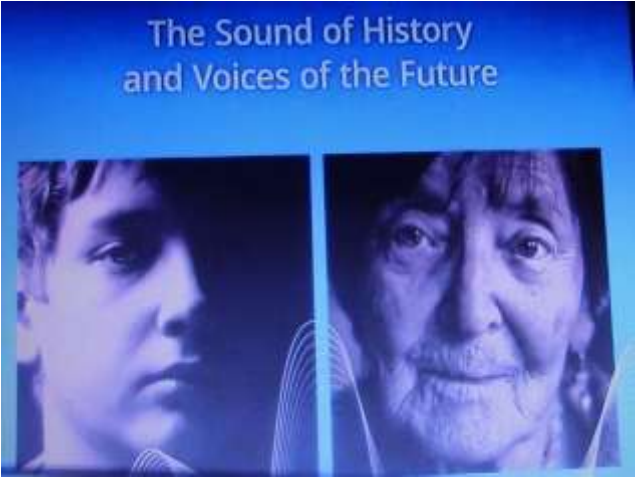
‘The Holocaust is a disgrace in the the history of Europe. One of the darkest chapters in our history,’

Tobias Rawet
Holocaust survivor
’My life shows that it starts with words and ends with murder, murder...’

A well thought-through brief experience from his life. Criticism pointing at the tech sector and social media.



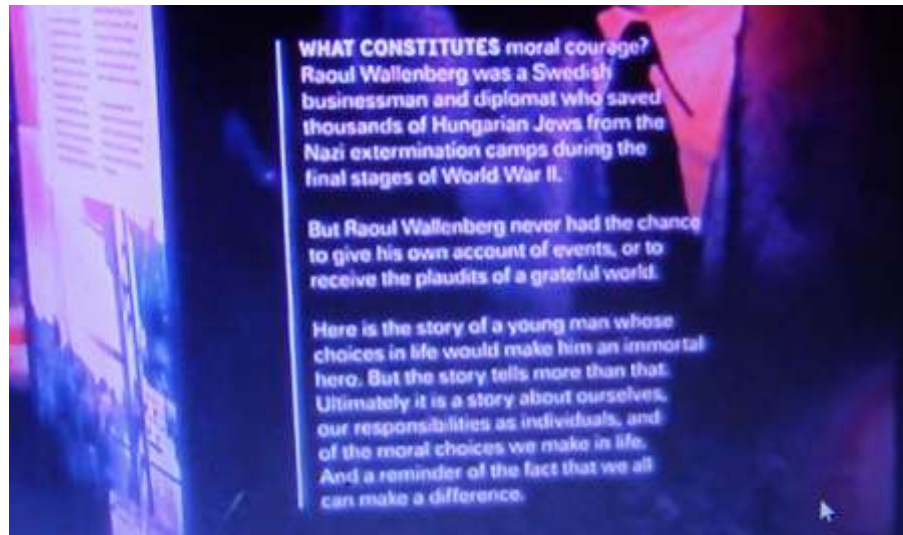
Holocaust survivor



Holocaust survivor



Lea Gleitman, Survivor



The Jew Raoul Wallenberg who saved thousands of Jews in Budapest, Hungary. He was one who paid with his life.



Romanies were also welcome. Around half a million Romanies were killed in Nazi Germany.

At the conference, Margaritis Scinas said the Holocaust is a disgrace in the European history. It is one of the darkest chapters in our past.

The fact that the conference was held in Malmö was not a mere chance. Even the King knows why. During the King's term of office (the last 10 – 15 years) the number of Jews in Malmö has decreased in Malmö and the rest of the country. This might be called persecution of Jews

At the conference it was made clear the hatred of Jews was on the increase in Sweden. Even the Jews' Messiah, Worldly Messiah, was murdered in Stockholm as were many other Jews.

The conference was held in Malmö on October 13, 2021. Roland S Lauder, president of the World Jewish Congress, said this in his speech: 'Right now everything is good. Your Prime Minister has made it clear that there is no room for anti-Semitism or anti-Zionism.

This was the starting point for the Swedish Foreign Minister, who visited Israel as early as in 2014.

But first, let us have a look at some documents which led to the moment when Palestine was recognised as an independent state by the Kingdom of Sweden.



EUROPEAN COURT OF HUMAN RIGHTS
COUR EUROPÉENNE DES DROITS DE L'HOMME

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Szabolcs József KEMÉNY



ECHR-LE11.00R
LT/hk

22 May 2014

Application no. 27003/14
Kemény v. Sweden

Dear Sir,

I refer to your application that was lodged on 4 April 2014 and registered under the number referred to above.

I write to inform you that the European Court of Human Rights, sitting in a single-judge formation (A. Nußberger assisted by a rapporteur in accordance with Article 24 § 2 of the Convention) between 1 May 2014 and 15 May 2014, decided to declare your application inadmissible. This decision was delivered on the last-mentioned date.

In the light of all the material in its possession and in so far as the matters complained of are within its competence, the Court found that the admissibility criteria set out in Articles 34 and 35 of the Convention have not been met.

This decision is final. It is not subject to an appeal either to the Grand Chamber or to any other body. The Registry is unable to provide you with any further details concerning the Single Judge's decision. Consequently, you will not receive any further correspondence from the Court in connection with this case. In accordance with the Court's instructions, the file will be destroyed one year after the date of the Single Judge's decision.

The present communication is made pursuant to Rule 52A of the Rules of Court.

Yours faithfully,
For the Court



Liv Tigerstedt
Legal Secretary

I posted an application to the European Court for Human Rights in Strasbourg on March 30, 2014. The application dealt with the inhuman and brutal ways my father's paternity issue was handled. This affected my whole family. The background was, among other issues, the murder of the little Jewish boy Tibor E, Worldly Messiah. In a letter dated May 22, 2014, see above, the application was rejected. A court for human rights does not act in a fair way in this case. One single judge decided on behalf of the whole court. The application was handled between May 1 and 15 in 2014. But there are also other dates, **May 11** and **May 14**. **These are hidden, but they are there. Clever!**

On May 14, 1948, the state of Israel was founded as a Jewish state, the capital was Jerusalem. On May 11, 1949, Israel was recognised. The letter is not only addressed to me but also to Israel, the Jewish state and to the people of Israel. What we can see from the letter is the time it took to handle the issue, the period between **May 1 and May 14**. The dates are not visible, but they are there. A copy of this application was probably sent to the King, the Head of State of Sweden.



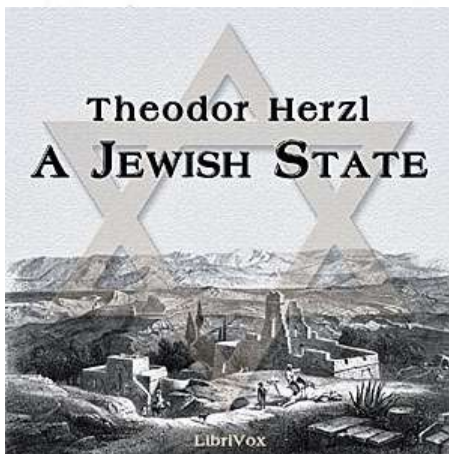
The State of Israel. The Hungarian Jew Theodor Herzl (originally *Benjamin Ze'ev Herzl*) 1860 – 1904, born in Budapest, Hungary. Son of Jakob Herzl. Journalist and editor with the influential newspaper *Neue Freie Presse* in Vienna. As a correspondent in Paris 1891 - 1895 he could cover the much-discussed trial against the Jewish Officer Alfred Dreyfus, called the Dreyfus affair. He had a dream about a nation of Jews, a dream he published in a book in 1896. He founded Political Zionism. The name comes from the mountain fortress Zion outside Jerusalem, which during the diaspora was a symbol of Jewish homesickness. His entire life he worked for the recreation of ancient Israel, located at Canaan. When Herzl died from a heart attack in 1904, his coffin was surrounded by more than 6,000 mourners and after his death the interest in his ideas of a Jewish state intensified. The continuing efforts and negotiations were handled by the prominent Jewish-British professor of chemistry, Chaim Weizmann.



On May 14, 1948, the day the British mandate ended, the new State of Israel claimed independence and sovereignty. The Israeli Declaration of Independence refers to the resolution of the General Assembly. Israel was prepared to comply with this and wanted the new state to be located at Eretz Israel, an area mentioned in the Hebrew Bible. Immediately after the independence proclamation by David Ben-Gurion, the new state was recognized by the victorious powers in World War 2: the US, the Soviet Union, France and Great Britain. Recognized on May 11 1949 by other countries.

The name. 'Israelite' was the name of a people who lived in Canaan and is mentioned both on the Merneptah Stele and in the Bible. The name has been interpreted as a compound of God, 'el' and the verb 'isra'. The verb can mean 'fight' and the full meaning of the word would be 'fight against God' or 'God fights for Jacob'. It has also been interpreted as 'fair' and in King James's Bible it is said to mean 'as a prince hast thou power'.

At the time of the biblical Exodus, God was called 'Abraham's, Isaac's, and Jacob's God'. During Jacob's and Esau's time the name was Jacob was changed to Israel when Jacob met an angel (an extraterrestrial). The name Jacob can be interpreted in different ways. But the utmost topic is the foundation of ancient Israel by Moses and Aaron. After the Exodus, in the reign of Pharaoh Ramesses II/Ramesses the Great, people could not, for about 40 years, walk around Mount Sinai because of floods and natural catastrophes. Neutron star Aten/Nemesis was inside the solar system but a little bit further away from the Sun, which caused global natural catastrophes. It is claimed that the continent of Atlantis then disappeared into the sea. More info at **Industry, Deity**, pp 23 – 24, **The Neutron Star is Here**, pp 6 – 8, and **The Fourth Pyramid which Disappeared**, pp 14 – 18. Thus, Israel was founded during natural catastrophes in parallel with ancient Greece and Zeus. The Bible says that Israel will rise again at the End of Time. This happened on May 14, 1948.



State of Palestine



Palestine (Arabic: فلسطين, Filastin), officially declared State of Palestine (Arabic: دولة فلسطين, Dawlat Filastin), is a state which was proclaimed by the Palestine Declaration of Independence on **November 15, 1988** by the PLO). It is recognized by 135 out of 193 UN countries around the world and many international organisations, including the UN General Assembly. In 2012 the General Assembly granted Palestine status as a non-member observer. The PLO did not wield any territorial power at the time of the Declaration of Independence and the areas in question are controlled by Israel with only a limited Palestinian influence over cities and other inhabited areas (Area A and B). These areas include the Gaza strip, the West Bank and Eastern Jerusalem.

'Palestine' is officially used as a short form of 'State of Palestine', but is also a homonym for the Palestinian National Authority, PLO, as a UN observer, as a biblical, geographical and historical region, and as a receiver of other suggestions concerning a Palestine state. Source: Wikipedia.

To continue: The European Court of Human Rights' decision in my case came on May 22, 2014. The decision was sent to me. A copy was also sent to the Head of State, the King. The letter clearly states that this is a final decision, no appeal is possible. See the letter above. Now the King takes the issue one step further.

Cabinet Meeting the Castle of Stockholm October 3, 2014



The new government and the King. This is the King's so-called '**trick**'. When the trick was accomplished towards the end of the cabinet meeting, the sound from the court was cut and the lady-in-waiting showed how the new ministers were to move at a certain distance from the table, the same procedure on each side according to royal instructions. When the trick had been accomplished, the King was satisfied. This was broadcast around the world and the sound from the court came back.

Then the King dismissed the **new government in the name of Wisdom**.

We see the trick from the King's chair, it is formed like a 'V', which is a symbol of Victory. The King is a mason, Grand Master, **Protector** (he protects himself). This sign of victory, the Masonic Emblem, does not point to the Swedish people, but against whom struggles the King? He fights my father and his family, a paternity issue is a secret, private and he also fights the Jewish community. The King is very clear about the Masonic Emblem. His final goal is victory in a fight which to him is utopia.



FÖR SVERIGE I TIDEN?



SVERIGES
RIKSDAG

Lovisa Ulrika's dining room at the Stockholm Castle, where the Council has its meetings, chaired by the King.



Shortly after the meeting with the new government at Stockholm Castle on October 3, 2014, he was an important part of another meeting, with the Advisory Council of Foreign Affairs. All meetings are held behind closed doors and are secret. He chaired the meeting with the Council towards the end of October. On October 30, 2014, Sweden, via the Foreign Minister, recognized Palestine as a state, with the capital Eastern Jerusalem. Israel reacted immediately and severed all contacts with Sweden. The most extensive paternity issue took place in Sweden. Many Jews were killed, including the Worldly Messiah, with the King's consent. It was the King's decision to recognize Palestine. In that way he could show his resistance and hatred against Jews, Israelites and a Jewish state. V signs and Masonic emblems. The Crown Princess Victoria followed her father and joined the meeting.

The King's next step was to dislodge the Jews from Sweden. It started in Malmö, 5,000 Jews disappeared, they moved to Stockholm, Israel, and the US. Cause: hatred, persecution and lack of security. This has now been going on for seven years. Those who knew Olof Palme's foreign policy, which was characterized by humanity, support and help to the poor, cannot compare with today's foreign policy. Palme was also a member of the Advisory Council of Foreign Affairs, But it was he who took the decisions, not the King.

After seven years of hardship for the Jews of the realm, the Holocaust Conference was organized in Malmö on October 13, 2021. Prime Minister Stefan Löfven, a splendid orator, opened the conference which was partly a manifestation of sorrow, but also a reminder of the defence and safety of the Jews. Löfven was praised by Ronald Lauder, president of the World Jewish Congress. One person who should remain at home was the King.

After the Holocaust Conference this quickly happened:



On Oct 18, the Foreign Minister announced her coming state visit to Israel and Palestine.



Foreign Minister Ann Linde first met the President of Israel, Isaac Herzog, son of Israel's sixth President Chaim Herzog (1983 – 1993). Israel's president is a top politician who follows the development around the world. He knows exactly what happens to Jews living outside Israel.



Then she met the Foreign Minister of Israel, Yair Lapid. They both conveyed their messages.



Ann Linde's message, example:

'Our attitude pertaining to international law is steadfast. I have, however, tried to find out if there is anything **we** can do in order to achieve a more normal relation. One example is that we have changed, we now say yes to talks within the Succession Regulation with the EU and Israel, something we have rejected till now. It is always easy to look in the rear-view mirror and say what we should have done and what we should not have done. But the situation then motivated the contemporary decision. The result would, of course, have been different if more EU countries had followed the Swedish example.

We wish to see a negotiated two-state solution which terminates violence and conflicts and takes us to a situation where Israel and Palestine can live as neighbours in peace and safety.'

Yair Lapid's message, example:

They have been clear; they want a normalisation of the relations. The friendship between Sweden and Israel has always been deep in commerce and culture. There have also been conflicting opinions. More recently these have created a rift between us. We will change that today.'

Raoul Wallenberg Memorial:

'Han gave Swedish immunity to my father and my father's mother. He protected them and saved their lives. Without this courageous Swedish diplomat, I wouldn't stand here today.



Foreign Minister Ann Linde was friendly and pleasant in Israel. After she had given away her blue and yellow wreath, she went on to Palestine.



In Palestine she met with the Foreign Minister of Palestine. A friendly reception. The situation in Palestine was quite different.



Sweden and Palestine have very good relations. She enjoyed her visit very much and even cracked a joke. 'We should have discussed your issues first, then mine. Now it looks like we're dancing here.' Media describe her as a friend of Palestine.





The discussion between the two countries continue about economy, development and two-state solutions.

In the interview below, broadcast by TV4 in Sweden, we can read about how people reacted to Ann Linde’s state visit to Israel and Palestine.



Mohammed Shamlawi, Sun energy developer

‘To be honest, I cannot see a substantial relation between Palestine and Sweden. There are no Swedish authorities or institutions represented in Palestine and no commercial co-operation between our countries.’



Sonia Kent, retired

‘She was buried in Malmö at the burial site that has been repeatedly vandalised. Everybody can see what’s going on!’
 TV4: ‘What should Sweden do?’
 ‘They ought to have straighter relations, be more open and distinct when they say that don’t favour one part or another. In that way we can help people understand what’s going on.’

Let us return to two-state solutions. The most serious problem in this case, as far as I understand, is the city of Jerusalem. A country cannot house two capitals. If this happens, you should take a closer look at relations. How does Israel relate to Jerusalem and what about Palestine’s relation to the same city?

Israel: Ancient Israel was founded around 3,000 years ago, the Kingdom of Israel. David was the second king of the realm and ruled for about 40 years. During his reign Israel blossomed. He founded the city of Jerusalem, he took care of developments, he lived in it and ruled the nation. Jerusalem was called the City of David.



David was the greatest personality among Israelites and Jews. He wrote Psalm 22 about himself and his future crucifixion. This happened around 1,000 years later. David was reincarnated as Immanuel and Immanuel was crucified and buried in the City of Jerusalem, in the city he had created when he was David. Immanuel died for humanity.

Psalm 22, The Suffering, Praise, and Posterity of the Messiah. For the director of music. To the tune of "The Doe of the Morning." A psalm of David

22 Ps.12-19, 'Be not far from Me, For trouble *is* near; For *there is* none to help. Many bulls have surrounded Me; Strong *bulls* of **Bashan** have encircled Me. They gape at Me *with* their mouths, *Like* a raging and roaring lion. I am poured out like water, And all My bones are out of joint; My heart is like wax; It has melted within Me. My strength is dried up like a potsherd, And My tongue clings to My jaws. You have brought Me to the dust of death. For dogs have surrounded Me, The congregation of the wicked has enclosed Me. They pierced My hands and My feet' (Matthew 27:31, Mark 15:20, Luke 23:33, John 19:18). 'I can count all My bones. They look *and* stare at Me. They divide My garments among them, And for My clothing they cast lots'. (Matthew 27:35, Mark 15:24, Luke 23:34, John 19:23).

Israel, being a Jewish state have strong historic and religious relations to Israel.



Palestine: Palestine belongs to prophet Muhammad, who was a founder of a great religion, assigned by God Allah. He was a prophet who was active around 600 years after the crucifixion of Immanuel. Among other cities, he worked in two large locations, Mecca and Medina. Muhammad once ascended, according to tradition this happened somewhere between Mecca and Jerusalem and from there to heaven. What does the Quran say about the Ascension? According to scriptures Muhammad has never visited Jerusalem.

Sura 17: 1: 'Glory be to Him Who made His servant (Muhammad) to go on a night from the Sacred Mosque (Mecca) to the remote mosque of which We have blessed the precincts, so that We may show to him some of Our signs; surely He is the Hearing, the Seeing.'

17:1: The al-Aqsa Mosque means The most distant location where prostration exists, many billions of light years away. These words remind us that Muhammad was taken to Highest Heaven to receive the Quran (2:185, 44:3, 53:118, & 97:1).



The Quran describes a nocturnal journey, but this journey has nothing to do with Jerusalem. If I am right about Sura 17:1, Muhammad's soul was welcomed to Heaven, to Seventh Heaven, at the very top. Thus: The ascension in Sura 17:1 is about the highest Heaven, larger than Jerusalem. Palestine, according to this ascension, has nothing in common with Jerusalem. In this case facts mean everything and there is no ascension from Jerusalem in the Quran. Tradition, however, mentions an ascension from Jerusalem, but this is tradition, not facts. During all these years, Jerusalem was inhabited. As far as I understand, Israel and Palestine should together discuss the two-state solution and the status of Jerusalem. The question I ask is why Sweden of all countries should join this discussion in the midst of the New World Order, the pandemic and all natural catastrophes. They are sufficiently extensive problems.

But the question remains: why Sweden in all of this? If we look back on Israel's history and think deep about it, there may be a solution. The Kingdom of Israel was split into two parts during King Solomon's reign: The Kingdom of Israel (capital Samaria) and The Kingdom of Judah (capital Jerusalem). The year was BC 922.

The Kingdom of Israel and its capital Samaria fell in 721 during the reign of King Hosea. His precursor and brother Shalmaneser V defeated the Kingdom of Israel and overthrew King Hosea. This made the Kingdom disintegrate.

The same year, BC 721, Sargon II continued his conquest of The Kingdom of Israel in a very brutal way. After a three-year-long siege, its inhabitants were scattered. Many were killed, others fled and the ruling classes were sent away to a cruel life as slaves. 10 out of 12 Israelite tribes disappeared from the stage of world history. He did the same to the inhabitants of other cities. He took prisoners and treated them brutally, cruelly, and in an inhuman way. The world knows about this. Who was the Assyrian King Sargon II? He came from Akkad, Sargon of Akkad, who created the Akkadian Empire. He was a very cruel king and called himself **God of Akkad** and **God of the Universe**. He placed himself at the centre of events. The lead is this: **Sargon of Akkad/Sargon the Great – Sargon I – Sargon 2 – Belshazzar – Herod Antipas, Carl Gustaf XVI**. What they have in common is that they are one and the same person from different periods of time, they had paternity problems, they grabbed power via coups or cheating, they were never legitimate kings. They placed themselves into the centre of important events and called themselves **God**. They were some of history's worst mass murderers and hated and ravaged Jews and Israelites, among others. King Carl Gustaf XVI is a reincarnation of, among others Sargon of Akkad, who ravaged the Kingdom of Israel and exiled its ten tribes. King **Belshazzar** and King Nebuchadnezzar were of the same family. King Nebuchadnezzar ravaged the Kingdom of Judah and its capital Jerusalem in 587, exiled Judah's King Sidkia, had him killed together with many other Jews. That was the start of the Babylonian captivity. Belshazzar was the last king of the Chaldean dynasty. The areas removed by Sargon belonged to Israel and Judaea. Sargon of Akkad's activities resemble those of Satan. It is possible he was the original Satan, stories about him may verify that. More info at pp 15 – 41 above.

This is a good lead to the background and past of King Carl Gustaf XVI. He is the Head of State of the Kingdom of Sweden, he chairs the Advisory Council of Foreign Affairs, meetings are held behind closed doors, they are secret, and he makes decisions on Swedish foreign policy. In his past he hated Jews, Israelites, he killed them and removed them. He always wanted to have a clear path to his goal: to become the Sole God of the Universe. He wants to be number one, the individual in focus, although he is a beast. It seems as if Israel as a Jewish state is delaying this because he wants a two-state solution between Israel and Palestine. As far as I understand, he has a dark plan when it comes to Israel and Palestine if, and when, a two-state solution would come true.

The third very important mystery in Sweden is the Estonia catastrophe. Let us have a close look at what happened to the vessel Estonia in 1994.

The Estonia Catastrophe was a major accident at sea on September 28, 1994. The ferry and passenger vessel M/S Estonia foundered at open sea during a voyage from Tallinn to Stockholm. According to the official report, 999 people were on board.

I refer to the best Estonia project: ‘The Baltic Sea 28 September 1994’, a television documentary in five parts broadcast by the Discovery channel in October 2021. I refer now to parts four and five.

Estonia left the Tallinn harbour on September 28 1994 at 7.15 p.m. and sank in the Baltic Sea in the middle of the night. Cause of accident: Military transport, **Team Baltic Sea. Or Monster and its team.**



Stephen Davis: I come from New Zealand, but I have worked across the globe. I have investigated many phenomena. They have all one thing in common: authorities, companies, and influential people who try to cover things up. What drives me are the people I talk to who have been fed with lies, who have not got any answers and who desperately are seeking for the truth. It was obvious that facts were covered up in the repercussions of the catastrophe. During my investigation of the accident, I discovered that there was an agreement concerning the burial site. All three governments, the Estonian, the Finnish and the Swedish one, agree that we for the future should look upon this as a burial site. This means that it is a criminal act to dive down to the wreckage. The agreement was signed by nations surrounding the Baltic Sea and, oddly enough, by Great Britain. Great Britain has nothing to do with the Baltic Sea and it is odd that they signed the agreement. I contacted the Brits to try to find out why they had signed, but no answer was available. Why did they do it? It was an agreement that forbid further investigations of the ferry.’ We shall take a closer look at Richard Tomlinson.



Stephen Davis: ‘The boy from Ngaruawhia who became a spy and ended up without a nation. He lives in exile in southern France and cannot return to New Zealand. He is also wanted in Great Britain. Richard Tomlinson was an MI6 agent who was fired for no apparent reason. He had many secrets, but did he really want to disclose them all? But the Brits upset him, and he had something to tell me. Tomlinson had a New Zealand passport; he was born in the country. We made it possible for him to go to Paris and fly to Auckland on his passport in order to meet me.’



R. Tomlinson: ‘The issue has expanded in the eyes of media, the general public and, what is worst, the police.’ ‘Did you know this?’ **Stephen Davis:** He produced a document and handed it to me. It dealt with the loss of M/S Estonia. He asked: ‘Did you know about this?’ ‘I said I did, but are you really involved?’ **R. Tomlinson:** ‘You should really check this. We were involved in a smuggling incident onboard the Estonia. There are hidden facts here, you should investigate it.’ **Stephen Davis:** ‘By ‘we’ you mean MI6?’ **R. Tomlinson:** ‘Yes.’



Mihkel Kärmas, Tallinn, 20 August 1991: ‘After having been in power for 6.5 years, Mikhail Gorbachev confirmed his resignation this evening. The Soviet Union symbol was removed and replaced by the Russian one when Gorbachev officially became the last leader of the Soviet Union.

I was fortunate to grow up in the same era when Estonia reclaimed its independence. It was like a transport of fever, people were euphoric. The most symbolic event was the forming of the human chain. It started in Tallinn and ended in the capital of Lithuania. It was called the singing revolution because of the mass meetings when hundreds of thousands individuals sang together. We had reclaimed our place on the map and were taken seriously.



LARS GRUNDBERG
SWEDISH AMBASSADOR TO ESTONIA 1991-1995



Lars Grundberg: 'In 1991 I was appointed Ambassador to Estonia a few days after the country had proclaimed its independence. I was the first Swedish ambassador (and the very first ambassador on the whole). The country needed its ferry communications. The demand for passenger transportation and vehicles grew larger than they had anticipated. A new vessel was needed and in time also delivered: the Estonia. The vessel was crucial for the immediate peaceful financial development.'

Mihkel Kärmas: 'Many people had their first encounter with the western world on the Estonia. Many saw oysters and pine-apples for the first time. You boarded the Estonia and at the same time you entered the western world and the capitalist society.'



CARL ERIC REINTAMM
SURVIVOR

Carl Erik Reintamm: The ship got its name from the country, Estonia. This points to its importance.



Lars Borgnäs: ‘After the liberation of the Baltic states, the Soviet bases were phased out. This meant that large amounts of Soviet or Russian weapons and military equipment suddenly had to be moved and much of it got adrift. The word for it was ‘The Wild West’. It was sold, it was bought, it was smuggled out of the country. There was no control at all. The situation invited Swedish and Western interests to grab Soviet systems and weapons.



Stephen Davis: ‘When people in Estonia became independent, they asked themselves how long freedom would last and they asked the western world for help. They wanted protection against Russia. They prioritised a good intelligence agency. They asked MI6 for help with establishing this new agency. MI6 and the Swedish intelligence organisations had co-operated for many years and had strong ties. It was therefore no big deal when Sweden and Estonia worked together with MI6. Intelligence material was sent from Russia across the border to Estonia. It was received by vessels and carried to Sweden. See pictures above. It was a successful route, used for many years.



DÄRFÖR SJÖNK katastrof-FÄRJAN

Sjöfartstillsynen varken tillräckligt om nödsituationer

Sjöfartstillsynen varken tillräckligt om nödsituationer

Nyssarna sprängde Estonia

Advokat: Dykare måste göra nya undersökningar

1990-08-11

En stor del av skrovet under slutet fyra på en sprängning av någon som ville slippa smuggla av vapen.

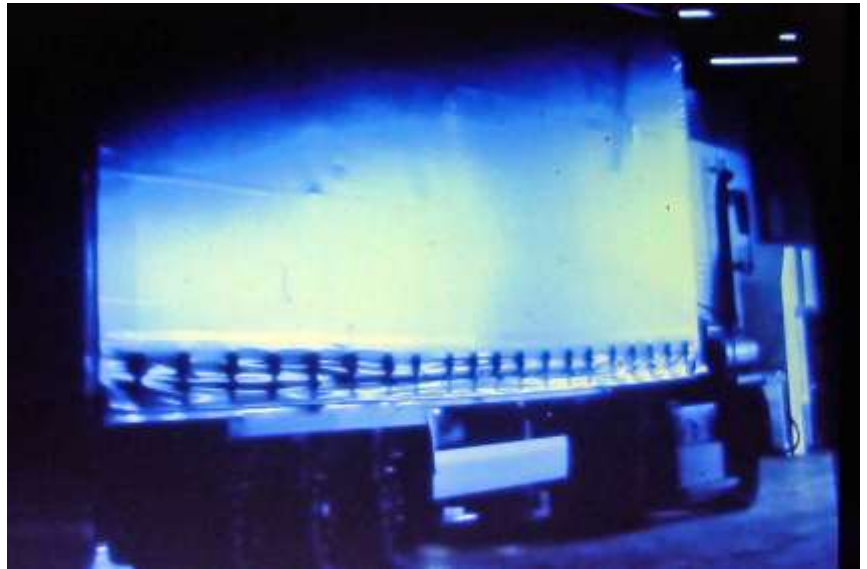
Den finländska Estonian, som senast transporterade krigs- och vapen till Iran, sprängdes sönder i Östersjön i augusti 1990. Den finländska marinen har utskickat fyra dykare för att undersöka skrovet.

Kändt runt till smuggling

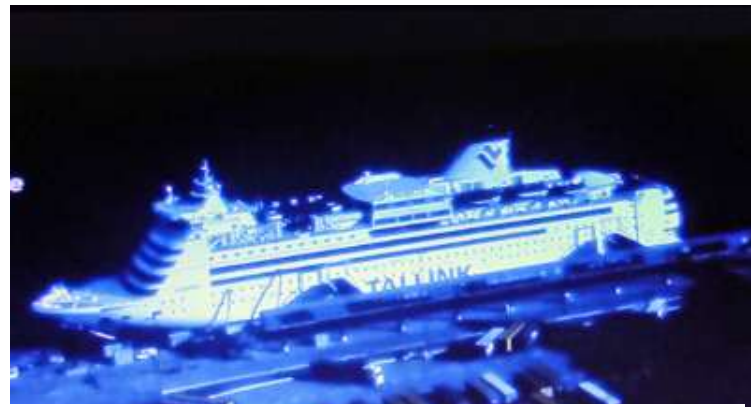
LARS ÅNGSTRÖM
FMR. MEMBER OF THE SWEDISH PARLIAMENT

A portrait of a middle-aged man with dark hair, wearing a dark suit, white shirt, and a patterned tie. He is looking slightly to the right of the camera with a neutral expression. The background is a plain, light-colored wall.

UNO LAUR
HEAD OF THE
ACCIDENT INVESTIGATION COMMISSION



Lars Borgnäs: ‘I immediately understood that if it was possible to prove that the Estonia had been used for smuggling secret, probably Russian material it would be an enormous incident.’



Lars Borgnäs: 'For the ten-year anniversary of the accident I received a mail from Lennart Henriksson who had been a customs manager at Värtan where the Estonia and other ships anchored. He had something to tell me. Some weeks before the accident he was summoned by his supervisor. Together they had paid a visit to the director of the Customs Region here in Stockholm.



Lennart Henriksson: 'The director said: 'Some cars will arrive. You are supposed to let them pass without visitation.' 'No visitation? Who has said that?' 'It's an order' was the answer I got' 'From the very top, as high up as you can get. 'Is it from the king?' 'No, but a very top-level order.'

Lars Borgnäs: 'The first car arrived on September 14, two weeks before the accident. He got a phone call and they said 'Here is one of the cars.' He went down to the ferry terminal, the ferry approached. He was told which car they meant and looked inside it anyway.'

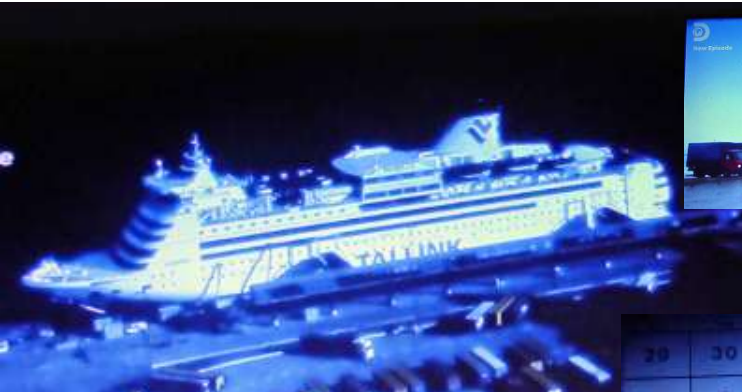


Lennart Henriksson: 'I told him the customs officers were on top of it. He looked at me, but asked no questions. I said: 'I want to have a look inside the car, and I opened some boxes. I saw what I guess was military equipment.'

Lars Borgnäs: 'On 20 September, Henriksson said, this happened again. He got a phone call: 'Here is a new car for you to let go.' It was a bigger car with twice as much load compared to the first time. But he could see it was the same kind of materiel. He then disappeared on vacation; when the accident happened, he was not in Stockholm. He does not know if there was any cargo, that night. There were rumours claiming there had been military transports on the Estonia, but the rumours were never confirmed. Here I was with a man who could tell the story, from his own experience.



Rapport, SVT (2004): 'The weeks before the accident 10 years ago, the ferry was used for secret cargo containing military equipment. Speculations turned out to be true It is now confirmed that the Estonia was used for transport of military equipment.



Anders Hedgren: 'Military authorities are involved in activities which are often secret. It is fairly natural for us. These are activities I cannot comment on.'

Göran Persson, former Prime Minister: 'We wish to know what happened and we are as surprised as anybody else of the news that appeared the other day. It was remarkable and shocking.'

Lars Ångström: 'Normally transports of military materiel are enclosed in rigorous rules. But here the military authorities have used a civilian passenger vessel for the transport of military equipment. This is totally unacceptable, you expose individuals to obvious danger. It exploded like a bomb in the community. The government started an official investigation to find out what had happened.'



Johan Hirschfeldt

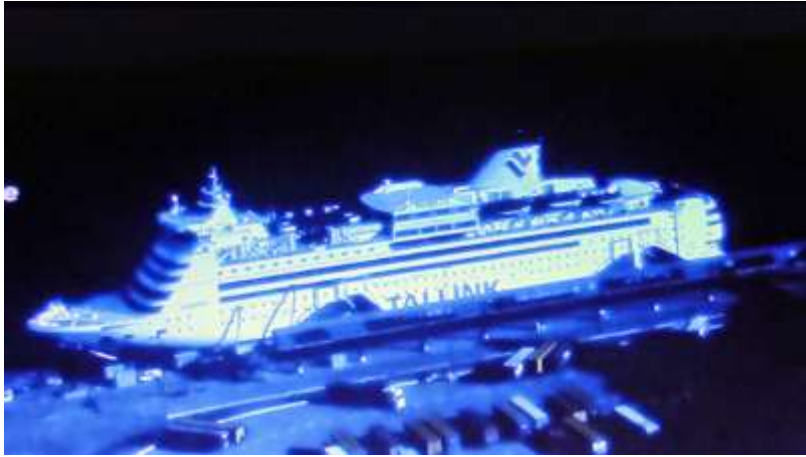
Prime Minister of Sweden 1996 - 2006

Inasmuch as we, now and then during the years have heard these kinds of statement, we have always got them back with no answer. That is why the Government has decided to summon Johan Hirschfeldt and give him the assignment to peruse the month of September 1994 and try to find out if there had been military cargo on the Estonia.'

Lars Borgnäs: 'Mona Sahlin, who was responsible of the Estonia agenda, was very upset. I interviewed her and she said that this had shocked her. The fact that military materiel had secretly been transported so close to the accident, and the fact that nobody had said anything after the calamity.'



MONA SAHLIN



Mona Sahlin, minister responsible of handling the Estonia Case 1996 – 2006.

'Here we have customs and defence individuals who knew about issues which were important for the investigation and for concerned families. They chose to remain silent.'



Mihkel Kärmas: 'The interview with Lennart Henriksson on Swedish television changed everything. Rumours which had been ridiculed for ten years were suddenly considered credible and were no longer free fantasies.'



MARGUS KURM
FMR. STATE PROSECUTOR, ESTONIA

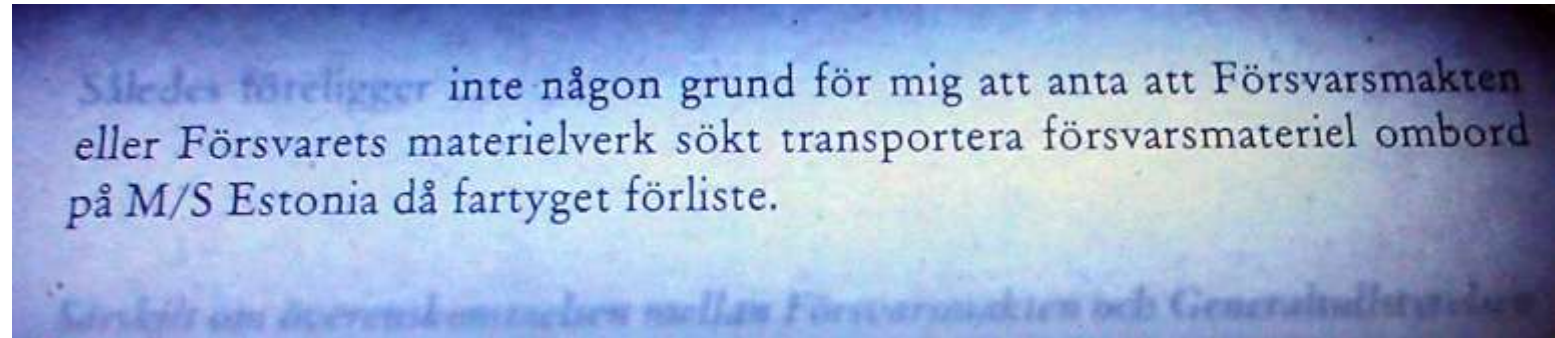


Tallinn 2005.



Margus Kurm: In 2005 the Estonian government established a commission in order to investigate the smuggling of military equipment on board the Estonia. I was in charge of this commission. Swedish authorities initially promised to co-operate, but when we started to explore details of the secret operation, they gave us conflicting information. My conclusion was that the information was not reliable.

We did not get very far. We did not manage to find out what it was all about and from where they came. This was because Swedish authorities were not willing to co-operate.



Johan Hirschfeldt: 'It has been made clear that the Armed Forces on two occasions in September 1994 transported military materiel on board the M/S Estonia. Dates: September 14 and 20. The equipment contained electronic devices with no connecting link to weapon systems and was not at all explosives. Exactly what it was is classified, as is the country from which the material was sent. Only the Minister of Defence received that information. The information is meagre, always regarded as classified. When it comes to the night when the Estonia sank, they claim that nothing has been found which indicates that the Armed Forces were shipping something. I feel sure about that. But you can see how I have expressed myself in the document. They gave me no reason to believe that they had tried to transport equipment.'

Lars Borgnäs: 'Hirschfeldt's conclusion was that the transports on 14 and 20 September had taken place and that the Swedish Armed Forces had been responsible. He also pointed to the fact that the Armed Forces did not transport anything in the night of the accident. The disappointment was striking. It also affected me, the issue just died, swept under the carpet despite of what I heard from Mona Sahlin: She was very interested in getting to the bottom of this.'

Lars Ångström: 'Hirschfeldt is known for having a good memory and his investigation was very short and limited. When we had a hearing in Parliament a few weeks later, we asked about procedures regarding the chain of command. Who ordered the customs officer to let the contraband pass? Hirschfeldt said his memory failed him, he could not remember. When we asked about the background files, not included in the actual report, he said he had burnt it.'

Johan Hirschfeldt: 'The background material is not preserved. I chose to leave such items out. I chose to present the report.' 'Why did you exclude the background files?' I arrived at that conclusion, it was the method to carry out the assignment.'

Lars Ångström: 'As far as I know, it has never happened before in Swedish administrative history that a government report destroys its background material. It is not something you call in question: 'Maybe we should destroy this.' Someone must clearly say 'All background files must be destroyed.' What was done clearly demonstrated that the Armed Forces were not at all interested in getting forward in this issue. There were no questions asked regarding the involvement of private businesses or intelligence agencies from other countries. There was no single information which supported Hirschfeldt's report, it is completely uninteresting. It only confirms the customs officer's confessions but the investigation showed no interest in anything else.'

Lars Borgnäs: 'In the new Baltic states there was an atmosphere of the Wild West with weapons and all sorts of things which were sold and bought and taken out of the countries. One person who experienced this situation was the then military attaché in the Baltic states, Sören Lindman.'



Sören Lindman, SVT UG 2004: 'There may have been goods in Russia which was brought across the border to Estonia and on to Sweden without the knowledge of Swedish authorities.' 'UG' is a Swedish television series.

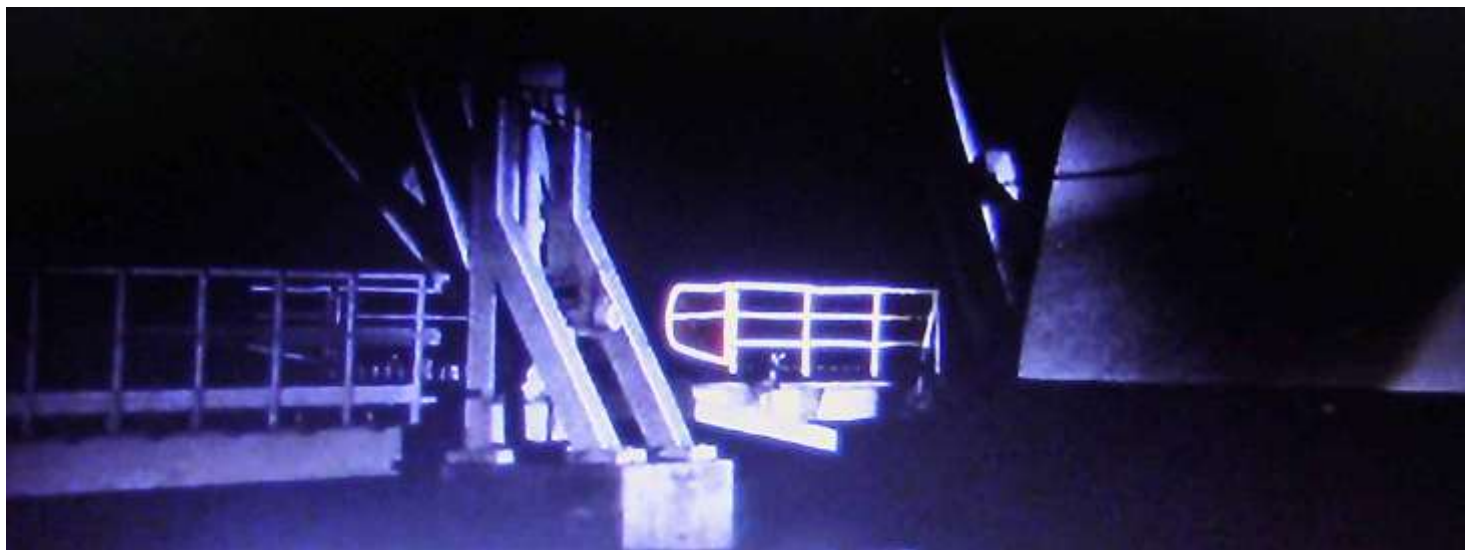
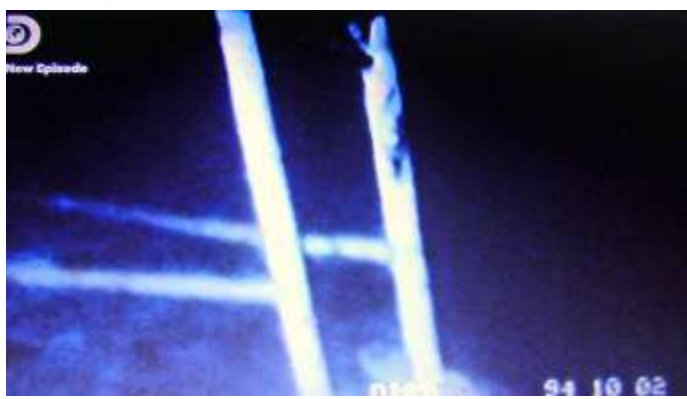
'Lars Borgnäs did not know about the Estonia transports shortly before the accident. He concluded that they were not organised by 'normal' intelligence agencies. The entire operations must have been arranged by the top-secret Swedish military intelligence agency. He would have known about the 'normal' secret operations, but he did not. It must have been the KSI, The Office for Special Collection, the most secret intelligence organization in Sweden. This explains the unheard-of secrecy surrounding the transports. No leaks whatsoever were allowed.'

Sören Lindman, SVT UG 2004: Question: 'Did you co-operate with them?' **SL:** 'I knew they were there.' 'Co-operation or not?' **SL:** 'I'll leave that open.' 'Did you help them with equipment?' **SL:** 'I'll leave that open.' **SL:** 'Again, did you help them with equipment?' **SL:** 'I will not answer that question.' 'We are talking about 1994, September 1994.' **SL:** 'Yes.' 'Did you help them with equipment?' **SL:** I will not answer that question.'

Lars Borgnäs: 'The Estonia accident is surrounded by so many classifications and secrecy. The way I see it, it is because some people are afraid of the truth.'

Lars Ångström: 'What I can definitely say about what has happened during the 25 years after the night of the loss, is that authorities do not want to know what was on board the cargo deck of M/S Estonia.'





Lars Ångström: ‘Four days after the catastrophe the first examinations of the wreckage take place. The major issues concern the pictures which were taken on October 2, four days after the loss. The pictures depict that the railings of the loading area have been sawn off and are outside the ship on the bottom of the sea. This is something that is very, very wrong. I thought a lot about this: why were the railings outside the vessel? It indicates that someone has tried to get into the cargo deck. Why? Only a well-equipped defence organisation, like the Armed Forces, can act using that much power. The only issue that can motivate such venture is if there is a government security panic or if there is a military urgency. Nothing else.’

The Swedish Parliament, June 2005:

‘In these debates on questions raised in the Riksdag (parliament) which are my initiatives, I hoped to be able to get answers and start continued investigations. We must be able to trust our Armed Forces. We must be able to trust our government, that they do all they can in such a situation. If we cannot do that, something is fundamentally wrong in our society.’

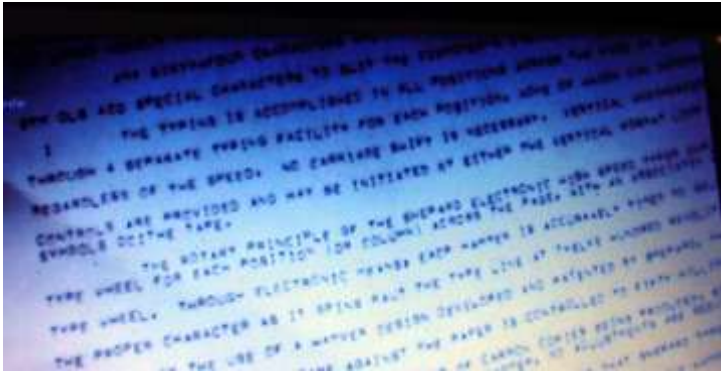
‘Thank you, Madam Speaker. These are very clear pictures which point out that someone has cut the railings of the loading deck during the days immediately after the accident. This is factual evidence we know nothing about and which has not been added during the management of the commission of inquiry. Why has the minister not found it urgent to find the answer to ‘Who is behind this?’ What kind of activities have they taken part in and what was the purpose? Thank you, Minister of social structure.’

Mona Sahlin: ‘Implicit, when Ångström says something, is that here is a minister who consciously is trying to hide away secrets. It does not matter how many times I look into his eyes and say: ‘I am not such a person. I do not know of any additional diversings, full stop. Absolutely no more diving. Against a background of what I have said I think there are no adequate reasons to allow submarine activities by the wreckage of M/S Estonia. And there is no reason to start any new activities around the wreckage.’

Lars Ångström: The minister’s response to my question about doing nothing gives, to many, an impression that the government co-operates when it comes to covering up the circumstances and the activities of the Armed Forces in connection with the loss of the Estonia. That does not feel good. A ‘no answer’ can also be an answer. The fact that you do not want to investigate also tells me something. Everything points to the fact that the Swedish Armed Forces knew about the encroachment between September 28 and October 2. We can only speculate about why, but it implies something of great state or army interest. I am convinced that the truth about the cargo is an issue that will get an answer.’

Auckland, Nya Zealand, 1998.

Stephen Davis: ‘The very basis of my contacts inside various intelligence agencies is simple. They know they can trust me. Tomlinson told me about the smuggling on the Estonia in 1998, which was six years before the Swedish customs officer’s tv revelation. I was in a hotel room in Auckland where I was working on a different story when I suddenly was informed about the loss of a ferry in the Baltic Sea and a smuggling issue which involved the MI6. I immediately decided to go to the bottom with that story. Further investigations took me to a new source. An active MI6 agent provided information about what really happened. On two occasions, Russia had asked the western countries to stop the smuggling. The first demand reached Estonia in 1993 via diplomatic channels. They knew about the contraband on the ferry and ordered Estonia to stop it. Estonia ignored the demand. The year after, shortly before the loss, Russia directly approached the MI6. ‘We know about the smuggling, and we know the ship is the Estonia. Stop right now, or... While Swedes and Estonians mourned their dead families and friends, there was panic behind the locked doors of the intelligence agencies.



Russia’s demands on MI6

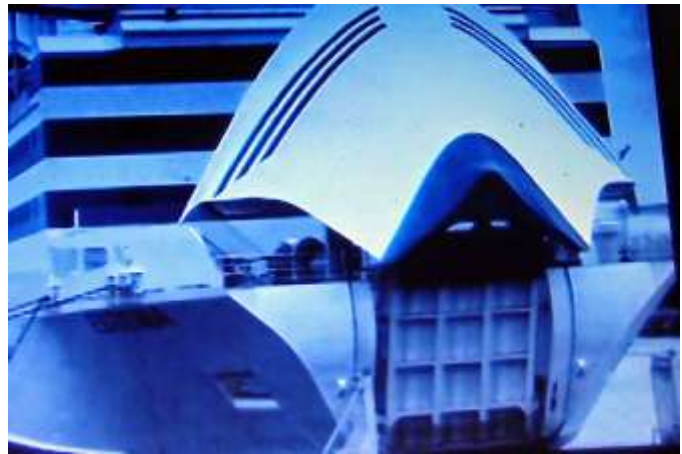


Russia’s missile program

Sweden confessed to the smuggling on board the Estonia the weeks before the accident. Sweden confessed to the Estonia smuggling the weeks before the accident. However, my sources have confirmed smuggling in the night of the accident. The contraband consisted of critical information regarding the Russian missile programme and electronic devices attached to that programme. A top-level officer of Swedish intelligence must have told the prime minister: ‘You are going to salvage the vessel in order to investigate the accident. That is absolutely out of the question.’



Gunnar Ränkel, 1994 in Tallinn: 'Everything was very careless. Customs and border control were hardly active. You could transport whatever you wanted to anywhere. The investigation files I saw with the police confirmed that the public version of the accident is in no way true.'



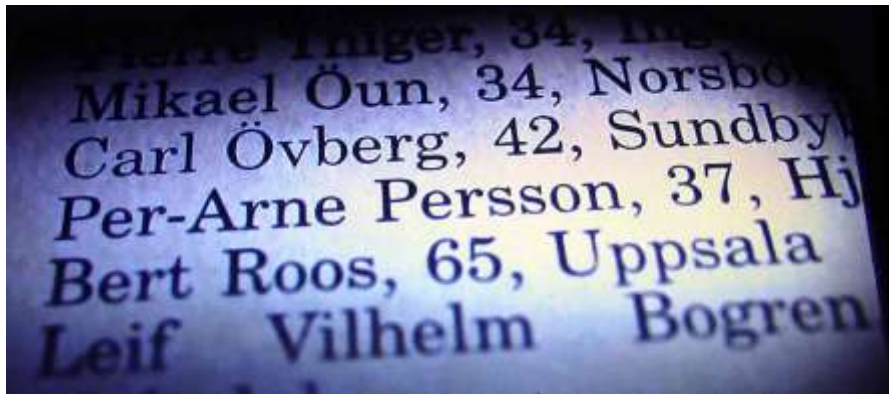
Sara Hedrenius, 1994 in Tallinn: 'When I embark, I get rid of my equipment and my bag and take a walk around the ship. Then I understand the ship is delayed. I check my watch and there is a delay. Then I go outside thinking that I may have time to wave goodbye to my father. I take a look at parking lot, where there is a roped-off area because, what I believe, is construction work.'

Gunnar Ränkel, 1994 in Tallinn: 'One reason for the delay was that two or three trucks arrived at the harbour. They were said to come from the Estonian Home Guard or from people attached to it. Some hullabaloo ensued. The police did not want them to drive on board, but the Home Guard did not give in.'

Sara Hedrenius, 1994 in Tallinn: 'I can see a transport arrive, three or four motorbikes at fairly high speed. They escort military vehicles on the ferry. In my estimation there were at least two of them, there could have been more. They were painted green because they were army equipment but there was also a car carrying a big box. Or a loading platform with a tarpaulin or something.'

Gunnar Ränkel, 1994 in Tallinn. 'Briefly, what was on board on the trucks? On the two or three trucks, the number of them varies, were military technology and electronics. There was talk about top-secret military technology which, at the time, was completely new. The Russian armed forces have many top-level secrets. They are so secret that if you lose or leave something behind on enemy territory, you do all you can to destroy it to prevent it from falling into the wrong hands.'

Sara Hedrenius, 1994 i Tallinn: 'When everything is loaded, we leave. They close everything before departure. I think: 'That is why we were late, they were waiting for the vehicles.' It is strange having army vehicles on a passenger ship. What makes me feel uncomfortable was the information we got many years later. It said that Estonia in fact was involved in army transports, but not that very night. But I watched them! There must have been many people who saw everything, e.g. those on deck, staff in the terminal, and those who worked on the ship'



Kadir Kaymaz, Turkey 2020: 'I never believed a journalist from Sweden would find me, but it happened. My name is Kadir Kaymaz. At the time of the accident, I was Carl Öberg. Estonia in 1994 was...chaos. You could buy any Russian army stuff, even helicopters. I sold cars to Estonia and used the ship on several occasions, maybe 20. But this evening was a bit different. I went from the town centre of Tallinn to the harbour in a taxi, I was in a hurry. But when we arrived at the harbour area, there were army personnel there. The military police stopped the taxi and the taxi driver dropped me outside the harbour. I ran to the ship, I was the last passenger. When I looked down in front of the ship I saw some army vehicles, army activities, almost ten to fifteen soldiers and army vehicles with covers and red lights. That is when I started to think that something might be going on. I cannot prove the smuggling of weapons or military equipment from the former Soviet Union, When I came back to Stockholm my telephone started ringing and a guy said: 'Do not come to Estonia.' It was a threatening message, so I stopped going there. Maybe they did not like my observations.'

Sara Hedrenius, 1994 in Tallinn: 'There are still many questions about the Estonia waiting for an answer Why cannot the authorities confirm military transport on board the Estonia? I was an eyewitness.'

Lars Ångström: 'If the Estonia had carried army supplies, there would have been repercussions for the investigation. This explains why some individuals wanted to embed the vessel in concrete. They never checked the cargo in the cargo area. Neither did they have a look at the hull of the ship to see if it was damaged in any way. The constant refusal will make sure that we will never be able to definitely establish the cause of the loss. That can only happen if we go down to the ship and carry out further examinations. But the government says no.'

Rostock, Germany, 20 September, 2019:

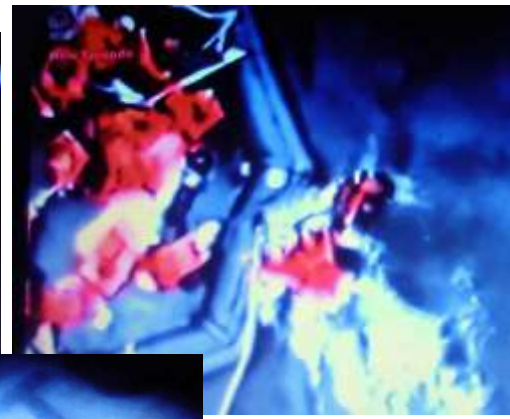
Lars Borgnäs: 'If the handling of the M/S Estonia issue will ever fulfil the demands of a state governed by law, authorities must act according to the suggested steps to investigate the ship and from there examine what they find in order to find out what caused the accident.'



Harald Setsaas: 'Using divers again to examine the ferry would be good. Using today's technology may provide new answers.'

Margus Kurm: 'New diving is required in order to find the truth. The sooner the better.'

Stephen Davis: 'The truth about what happened to M/S Estonia is buried in the Baltic Sea. New diving investigations are required to find out what happened.'



PAUL BARNEY
SURVIVOR



Paul Barney: 'I do think about how lucky I was to get out of there. Everything today feels more genuine, you value everything much more when you have almost lost your life. I still do not understand why the ship was not properly examined. Remember the Titanic and its slow descent and compare it to the rapid chain of events when it comes to the Estonia.'

Harald Setsaas: 'I want answers. What happened and why did it happen? I cannot rest until I have the answers.'

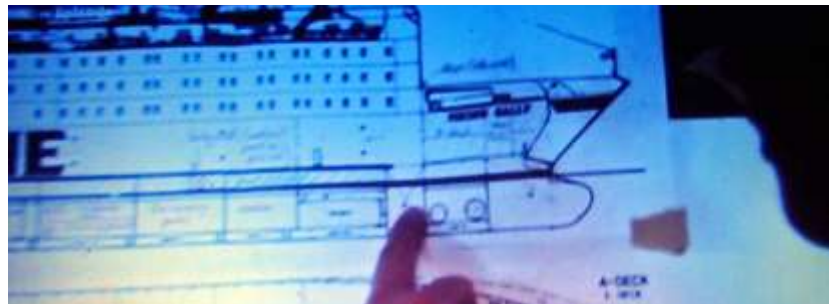
Carl Erik Reintamm: My request as a survivor is to get closer to the truth. And I think the truth is different from what they have served the people so far. I do not believe it was only a broken bow door. If that is the explanation, they would not want to cover the ship with something, and the filming of the ship would not be prohibited.'

Lars Borgnäs: 'Here we have a ship that has perished. Still today, they have not examined the hull. Damaged or not damaged?'



ROLF IMSTØL
MARITIME CASUALTY ANALYST
AND STABILITY EXPERT

Rolf Imstøl: 'How would it be possible for a ship sink without a hole letting out air from the bottom?'



JUTTA RABE
JOURNALIST

Jutta Rabe: 'The ship did not sink without cause. There must be a hole somewhere.'



ANDERS ERIKSSON
SURVIVOR

Anders Eriksson: 'We do not know whether it really was an accident. Something else may in fact have happened out there.'
Estonia. Diving. The Baltic Sea, 21 September 2019:



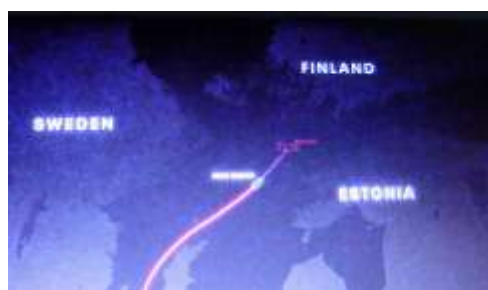
HENRIK EVERTSSON
JOURNALIST AND DIRECTOR 'ESTONIA'

JAKOB OLSZEWSKI
DIVING CONSULTANT

Rostock, Germany
The vessel Fritz-Reuter and its team on its way to the site of the loss.'

Henrik Evertsson: 'In order to proceed we have to dive again to the wreckage. We left Rostock and sailed northwards towards the site of the wreck.'

'My name is **Jakob Olszewski**. I was a diver during the two earlier missions to the wreck. This time I am here as an adviser.'



Rostock, Germany. Evertsson: 'We left Rostock and set sail northwards towards the site of the accident. Today is D-day and I believe everybody has been looking forward to this. Now, at last, it is time. We will arrive at about 5 p.m. The area of the accident and the wreck are protected as a maritime grave by the Law on Grave Peace. Earlier missions have (2000) have encountered severe problems. The ship carries the German flag and Germany has not signed the appropriate law. These are international waters. We do not know what will happen.'



Fritz-Reuter's team: 'Oh, it seems as if there is a military vessel just above our destination. They are waiting for us. They were also present during the two previous missions, I expect no problems. But you can never be sure. When we can read the text on the side of the vessel, we understand it is the largest ship, Turva, of the Finnish Coast Guard.'



Fritz-Reuter's team: Turva is right above the wreck. If she does not move, we cannot dive.'



Fritz-Reuter's team:

'Turva, Turva this is M/S Fritz-Reuter.'

Turva:

'Fritz-Reuter, this is Turva responding.'

'I have a question. Will you remain at your position, or can you move?'

'I can see you are approaching our position. What is your intention?'

'We are a documentary team filming a documentary about the Estonia catastrophe.'

'I see. Will you engage in submarine activities?'

Ja.

'In that case I must inform you that the wreck is regarded as a maritime grave for all those who died in the accident.'



Fritz-Reuters team:

'We are aware of that, but we are carrying the German flag. That is why I think we should be allowed to complete our assignment.'

'There are two Swedes on board.'

'Turva, This is Fritz-Reuter. Did you get that we are carrying the German flag in international waters?'

'Very good! Thanks a lot. Wow! It's very good! I just said that Finnish people are very considerate. Thanks, Finland!'



Turva:

'In that case I must inform you that the wreck is regarded as a maritime grave for all those who died in the accident.'

'One last question: Are there any Finnish, Swedish or Estonian individuals on board?'

The answer is a long time in coming

'This is Turva. Yes, we got that. And as regards sea safety we are prepared to move half a nautical mile away from this position.'



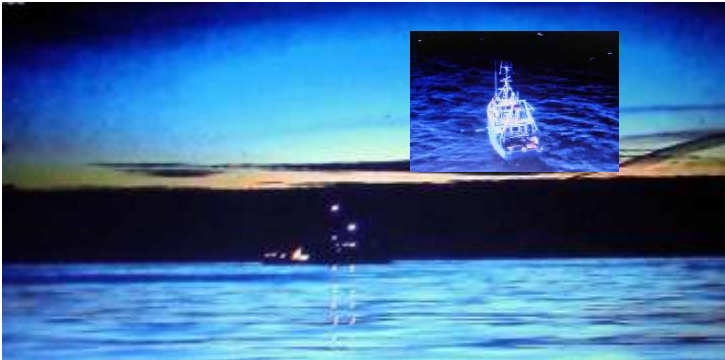
Fritz-Reuter's team: 'When Turva chooses to move, we are very relieved. But they did not leave the area and watched us constantly.'



Fritz-Reuter's team: 'In order to get a point of reference on the surface of the sea, we need to throw a shotline or a diving shotline. It is incredibly important that the diving shotline is as close as possible to the wreck.'



Fritz-Reuter’s team and its diving robot ROV for submarine activities. ROV pilot Linus Andersson.



Turva



Petteri Partanen: ‘No, we have no legal authority in international waters.’



‘Yes, continuously.’



TV4, Sweden, 2019

‘The Finnish coast guard announces in a press release that they believe that the Grave Peace concerning the M/S Estonia has been violated. There are also suspicions that a diving robot has been used against advice. Here is also Petteri Partanen from the Finnish Border Guard.

Has anyone been arrested?



’Are you watching over the vessel?’



’Thanks.’



Fritz-Reuter’s team: ‘We are now at a depth of 67 metres. ROV has visual contact of the wreck. The diving shotline is perfectly located between us and Turva.’



Fritz-Reuter's team: 'The diving shotline is between the bow thrusters.'

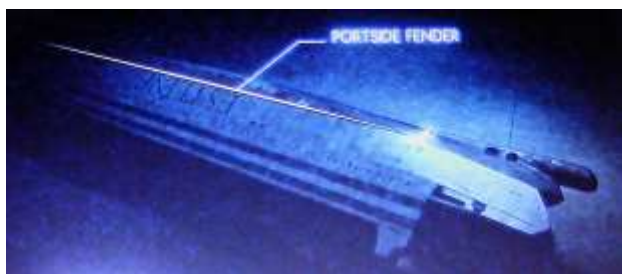




Fritz-Reuter's team: 'We have the bulbous bow here, at around 70 metres.'



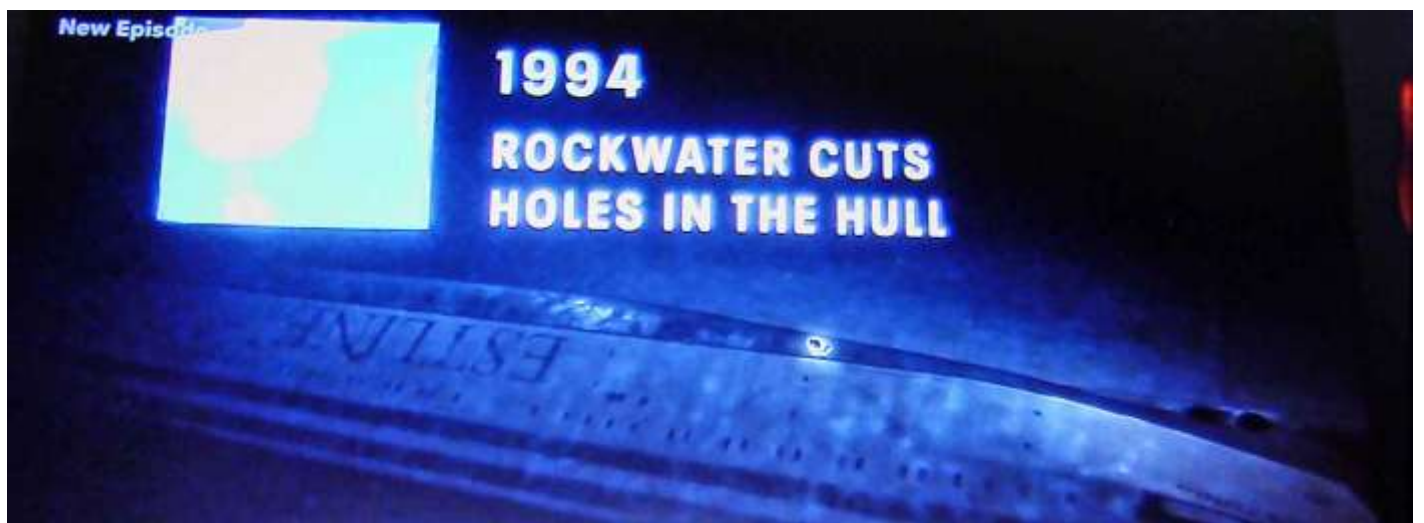
Fritz-Reuter's team: 'Visual contact with Estonia's bulbous bow via ROV. The bow looks fine.'



Fritz-Reuter's team: 'We are following the portside fender in a westerly direction.'



Fritz-Reuter's team: 'We are following the portside fender in a westerly direction. What's that? Let's see... This must be the hole cut by the Rockwater divers in 1994.'



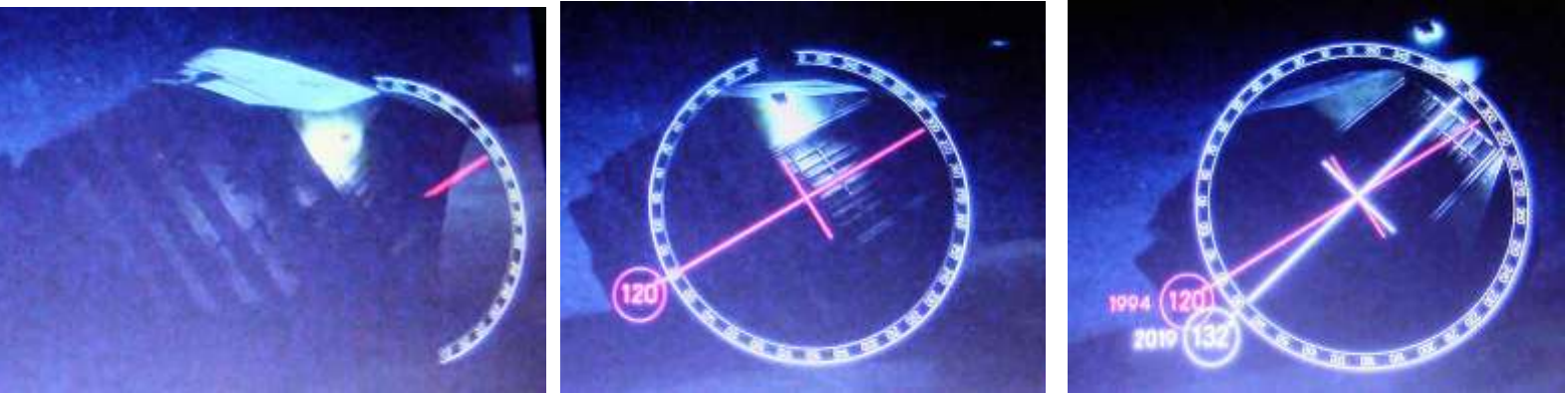
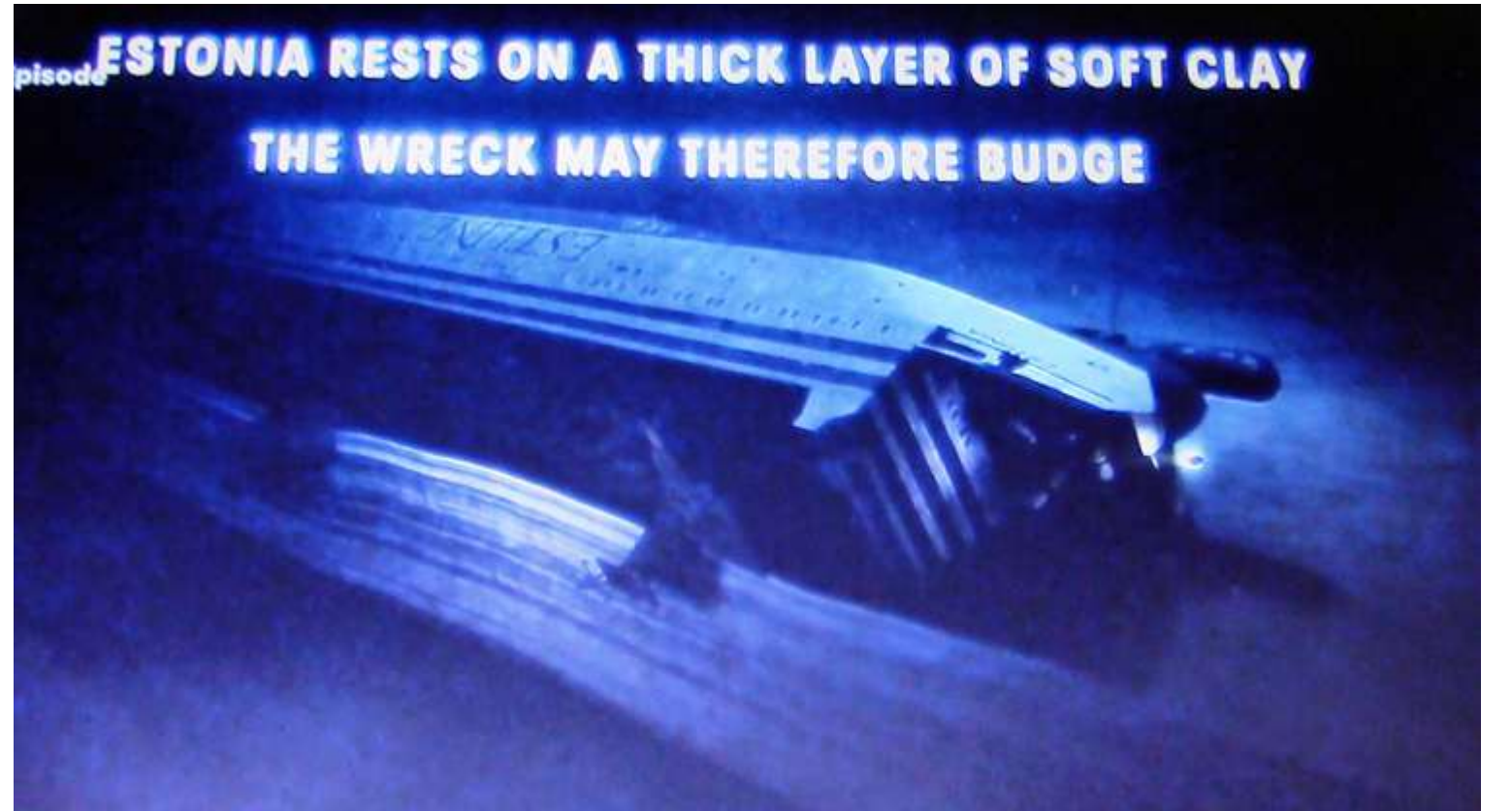
Fritz-Reuter's team: "1994, Rockwater cuts holes in the hull."



Fritz-Reuter's team: 'Yes, and here is the second hole.' The team has now good documentation of the two Rockwater holes. Rockwater had promised to cover both holes, but they are open. But they may have been opened earlier.



Fritz-Reuter's team: 'It seems as if it has tipped over. The angle is fairly big. The ship seems to have a substantial starboard list I would guess around 130 degrees.'



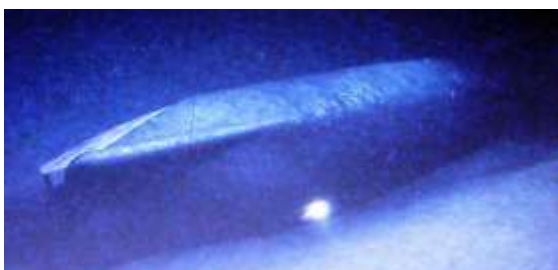
Fritz-Reuter's team: 'The Estonia rests on a thick layer of soft clay. The wreck may therefore budge.'



Fritz-Reuter's team: 'The ROV is at the starboard side fender.'



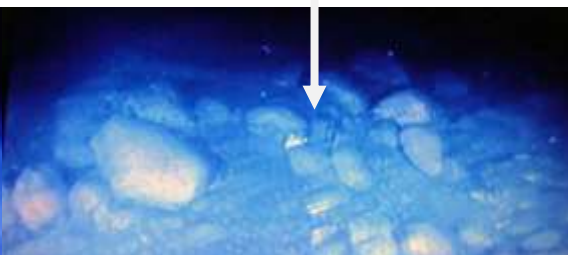
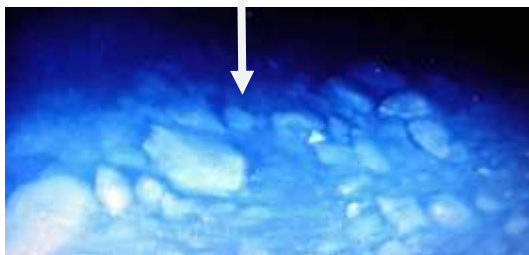
Fritz-Reuter's team: 'The ROV is at the starboard side fender. There are rumours about a hole which would explain the rapid chain of events. We do not know if it has been filmed before. This is the first investigation of possible damages on that part of the ship.'

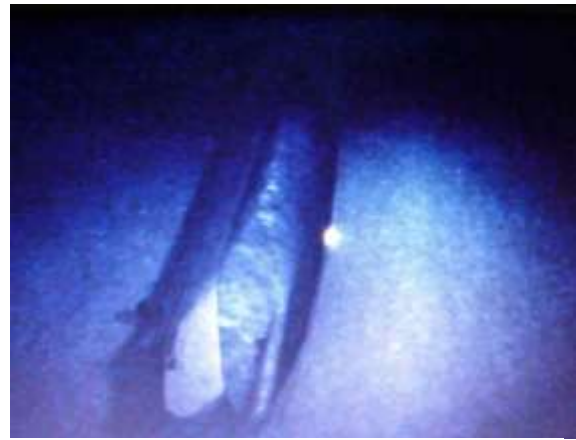
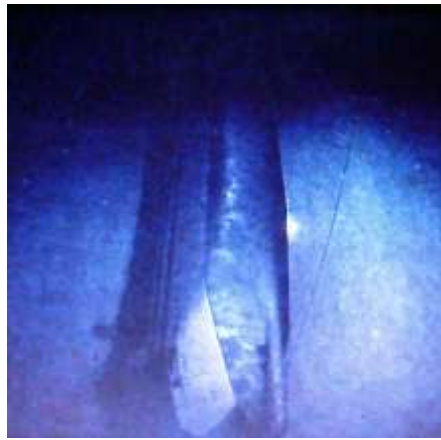
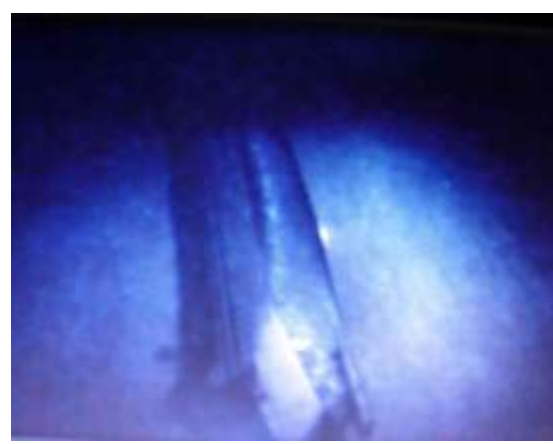


Fritz-Reuter's team: 'We are now at 85 metres. There is a substantial layer of paint here. She is completely white above the blue fender.'

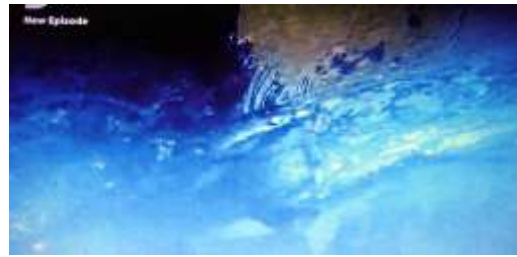


Fritz-Reuter's team: 'This looks like clay. It is Baltic Sea clay. Here we have... Yes, it is rock. The line is now 40 metres from the stern. Yes, tons of rocks and rubble have been dropped around the ship.'





Fritz-Reuter's team: 'But if we follow that fender, we can use it as a point of reference... Wait a minute, let's see, where the hell are we now? This is the end of the ship!'



Fritz-Reuter's team: Is it the fender? It's completely pressed together here. We are now looking straight into the ship. It's entirely split open about one metre, especially on the starboard side. The fender is reduced to pulp.'



Fritz-Reuter's team: 'We're up against the sandbank, we have to go up and over a bit. There we are, above the fender. There is something circular there, like an 's' or an 'o'. An 's' or an 'o', something with a circular bottom. We couldn't read 'Estonia' on the side. No, it read 'Estline', it can be the lower part of an 's'.

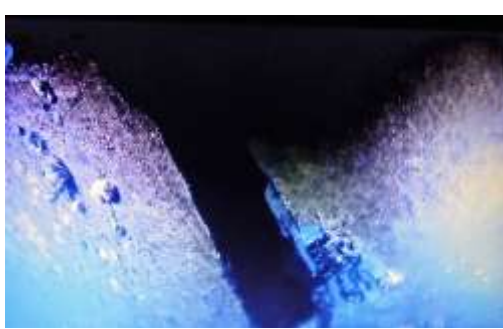


Fritz-Reuter's team: 'It's a towel. We might be by the pool. We think we are further back. If we are at the 's' we are further back. But how can they have missed this? They can't have missed it if they have been here.'





Fritz-Reuter's team: 'The diving shotline is midships. ROV is midships on the Estonia. We have discovered something interesting and remain just where we are. The diving shotline is right above the wreck where the fender is entirely pressed together. Is it from the actual accident? We have seen quite a lot of wrecks. She seemed to stand up in the water. There seems to have been strong forces here. Here are broken girders. The hull is fully ripped open here and a large piece of metal protrudes. This is a very distinct and very large damage. Stuff is protruding here, but we will try to get as close as possible.'



Fritz-Reuter's team: 'But have a look at this! It's a giant hole. It doesn't give the impression of a mere 'tension'. It's completely broken. Did she list towards the port or starboard side when she was sinking? Starboard! We are checking that side. Yes, and we... in a way. If there had been a hole somewhere, it would have been here. Well, well, well...'

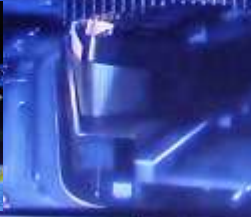
'Do we call it a day? Yes, we return to the surface, haul the diving shotline up from the water. We also get the ROV to the surface. We must check the 4-K video, what we saw earlier were damages. The fender was broken. Yes, yes. Initially we thought we were at the stern, the ship just ended.'

'This is how the passengers experienced the accident:
Minutes after midnight, two giant explosions.
It sounds as if we are forcing our way through ice.
Fairly soon after that, the ship yawed heavily starboard.
It's as if the ship was hit by something.
All glasses were crushed in the cafeteria behind me. It didn't feel comforting.
Will you help us? It looks really bad here.'

Fritz-Reuter's team, Jacob Olszewski: 'I am very satisfied that we, after a few days, really can say that we have made pioneering discoveries. We have found damages, very substantial damages. This can't be rejected as pure speculation, the damages are there.'

Henrik Evertsson: 'When we had documented what we saw, helicopters and airplanes arrived. We terminated the operation.'

The M/S Estonia went down in international waters and authorities can only watch over the situation.



HRH CROWN PRINCESS VICTORIA



SARA HEDRENIUS
SURVIVOR



STEFAN LÖFVEN
PRIME MINISTER OF SWEDEN

Sara Hedrenius:

'Twenty-five years ago, I survived the loss of the M/S Estonia. I could come home to my family and continue my life. Thousands of people never got that opportunity. It was a hard night, but it was also difficult to go on living, to be a survivor, a witness. I could not accept the way we survived and that family members were not listened to, were not taken seriously, were not allowed to take part in decision-making. How could a country like Sweden act in that way? I could not understand it. To make matters worse, the activities still affect us. The decisions which were made (or not made) are like rings on the water multiplying forever. Today, my thoughts go to all you who lost a beloved one that night, to other survivors and to all my fellow passengers who never came home again.'



HENRIK S. JÄRREL
FMR. MEMBER OF THE SWEDISH PARLIAMENT

Henrik S. Järrel: 'Many of those who said something at the memorial service brought up the claim for a new, independent investigation. The same evening, The Ministry of Justice declared in a press release that the government rejected that claim.'



KENT HÄRSTEDT

Kent Härstedt: 'Look at all the facts on the table. Arrive at the logical conclusion: appoint an independent international investigation. Let us get rid of all conspiracy theories.'

Överlevaren: Tillsätt ny utredning om Estonia

UPPDATERAD 28 SEPTEMBER 2019 PUBLICERAD 28 SEPTEMBER 2019

Tillsätt en oberoende internationell utredning om Estoniakatastrofen. Det uppmanar överlevaren Kent Härstedt till under en minnesceremoni på lördagen.

Mot bakgrund av de utredningar som redan har gjorts anser regeringen att det inte finns någon anledning att öppna en ny utredning, skriver Justitiedepartementet i ett mejl till SVT.



HENRIK EVERTSSON
JOURNALIST AND DIRECTOR "ESTONIA"



ROV-pilot

LINUS ANDERSSON
SHIPWRECK EXPERT

Henrik Evertsson:

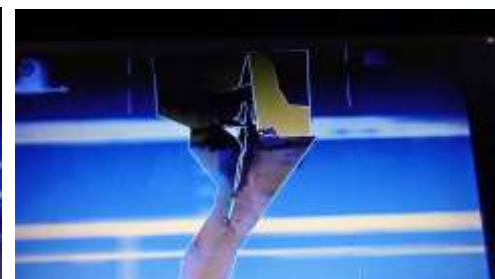
'We are on our way to ROV pilot Linus Andersson who was active on the Baltic Sea. He has a background in ship technology and is one of the leading experts in Scandinavia on wreck damages. He has analysed material from the M/S Estonia.

For the first time, we will see what he has found.'

Linus Andersson:

'The pictures and films have made it possible for me to ascertain the position and size of the damage. As we can see on this 3D model, the damage is at this point.





It's definitely not a minor damage.'



Henrik Evertsson: 'Can you explain our activities on the Baltic Sea?' **Linus Andersson:** 'When we arrived, we launched the diving hotline, it landed perfectly here at the bow, between the thrusters. Then we went along the hull to the fender to get a point of reference. ROV continued about one third of the distance to the stern, where we found this damage. Something I have found when I have checked various blueprints, is that the Estline text has turned up at different locations. I haven't used the text, but rows of windows and openings. They are stationary points at locations indicated by the blueprints.'



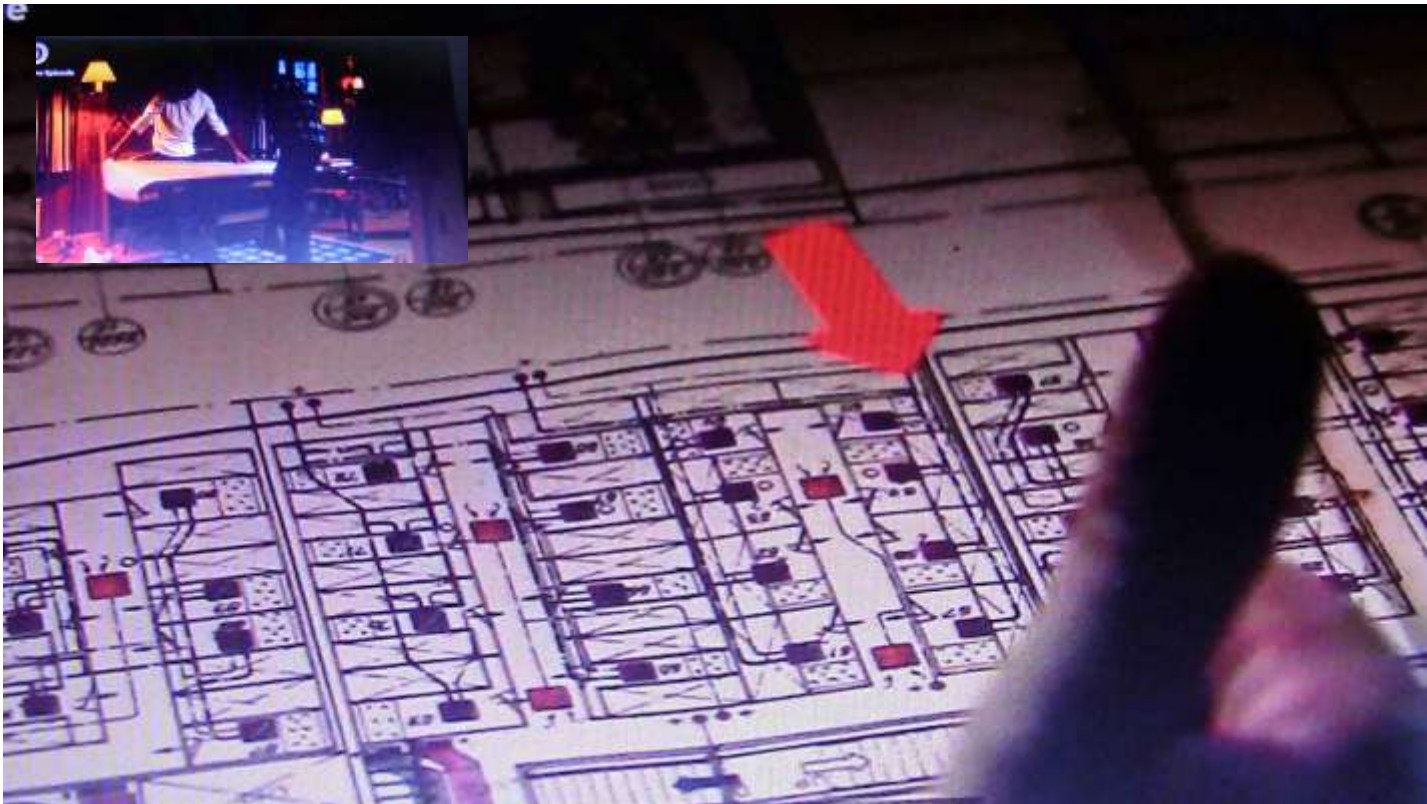
Linus Andersson: 'This model only shows the actual opening in the Hull.' **Henrik Evertsson:** How far is it from here to there?' **Linus Andersson:** 'It might be longer, but the shortest distance is four metres.'



Henrik Evertsson: 'Four actual metres. If we look at the ceiling here...it's 2.5 metres between floor and ceiling. The damage continues another 1.5 metres. It's big.' **Linus Andersson:** 'Really big.'



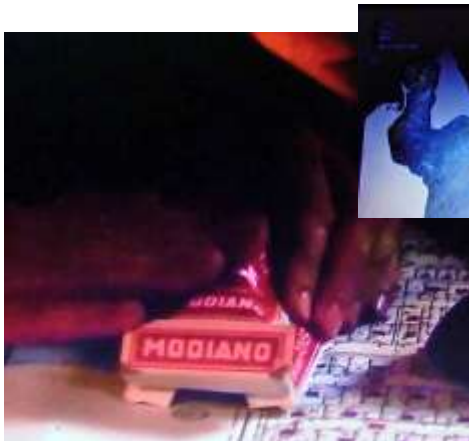
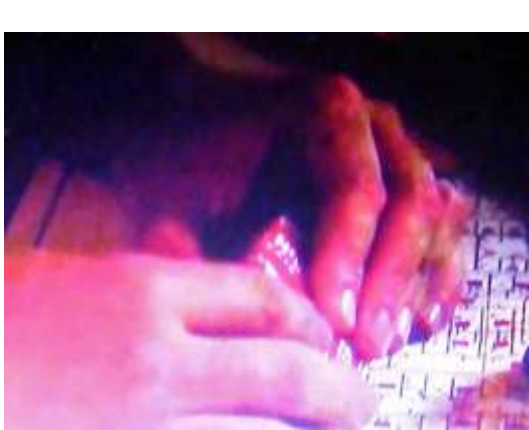
Linus Andersson: 'The distance between the outside of the curtain and here matches the width of the damage. 1.5 metres higher than the ceiling. That's really big.'



Linus Andersson: 'Where is the damage we have observed?' **Henrik Evertsson:** 'It's right here, over here. So, it's... Here we have a bulkhead. Can you see it? An untrained eye sees a room where people sleep. In the middle of the night the cabins are occupied. It's right among the passengers.'



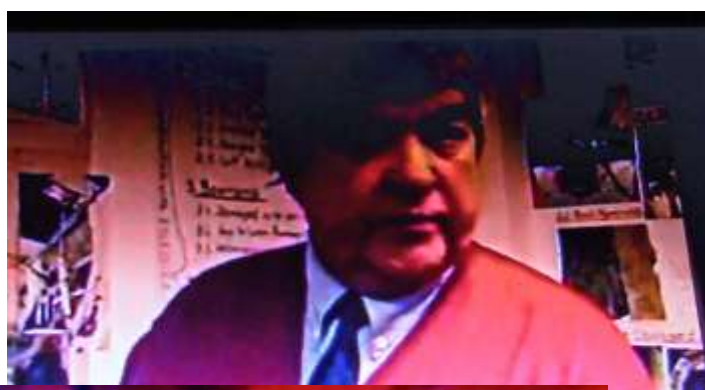
Linus Andersson: 'This feels like an impact damage. The way it's squeezed here. A kind of force has really crushed it and made it fold around itself. And the way it looks there...'



Linus Andersson: 'This feels like an impact damage. The way it's squeezed here. A kind of force has really crushed it and made it fold around itself. And the way it looks there...' So, It's almost exactly the way the fender is here, folded around itself (he makes a simple model). The question is how and when this happened.'



TV4 Sweden: 'The Meyer-Werft which built the Estonia claims there were several explosive charges on board. They detonated during the accident. Someone, according to the experts from the shipyard, placed explosive charges on board the Estonia, they detonated when the ship went down.



WERNER HUMMEL
HEAD OF THE MEYER SHIPYARD'S INVESTIGATION



Werner Hummel: 'According to the report it is probable that damage has been caused in certain areas due to explosions.'



JUTTA RABE
JOURNALIST

Jutta Rabe: 'German experts discovered that two or three explosions opened holes in the hull. A loud bang was heard, then another one, the ship heeled over. These are signs of explosions.'



Frank and Henrik
2019



Frank and Henrik
2019



FRANK BØRRESEN

LIEUTENANT COMMANDER, ROYAL NORWEGIAN NAVY

Frank Borresen, Bergen, 2019: 'My name is Frank Borresen, and I am a lieutenant commander. I work as a staff officer at mine-diving operations. I have seen a large number of explosions and how they affect vehicles and ships. I'm a mine-clearance expert of explosive objects.'



Frank Borresen: 'Yes, I can see the early stages of the damage. What is characteristic is that it is very long and narrow.'



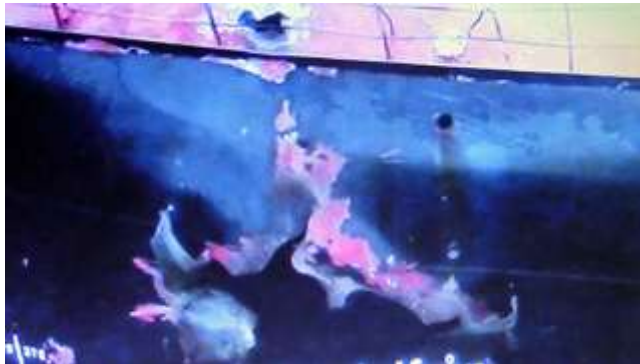
Frank Borresen: Can we see the distance here?' **Henrik Evertsson:** 'Yes, we have around four metres to the top.'



Frank Borresen: 'Graphics clearly indicates that the hull of the ship has been pressed inwards.'



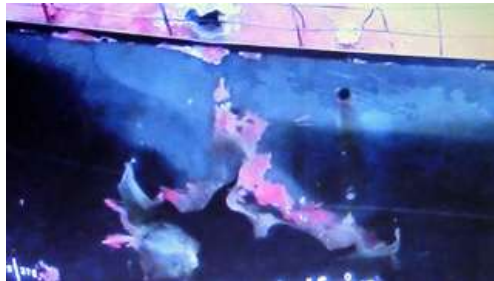
USS Cole



Frank Borresen: If we compare this with known explosions on the USS Cole or the tankers in the Persian Gulf this year we can see that the metal always bends inwards after external explosions. As if something opens a hole in the hull.'



Frank Borresen: 'I can't leave out an explosion, but I find it very unlikely. In that case, the metal would have been much more folded inwards. Neither do I see the strips of paint caused by explosions. Based on pictures and graphics, I would say that an external force has been pushed into the side of the hull. It is at the centre... The damage is located exactly at the waterline.' **Henrik Evertsson:** 'Which means?' **Frank Borresen:** 'Bearing the location in mind, the ship might have been hit by another object. But my competence doesn't allow further speculation.'





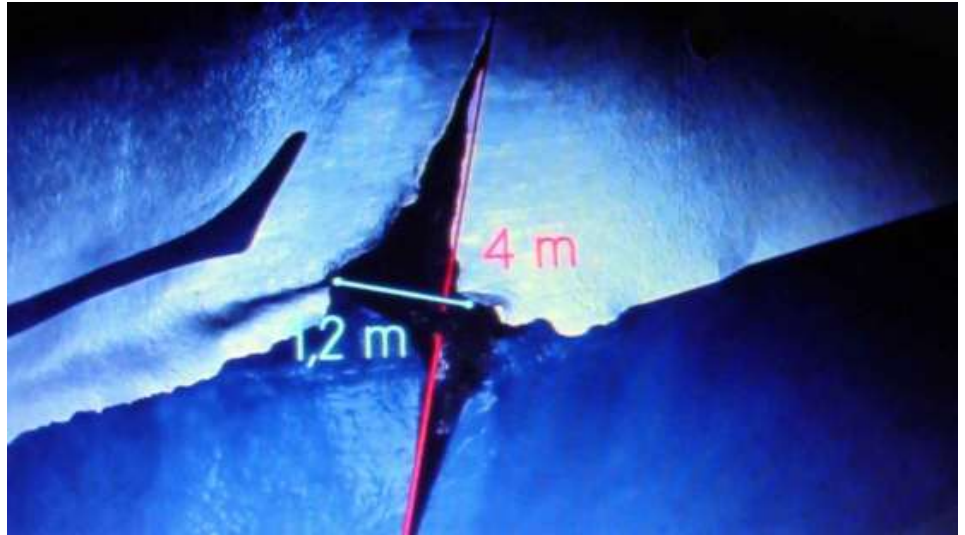
Jørgen Amdahl, Trondheim, 2019: 'My name is Jørgen Amdahl. I'm a professor of marine technology at NTNU. I mainly work with analyses of the aftermath of collisions between ships and oil platforms.



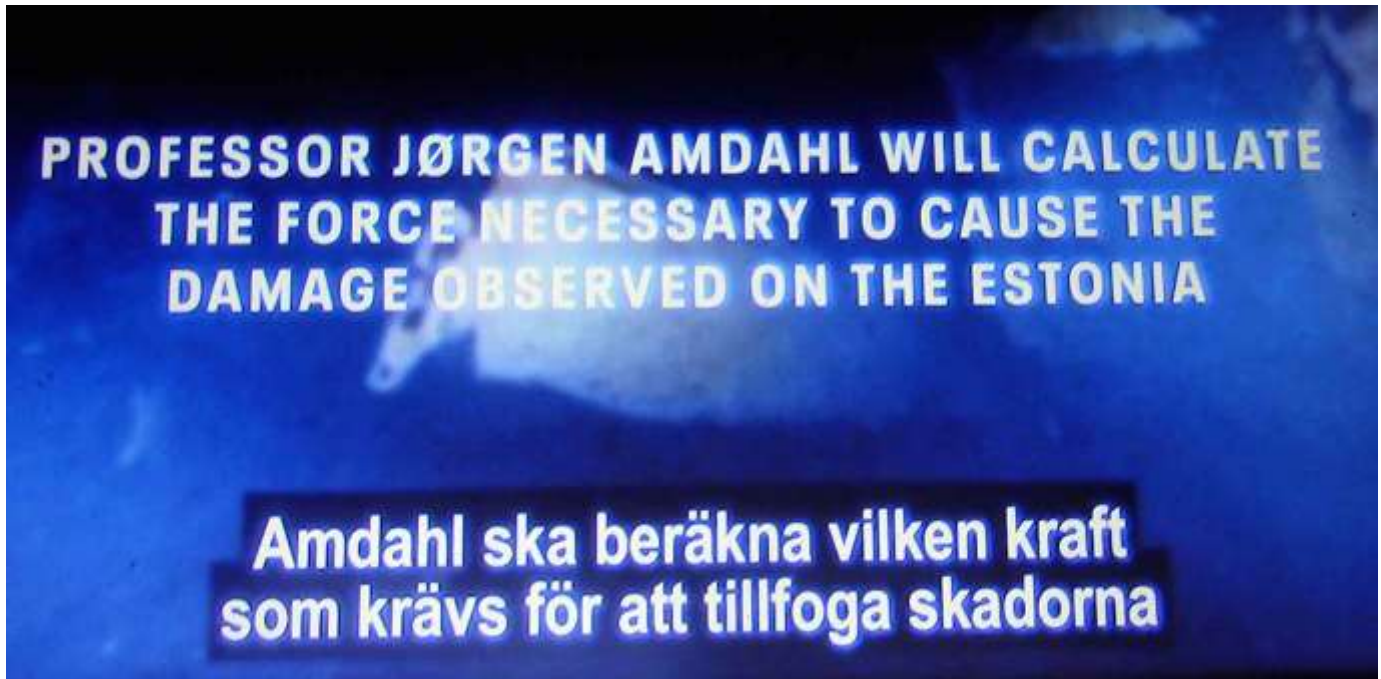
Jørgen Amdahl: It's fairly extensive damage. It seems as if the paint has been split open, which may indicate a collision with some object, an external effect. The questions we'd like to ask ourselves are: How could this happen, and what caused it? There are many possible explanations to how it could happen. The ship can have hit something floating in the water. It could have been the bow visor.



Jørgen Amdahl: 'The bow visor ought to have been damaged if it hit the side of the hull. **Henrik Evertsson:** 'Yes there is extensive damage on the bow visor.' **Jørgen Amdahl:** 'Let's see, the bulb is probably behind this. On this side there are no significant scrapings. I see nothing that indicates damage caused by the bow visor. It's strange. A collision with the bow visor is likely. Can there have been something else on the surface of the sea?



Jørgen Amdahl: 'The sheer size of the damage makes it impossible for us to exclude its effect on the course of events. We can fairly accurately calculate the force needed to cause such damage. We can also estimate the mass of the object which hit the ship. We should take a closer look at this.'



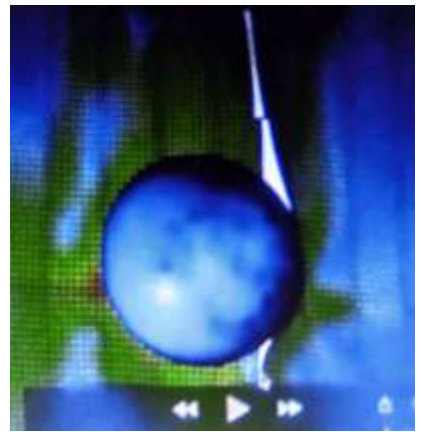
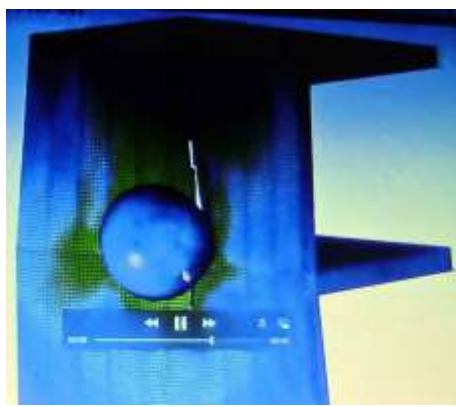
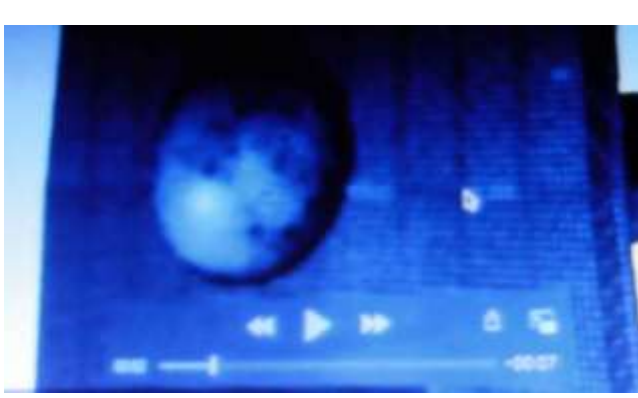
Henrik Evertsson, Trondheim



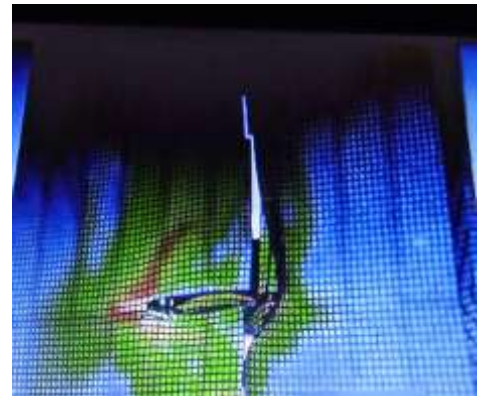
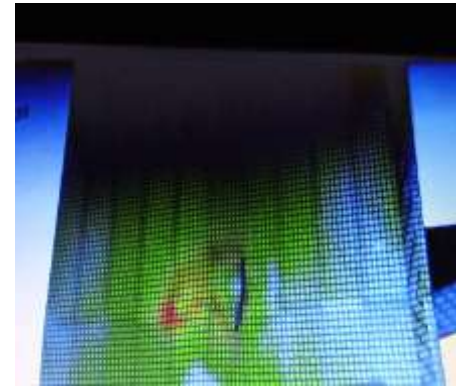
Professor Jørgen Amdahl, Trondheim



Henrik Evertsson: 'I'm very anxious to know what you've found.' **Jørgen Amdahl:** 'Yes, I can understand that. Now, let's see. What we have done is that we've built a model of a certain length of the side of the ship.'



Jørgen Amdahl: 'Then we have forced an object into the side of ship in order to estimate the level of powers and energies which must be there to achieve the damage you have observed by using ROV. We see that the side of the ship has been pressed inwards, a rupture of the side plate and extensive deformation of the frame.'



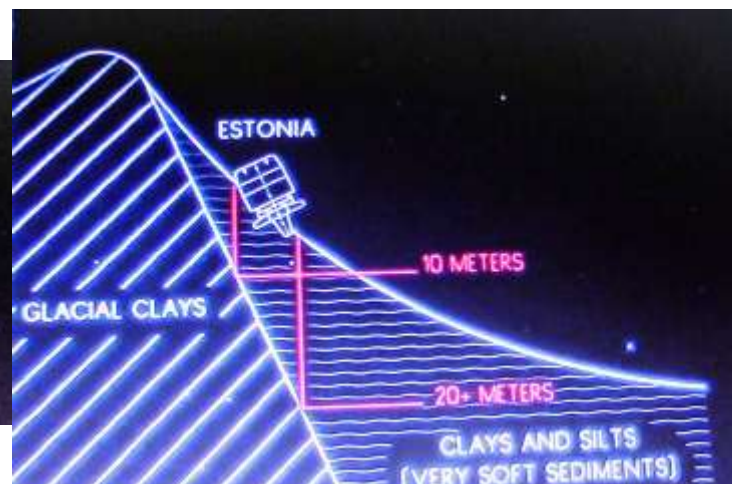
Jørgen Amdahl: 'Here we have removed the bulb to get a better view of the course of events. The similarity between your animation and reality is very palpable. The area of damage resembles the camera pictures. We discovered that the maximum power we can get here is around 500 – 600 metric tons. That is the force needed to create that kind of damage.' **Henrik Evertsson:** 'My God, that's enormous.' **Jørgen Amdahl:** 'Yes, it's fairly powerful.'



Henrik Evertsson: 'What does this really mean?' **Jørgen Amdahl:** It may equal an object weighing 1,000 metric tons moving at four knots. Maybe a large fishing boat. It can also be an object weighing 5,000 metric tons moving at 1.9 knots, equal to a middle-sized supply ship.'



Jørgen Amdahl: 'If it's a floating object, it's not small. Even at 1,000 metric tons it's very big. It's quite incredible.' **Henrik Evertsson:** 'When we met last time, we were talking about the bow visor, that it could have hit the side of the ship. It has a weight of 55 metric tons.' **Jørgen Amdahl:** '55 tons is a very small mass in this context. It is. 1,000 tons would equal twenty bow visors. The bow visor hasn't caused the damage, I dare say that much.' **Henrik Evertsson:** 'Can we open the door? I'm a bit shocked. We said before that I was going to ask you a lot of stuff, but I was a bit taken aback by this.' **Jørgen Amdahl:** I, too, was a bit surprised while I was working with this.' **Henrik Evertsson:** 'You aren't on the brink of bursting?' **Jørgen Amdahl:** 'No, it's important for us to be impartial. It really is. It is also possible that a rock on the bottom of the sea hit the ship, which would increase the force. But that presupposes the presence of a rock supported by the bottom of the sea. But that possibility exists.' **Henrik Evertsson:** 'An inspection of the sea bottom was carried out when they planned to cover the wreck with cement. They found a deep segment of soft clay followed by some kind of harder boulder clay.'



Henrik Evertsson: 'We go very deep down into the sea floor. Nothing indicates rocks. It is not, anyway, included in the documentation.' **Jørgen Amdahl:** 'No.'

Henrik Evertsson: 'We have discussed this with first-hand sources, especially those who survived. They give us exciting observations. Here is **Carl Eric Reintamm**. He is also very early on the promenade deck. We can listen to him:



Carl Eric Reintamm: 'When I exit the ship, I can see no people around me. I was one of the first passengers there. As I am standing there, of course I look at the ocean and downwards. Then I see something strange in the water. I see something white which is very big. It moves to the left, flushed by waves. I have never been a conscript and I have no idea if a submarine can look brighter than water, it was dark outside. But the ship obviously hit something. There is no other way of explaining the sounds you hear, sounds which indicate that the ship is sailing through ice when you can hear everything that hits it.'

Jørgen Amdahl: 'Yes, it obviously makes an impression. Especially when we consider the observations from the seabed. And certain things make you think twice.' **Henrik Evertsson:** 'Does it sound reasonable?' **Jørgen Amdahl:** 'I can't say it doesn't. He sees something. And it's obvious it is... He may not see everything. A submarine is fairly long, but he may not have seen all of it. The weight of a submarine can be one thousand metric tons or several thousands of tons.'





Jørgen Amdahl: Let's see if we can find any pictures: 'Kobben', submarine.' **Henrik Evertsson:** 'Can we estimate its size?' **Jørgen Amdahl:** 'It's a fairly small version. We'll see if we can find more information about its displacement, the weight of the submarine. Maybe Ula class? A thousand metric tons, the weight of these vessels. We can't conclude anything at this stage. But, anyway, all witness statements should be evaluated.' **Henrik Evertsson:** This statement has never been evaluated.' **Jørgen Amdahl:** 'It's an observation that should be taken seriously, it is. The way the ship was damaged is a mystery. If it happened before the ship went down, it's an even bigger mystery.' **Henrik Evertsson:** 'Judging from our explorations and findings, what do you think we should do now?' **Jørgen Amdahl:** 'From a technical and professional point of view of the damage, I think we should investigate what might have caused it and if it may have contributed to the chain of events and its outcome. This is new evidence which hasn't been reported before. That's why we need to find an explanation. As a rule, accidents give birth to various theories and explanations, which depend on different people's knowledge and, may be, purposes. The Estonia is associated with many theories which have appeared, but we need to be open and discuss everything. Anyway, it's not right to sweep things under the carpet because we fear the debate.'

Back to Survivors



HARALD SETSAAS
NEXT OF KIN

Harald Setsaas: 'Every autumn, about this time, I feel worried. I have felt like that every year since 1994. After the accident, I learned from eyewitnesses that Hjørund was with his mother when the ship sank. The flight of stairs was so steep, that Hjørund could not climb it. His mother chose not to leave him behind. She wasn't strong enough to carry him up the stairs. I have been abused twice. One is that that the ferry went down, and I lost my son. Number two is the Swedish decision to leave the ferry where it was. There must be a reason behind the decision not to salvage it.'



ROLF SÖRMAN
SURVIVOR

Rolf Sörman: 'Why is this still important? Because we don't know what really happened. For me this is about seaworthiness in the future for my kids, grandchildren, and our descendants all over the world.'

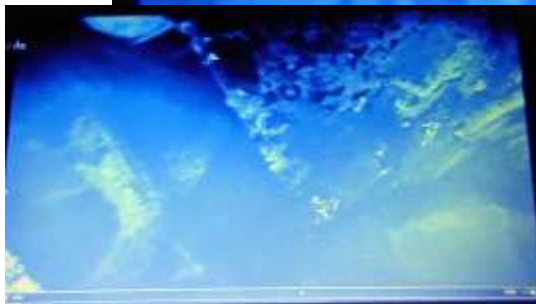


ANDERS ERIKSSON
SURVIVOR

Anders Eriksson: 'Considering the size of the Estonia catastrophe, we must know what happened, why it happened and, above all, make sure it doesn't happen again. And I'm convinced the truth will appear in the end.'



Henrik Evertsson summons survivors and relations to a meeting at the Maritime Museum in Stockholm on 15 August 2020 in order to give information about the Estonia catastrophe.



HENRIK EVERTSSON
JOURNALIST AND DIRECTOR "ESTONIA"



LARS ÅNGSTRÖM
FMR. MEMBER OF THE SWEDISH PARLIAMENT

ANDERS ERIKSSON
SURVIVOR

Lassa Johns,
Carita's dad



Henrik Evertsson: 'We have a presentation where we wish to inform you about some findings from the Estonia catastrophe. During our work we have understood that there are more questions than answers about what happened on September 28, 1994. You will watch an **ROV recording** from the starboard side of the Estonia. It will shed new light on the catastrophe. If you follow the fender, we have that as a reference. This is the end of the ship. And look! It looks like a...No! It's too... After the video session, some of the survivors reacted:

Rolf Sörman: 'Heads must roll here. You can't forget about this. This is tremendous damage.'
Lennart Berglund: 'This is a genuine scandal which can't be compared to anything. I'm not only upset, I m blasted.'
Harald Setsaas: 'It's a drama. Especially as it wasn't discovered when the commission's report was written. Shocking.'
Carl Eric Reintamm: This is something I've been waiting for years. It seems revolutionary.'
Lars Ångström: 'Now they bloody well need to confess what really happened. The knowledge exists, and we want to know. A new investigation isn't necessary. But the truth is: 'This is what happened.'
Harald Setsaas: 'This must be brought to top-level attention. Regardless of consequences.'
Jaan Metsaveer: 'It's hard to say what caused the hole as it is something that has hit the ship from the outside. We didn't know this before, it's a completely new discovery. I can't answer the question why it has not been discovered before.'
Carl Eric Reintamm: 'All authorities should have a look, Estonian authorities as well.'
Margus Kurm: 'I look upon this as a ground-breaking discovery. After this, I think it's impossible for the Estonian authorities to keep quiet.'



KALLE MUULI
ADVISOR TO THE MINISTER OF JUSTICE



MART LUIK
ADVISOR TO THE MINISTER OF FOREIGN AFFAIRS

Henrik Evertsson: 'It's completely squeezed here. Yes, I'm looking right into the ship. That's it. What do you think?'

Mart Luik: 'I think I'll need to digest these upsetting images. I feel uncertain, I'm not an expert. I'm not sure, I don't know what I've seen and how to interpret it. The main problem, of course, is that three countries have agreed to prohibit all diving and filming.'

Henrik Evertsson: 'But is it really possible that the actual agreement is an obstacle when it comes to finding out what happened to the Estonia?'

Mart Luik: 'We don't have the authority to issue any comments. This is completely new information, we need time to digest it. We will forward this information to our experts. Then we'll see what happens.'

Back to survivors and their points of view:

Lennart Berglund: 'Losing a family member or friend in this way is hard, it takes time to get over it. And then, almost twenty-six years later, find out that there was probably an enormous cover-up, that everything that has seemed fishy during the years is due to the fact that they wanted to hide away the cause of the loss.'

Harald Setsaas: 'I have not paid much attention to the conspiracy theories which regularly pop up. But when I see such a large hole on the side of the ship and know it has not been investigated and followed up, I feel this could be a turning point.'

Carl Eric Reintamm: 'I've a vague feeling that it has been worthwhile to wait for so long. I would like to get to the truth now.'

Lars Borgnäs: 'To us, who have been working in different ways with this issue for many years, this is not the end, it's a starting point for the next phase when it comes to the Estonia.'



We have now reached the true documentation regarding the loss. The Estonia project has produced the world's best documentation and evidence.

I will now analyse the entire Estonia project and then summarise it.

As I have already mentioned: this documentation has everything we need to examine the cause of the accident. There is only one word: *nuclear weapons*. But I will return to the basic and true cause towards the end of this analysis.

Let me now give my own account of the Estonia catastrophe based on the documentation above.

After the disintegration of the Soviet Union, there was certain chaos. Russia returned as a world power. Their military activities fell apart and their nuclear weaponry weakened, there was no proper control. The top-secret Swedish intelligence agency KSI and the British MI6 smuggled nuclear arms and missiles from Russia in co-operation with the newly founded Estonian intelligence organization. There is no information on how it was possible to come close to the most secret weapons of the world. Agents from these organizations were in touch and the KSI and MI6 agents probably knew the security staff surrounding Russian nuclear weaponry. They were probably paid a handsome sum when they handed over nuclear arms and missiles. The Russians knew that the M/S Estonia carried Russian military supplies to, among other countries, Sweden. An MI6 agent ordered the Russians as early as in 1993 to stop this activity. Estonia ignored this.



The Russians certainly noticed that nuclear arms went missing and shortly before the accident the Russians turned directly to MI6. 'We know about the contraband, and we know that the Estonia is involved. **Stop this immediately, or... we'll (sink the ship!)**





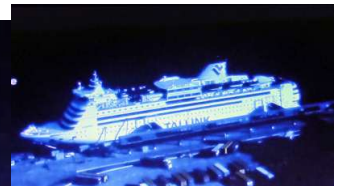
Two army trucks with their missiles (symbolic).

Army truck with a large box (symbolic).

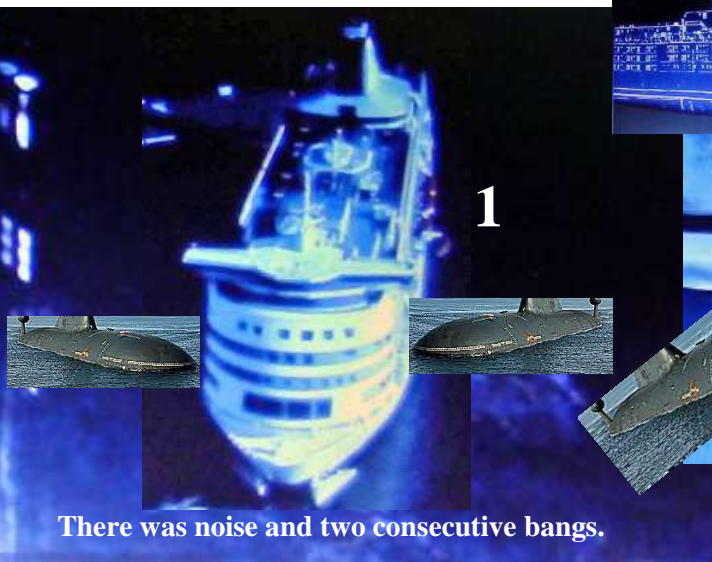
In the box are nuclear weapons adapted to missiles.

MI6 understood exactly what was going on. They contacted the customs in Tallinn and asked them to stop the army vehicles on their way to Stockholm on September 28, 1994. The vehicles came from the Home Defence. They did not approve of this request and contacted military police. Finally, the customs officers lost, and all three army trucks rolled on to the ferry for further transport to Stockholm with their top-secret cargo. The ferry left Tallinn, delayed for 15 minutes.

As MI6 could not stop the transport with top-secret cargo on its way to Stockholm, the Russians (probably KGB) ordered two nuclear-powered submarines active in the Baltic Sea to, on a suitable occasion, sink the M/S Estonia in order to stop the top-secret cargo from reaching Stockholm.



Episode
Carl Eric Reintamm: 'When I exit the ship, I can see no people around me. I was one of the first passengers there. As I am standing there, of course I look at the ocean and downwards. Then I see something strange in the water. I see something white which is very big. It moves to the left, flushed by waves. I have never been a conscript and I have no idea if a submarine can look brighter than water, it was dark outside. But the ship obviously hit something. There is no other way of explaining the sounds you hear, sounds which indicate that the ship is sailing through ice when you can hear everything that hits it.'

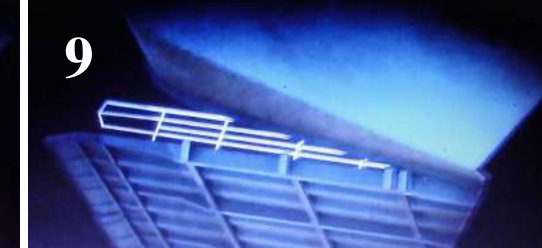


There was noise and two consecutive bangs.

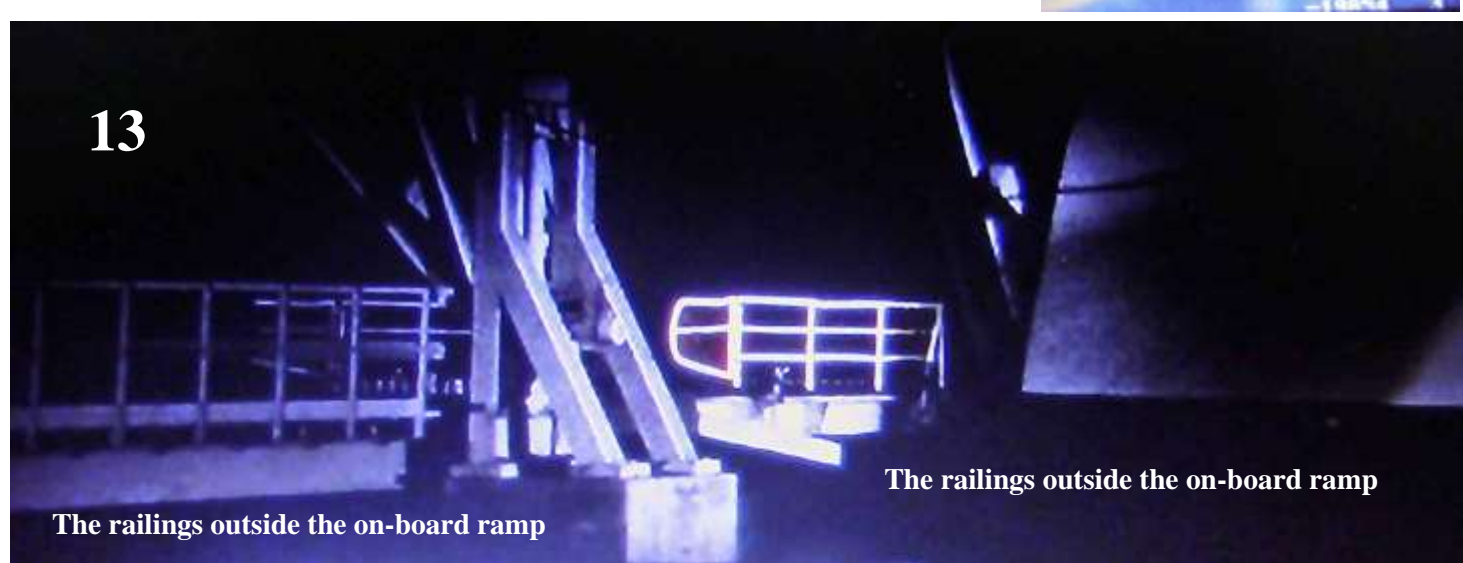
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The railings outside the on-board ramp.



When the Estonia went down and relevant intelligence agencies were informed, they panicked behind closed doors. For the Russians this was the best opportunity to remove the secret cargo from cargo deck while rescue activities were going on above. Nobody imagined that the Russians simultaneously were removing secret cargo from car deck.



In order to enter cargo deck, they damaged the lock system and the hinges of the bow visor by gently directing a submarine to the bow visor. It fell off the ship and after that the railings of the on-board ramp were sawed off (see pictures 3 – 16). We can see the damage on the bow visor. The Russians, assisted by divers, had plenty of time to remove their secret cargo from car deck, move it to one or two submarines and leave the ship on the seabed. The army vehicles were left behind.



Shortly after the loss the news was spread in Sweden: Russians had blown up the ship, which sank in less than an hour.

Evidence: Journalist **Stephen Davies** from New Zealand describes in a credible way why the Estonia sank. In other words: his exceptional information on the Estonia catastrophe is superior to all other statements. He knew two British MI6 agents in person, one called Richard Tomlinson who gave Davis a document with information on the catastrophe; he also claimed that MI6 was involved in the smuggling. Number two, an active MI6 agent, gave him information about what had actually happened. Davis's sources confirm that smuggling was going on during the night of the accident. The contraband was critical information about the Russian missile programme and electronical parts ties to the programme. But Davis did not mention the nuclear weapon belonging to the missile programme, the missiles which made the entire transport top secret. The Russians knew about the ferry smuggling and ordered Estonia to stop it. Estonia ignored the demand and shortly before the loss, Russia turned directly to MI6: 'We know about the contraband, and we know that the Estonia is involved. **Stop this immediately, or... we'll (sink the ship!)** MI6 tried to stop it, but it was not possible. And the result was what the Russians wrote to MI6.

When Estonians became independent, they prioritised the formation of a good intelligence service. They asked MI6 for initial help with this new capacity. The Estonians probably knew about the KGB net of contacts. MI6 had for a long time enjoyed strong bonds with the Swedish intelligence agency. It was therefore a natural consequence that Sweden and Estonia co-operated with MI6. In that way they could come closer to high-ranking officers in Russia when it came to missiles and nuclear weapons. It is said that nuclear weapons/atom bombs are the most secret and well-guarded weapons on Earth.



Läs mer om Stephen Davis sidorna 60-61, sidan 63 och sidan 71 ovan.

Customs in the Harbour of Stockholm 1994

Lennart Andersson is chief of customs at Värtahamnen in Stockholm. The M/S Estonia and other ferries arrived there. He was summoned by his commander of the Stockholm customs region. The commander said: 'Some cars will arrive, and you will let them pass without visitation.' Andersson asked: 'Who has said that?' 'It's an order' was the answer. 'From **the highest level**, as high as you can get.' 'Is it from the king?' We know that 'King' is the top position. He is the Head of State and there is no one higher up than he in this country.

The first car arrived on September 14, two weeks before the accident. The chief of customs received a telephone call: 'One of these cars will arrive.' He went down to the terminal and the ferry arrived. He was shown to the car, which was not going to be controlled, but he looked inside anyway. He opened some boxes and he believed they contained military electronics. The second time it happened, on September 20, he received a telephone call again. A car would arrive, and he was supposed to let it pass. It was a bigger car with at least twice as much cargo, but as far as he could see, the same kind of cargo. Then he went on holiday and when the accident took place, he was not in Stockholm.

Now it was confirmed that military cargo from Russia was smuggled to Stockholm on board passenger ferry M/S Estonia. Orders **from the highest level** made it possible to let the cargo pass without control, secret transport of military supplies.

Anders Hedgren, Swedish Armed Forces: 'The Armed Forces are active in incidents that are mainly secret. This is obvious. The M/S Estonia accident is part of that, by special units and I can't give any comments.' No one argues against Anders Hedgren regarding these secret military transports. But they should be carried out by special units, not by passenger ferries.'

Sören Lindman, at the time military attaché for the Baltic States said: 'There may have been goods in Russia which were brought across the border to Estonia and then furthered to Sweden, maybe under the radar of the authorities.' He concluded that the transport was not organised by the 'normal' intelligence people. It must have been arranged by the top-secret part of the Swedish military intelligence agency. He would have known about the 'every-day' activities, something he did not. It must have been the KSI, "The Office for Special Acquisition". This is the most secret spy organisation in Sweden. This explains the unparalleled secrecy surrounding the transports. Nothing concerning KSI activities was allowed to leak.

Sören Lindman was asked: 'Did you co-operate with them?' **Lindman**: 'I knew they were there.' 'Co-operation or not co-operation?' **Lindman**: 'I'll leave that open.' 'Did you help them with equipment?' **Lindman**: 'I will not answer that question.' 'We're talking about 1994, September 1994.' **Lindman**: 'Yes.' 'Did you or didn't you help them with equipment?' 'I won't answer that question.'

From what we can see of Sören Lindman's conversation, we can conclude that the Swedish Armed Forces did not know about the smuggling from Russia and Estonia on board the M/S Estonia. The Armed Forces did not organise the secret transports. KSI was probably behind the organisation and smuggling of the secret cargo which followed the Estonia to the bottom of the sea. I believe that Sören Lindman knew about what was going on that night in Tallinn before the Estonia departure. Who was the Swede who summoned the military police and made sure the military vehicles could embark the Estonia?

Now we can return to Johan Hirschfeldt's report of January 21, 2005. It is difficult to interpret his documents, one needs to know the entire chain of events to understand what he wrote in connection with the loss of the Estonia. This is an example of what he wrote: 'It has been verified that the Swedish Armed Forces, on two occasions in September 1994, transported military supplies on board the Estonia, September 14 and 20. The cargo contained electronic supplies with no attachment to weapon systems and the cargo did not at all contain any explosives. Further details are classified as well as countries of origin. Only the Minister of Defence was briefed. The information is scarce, always for reasons of secrecy. When it comes to the night of the accident, it is said that nothing can be found which indicates the presence of the Armed Forces. I feel sure about that. But you can see how I have **expressed myself** in the document. Nothing they said to me made me assume they had tried to transport supplies.'

If we assume that the Russians sank the Estonia and shortly thereafter removed classified military cargo, it was no longer on the ship at the night of the loss. What does not exist cannot be transported. There were no traces found that indicated some kind of transport by the Armed Forces, he writes. This is of course self-evident; if there was no cargo, there was no transport. That is what he claims.

He writes about two armed forces: the National Armed Forces (they did not know about the contraband, and he informed the Minister for Defence about it. The other one was the secret Armed Forces with on-board activities which were classified. As far as I understand this organisation was not part of the Armed Forces but a private KSI enterprise. After the failure the private organisation was transferred to the National Armed Forces which, like the government, did not know about the Estonia's secret contraband transports.

Hirschfeldt is very clear. It all took place on September 14 and 20. The supplies consisted of electronic devices without any connection with weapon systems and there were no explosives. The last, third, transport never arrived and the electronic equipment became worthless without a weapon system (nuclear arms, missiles).

He also writes that he cannot remember who gave the order to admit the contraband transport without control. Besides, the entire background material is missing. He had burnt the secret cargo documents, which are not included in the report. It is a private /KSI top secret activity and has nothing to do with the National Armed Forces. See how he expresses himself in the document...

For one thing: the Armed Forces have their own orders and transports according to law and rules, even if these are secret. The Armed Forces abide by current laws and rules and do not use passenger ferries and other civilian means of transport to carry their military cargo. And absolutely not from Russia.

It is obvious that the Estonia catastrophe took place beyond laws and rules. The whole concept was not well planned, stupid and criminal. This was not a job carried out by professionals from the very start to the end. That is why the passenger ferry the Estonia was used as a means of transport of military cargo. The question is: Who is in charge of KSI? I am sure it is the King himself; he is the Head of State. He can commit any crime, he can do whatever he likes, he is excluded from the code of laws. He has power but not knowledge. If the king commits a crime which is revealed, it will be covered up and transferred to concerned politicians and authorities, one example is the murder of Olof Palme. It has been revealed that several so-called KSI bosses have been killed or committed suicide. The Estonia catastrophe is a typical royal, private, secret activity which disregards laws and regulations. It is also totally inhumane. 800 innocent people were unnecessarily killed because of the King's secret criminal activities. The location where Estonia went down is a crime scene.

The most important issue is the cause of the weapon smuggling that failed. Why was it needed? What did the King want to do with it? As I have mentioned before, the history of the world is a straight line from beginning to end. If we know about this straight line, or some parts of it, we should be able to find the cause behind the royal weapon contraband on board the Estonia. If we look back to the King's past and if we analyse his activities then, we can compare past and present times.

We find his past in ancient Akkad and Assyria. He was called **Sargon of Akkad** and founded the Akkadian Empire. His name Sargon means 'the King is legitimate'. He did not know his biological father and became a king via a bloody coup. He called himself 'God of the Universe' and ruled for 56 years. We do not know very much about **Sargon 1**, but his bloody royal war activities resembled those of his father's. Sargon of Akkad. We know nothing about his parents, he, too, probably grabbed power via a bloody coup. He ruled during 40 years. Both Sargon of Akkad and Sargon 1 fought Babylonia and the deity Marduk. Next on the list is Sargon II. We can briefly state that he was against Israelites and Jews. He destroyed the Kingdom of Israel and removed its ten tribes as prisoners. But the Kingdom of Judah opposed him until Nebuchadnezzar II arrived. He defeated the Kingdom of Judah and removed the Jews. His descendant Belshazzar (a reincarnation of Sargon II) destroyed Jerusalem. Then Israel disappeared (the Kingdom of Judah and Israel). Sargon's goal was to defeat both Jews and Israelites. King Carl Gustaf XVI is reincarnation of, among others, Sargon of Akkad, Sargon 1, Sargon II, Belshazzar, and Herod Antipas. In other words: King Carl Gustaf XVI = Sargon. As far as I understand, the Nordic countries, Scandinavia, is a reincarnation of ancient AKKAD, but a modern version. The Swedish king is very powerful in Sweden, but he can also influence the Nordic countries, one example is the Estonia accident. So, the weapons smuggled on board the M/S Estonia, were, as far as I understand, not to be used against Russia.
See pp 15 – 60 above.

The King's dark plan concerns Israel as a Jewish state in Palestine. Note that this is my personal understanding according to strong leads concerning Sargon. The King's darkest plan is to annihilate Israel as a Jewish state in Palestine. The contraband on board the Estonia were directed at Israel. Someone has suggested a two-state solution with Palestine and Israel as a Jewish state with Jerusalem as its capital. It is is a both new and old story and, above all, a utopia. When the two-state solution with Jerusalem as a capital is discussed, there is often fuss and misunderstandings. It has happened that Palestinians have launched missiles into Israel in order to destroy and kill. The King's dark plan, probably together with KSI, was to send missiles and nuclear arms to Palestine and allow the Palestinians to drop them across Israel. The Palestinians would not know that the missiles were equipped with nuclear arms but with conventional weapons with a new type of explosives. If that was the case, the entire Palestine would disappear, and nobody would imagine that the King of Sweden in secrecy worked behind the nuclear missiles. If I remember correctly, we discussed nuclear arms in Sweden in the 1990s. Issues: Does Sweden possess nuclear weapons? If not, can we get them or can we secretly make them?

Anyone reading the lines above will ask for more evidence or leads. There are more, see below.



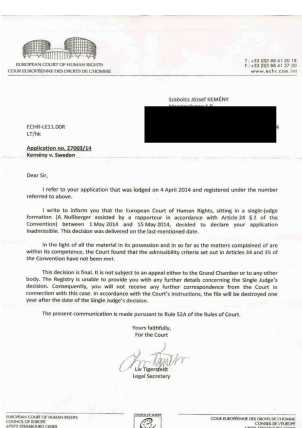
Colorado, 1995. After many years of delay, the airport in Denver was completed. It is the largest airport in the US and number three in the world. Above ground the area is 85 square kilometres, twice the size of Manhattan. Some people believe there is a subterranean city stretching deep down. Others believe there is an underground military base, starting point for the New World Order.



The cornerstone of the airport was laid by masons. It looks like a control panel for the New World Order and contains Braille. It even says: **‘The Airport Commission of the New World.**
 The set square and the compasses are included, we know that the masons were involved. Date: **19 March 1994. – 19 March coincides with Carpenter Joseph’s nameday** (The Tax Agency’s letter asking for information was also dated March 19, 2018). More info at



Is there really a secret city below the airport? If so, will the New World Order be introduced from there?
 Maybe the writing is on the wall? A mural depicts a soldier wearing a gas mask who pierces a dove. A long line with dying woken are below. It is awful. The Corona virus pandemic.
 There are scenes with depravity, war, children’s bodies, fleeing people, pest, death, Nazism, racism, dictatorship...A future new world order, the start of World War III.
 Du the masons believe in a predetermined apocalyptic event? Some people believe the answer is ‘yes’. Is that what the Founding Fathers prepared themselves for? Some people believe the answer is ‘yes’. See also
 This is the New World Order which will be run from the US, dated March 19 by, among others, the masons. The King is a mason, he is Grand Master and makes all important decisions, even in the secret group.
 Let’s return to Sweden, to 2014.



On **May 22, 2014** the European Court of Human Rights dismissed my application regarding crime against humanity. On **October 3, 2014**, there was a cabinet meeting at the Royal Castle, en new government was installed and the King showed the Coat of Arms of the Masonic Order to the whole world. On **October 30, 2014**, Sweden recognized Palestine as a new nation and Israel ended diplomatic relations with Sweden. On **October 18, 2021**, a visit to Israel and Palestine by the Swedish Foreign Secretary was announced. Agenda: a two-state solution with Jerusalem as the capital of Palestine



The question is: Why is it important for the King to have good relations with Israel again? Why does he interfere in Israel's and Palestine's domestic issues? Why is it so important for the King to, again, suggest a two-state solution with Jerusalem as the capital of Palestine? Why right now? Now the whole world is tormented by a pandemic in the new world order and natural catastrophes are common around the world. On **March 1, 2021**, the King arranged a memorial service concerning the Corona virus. He was the only one in the whole world who wanted this service. He referred to David and his Hymn 139. As far as I understand, he raised above David and declared to be God, even before David. The actual memorial service had nothing to do with the Corona virus. We are now right at the centre of the New World Order, the pandemic, for at least seven years and natural catastrophes plague the world. Now the King, assisted by Sweden, wants to establish a two-state solution in Palestine. The question is whether the King has secret nuclear weapons and missiles. Disputes and fuss about this solution for Israel and Palestine with Jerusalem as the capital would be a perfect signal for him to strike at a suitable opportunity and accomplish his dark thoughts of eradicating Jews, Israelites, and, of course, Palestinians as well. In the city of Malmö, the number of Jews has decreased from 5,000 to 500 after 2014. Most of them have moved to Israel and the US, a few to Stockholm. Now Jews and others must be careful.

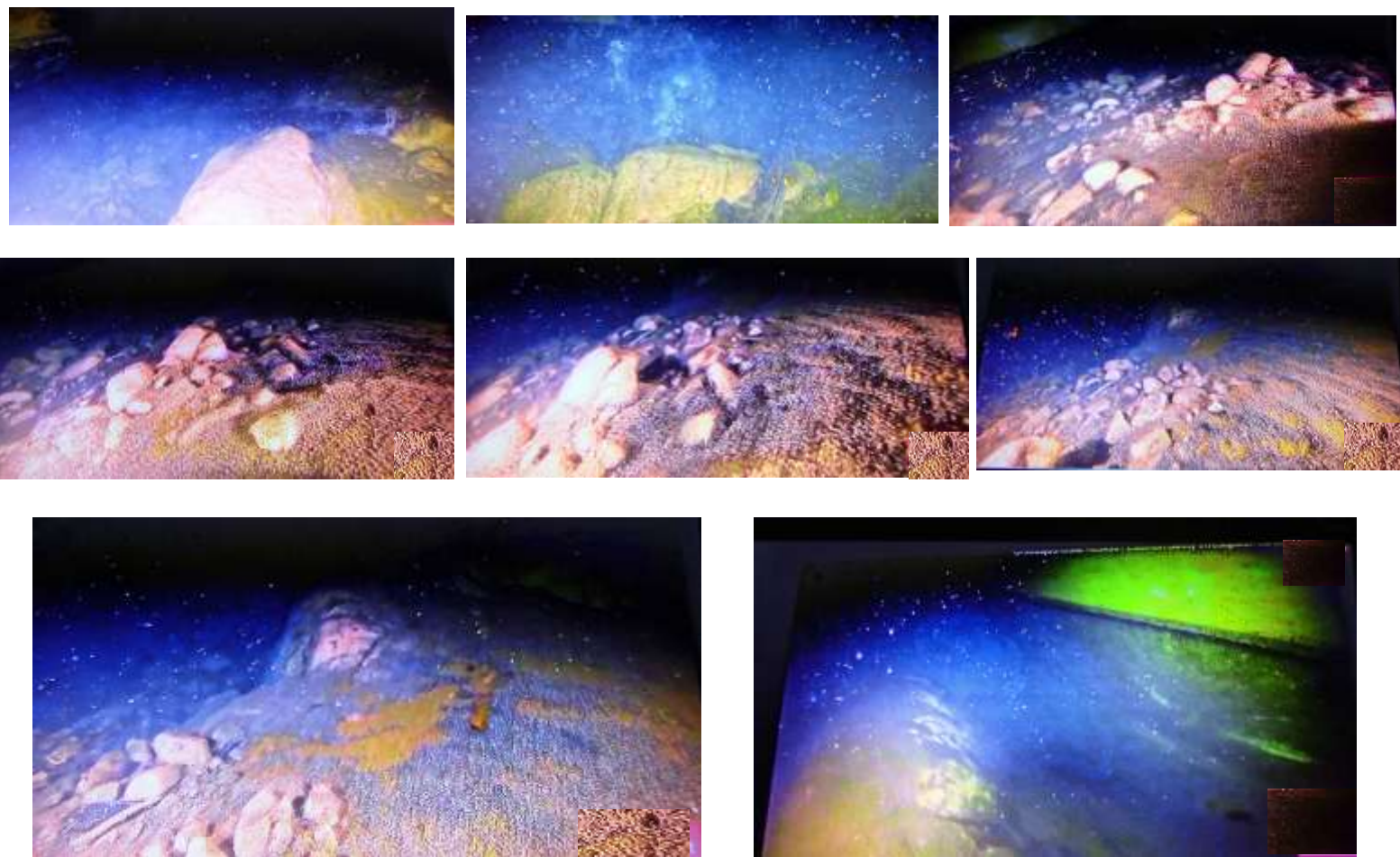
Let's return to the Estonia catastrophe. We must now keep apart the King's dark, criminal private activities and the defence of the nation. As long as we are a monarchy, Estonia will not obtain redress. The team involved in the Estonia project, including survivors, have produced the largest and most important document containing professional evidence: experts, professors, journalists such as Stephen Davis, Henrik Evertsson, survivor Carl Eric Reintamm who saw the submarine hit the Estonia. Add to these Sara Hedrenius and Kadir Kaymaz who watched the military vehicles embarking the car deck. These eyewitnesses constitute the basics of the document. Here is watertight evidence, evidence which is reliable and not fake lies. The only word we cannot find is 'nuclear weapon'. These people, all of those who have joined the Estonia are fighting the King, the Prince of Darkness, Carl Gustaf XVI. He is evidently in love with performing where there is light, as if he is the Bringer of Light who replaces the human being. To him, darkness means light and light means darkness. I think he is the original Satan. Today he is called 'Little Satan' in the totally secret world.

In 1994 I went to Hungary twice, to my birthplace Baja. In the summer to meet with my schoolmates to celebrate the 30th anniversary of secondary school (1957 – 1964) and in the autumn at the end of September. On the way back I was joined by my mother's colleague (in the 60s and 80s at a State-owned company, similar to Vattenfall/Swedish Maritime Administration). His name was Toni, a civil engineer. He was accompanied by his son who had studied diplomacy at university. On September 28 we were approaching Stockholm, we travelled in a special rebuilt tourist coach (Scania). We were listening to the radio and heard that the passenger ferry the Estonia had sunk. At the time Tony worked in tourism together with his wife. I noticed that Toni's face changed. I did not know much about the Estonia, only that it functioned as a shuttle between Tallinn and Stockholm. 'The Estonia', he said in a low voice. 'Impossible. The Estonia was my favourite.' It turned out that he knew a lot more about the Estonia than I did. I kept quiet and let him talk. He could not understand how the bow visor could come loose. They spent a week with us, I arranged a voyage for Toni's son with Viking Line to Helsinki, Toni could also borrow our car. They both wanted to come as close as possible to the Estonia. Helsinki in Finland was his best option.



In Tallinn, on 16 November 2021, the Swedish and Estonian commissions of inquiry the latest information on the loss of the Estonia. The bedrock can explain the damage. Damage to the hull did not cause the catastrophe, according to authorities.

Pictures from the Estonian Commission of Inquiry, OJK.



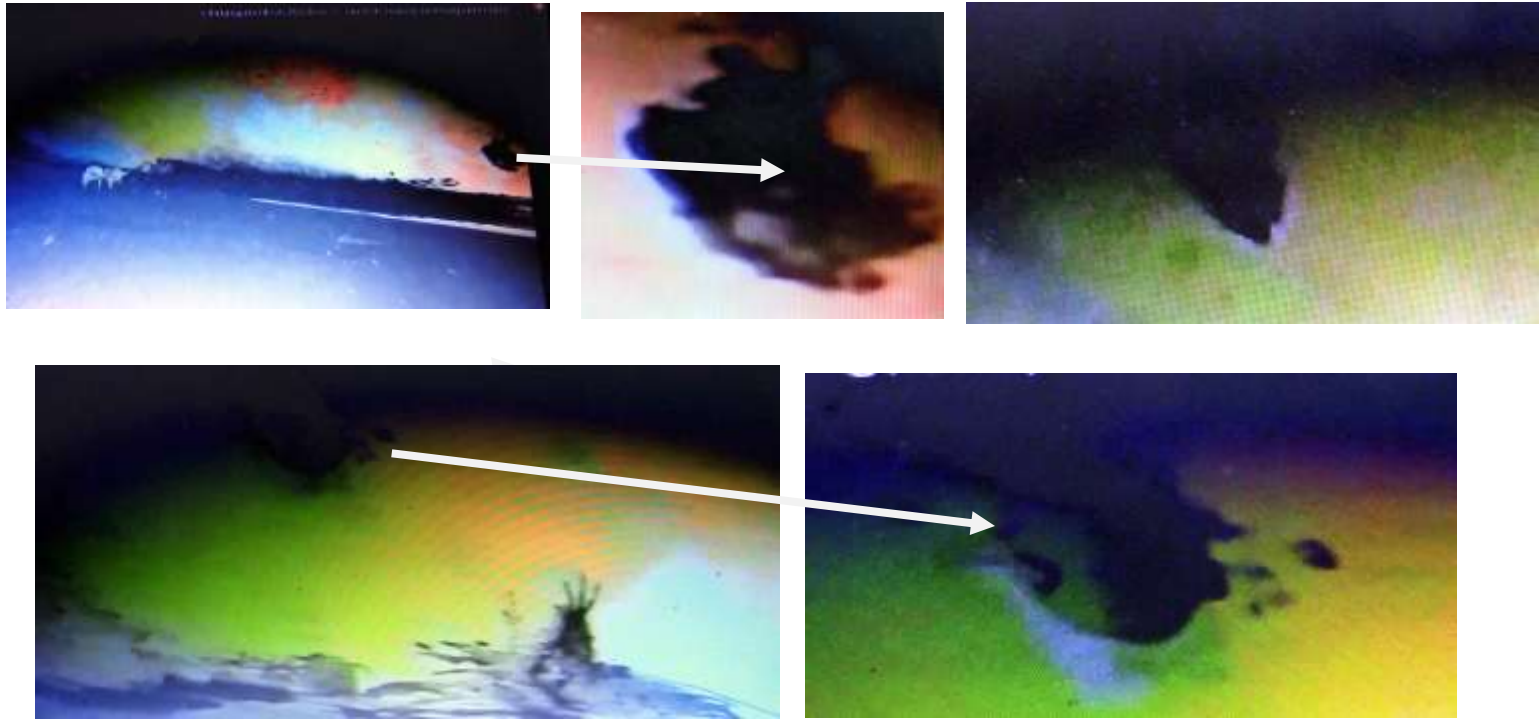
The hull of the Estonia is partly leaning against a firm seabed where the bedrock seems to be protruding in several places. According to the commission this might indicate that the damage to the hull and the holes ensued from the moment the ship hit the bottom. This was noted on the commission's press conferences in Sweden and Estonia. There will be more diving.



The Swedish Maritime Administration/Henrik Evertsson: 'They go very deep down to the seabed, there is no sign of rocks there. Anyway, there is nothing about that in the documentation. This looks like clay, it is Baltic Sea clay. Here we have... Yes, these are rocks. The cord is now 40 metres from the stern. Yes, these must be refilling rocks. In 1996 10,000 metric tons of gravel and rocks were dumped around the wreck, see pictures above. There is no solid seabed around the ship. The Estonia went down stern first and then laid softly down and air was released from the bow.'



Estonia, Tallinn. Commissions of inquiry : 'The deformation is shaped like the rock formation on the starboard side. At first it is up to the Commission to establish the location of the bedrock next to the Estonia.'



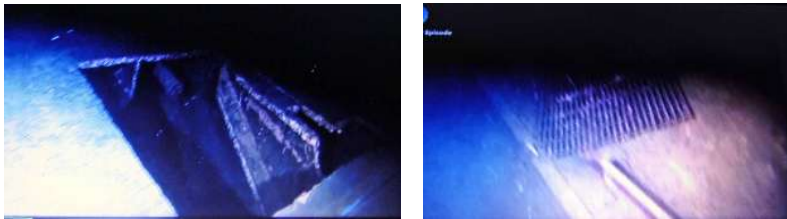
The Commissions of Inquiry still claim that the bow visor caused the catastrophe that dark night.

The damage is now estimated to be 22x4 metres, except for two large holes made by the Rockwater divers in **1994**.

1996: German experts discovered that two or three explosions had penetrated the hull.

When the Estonia went down, there were no traces of explosions on the hull. The holes must have been made between 1994 and 1996, after the loss.

If we analyse this situation, we find the answer to why the Rockwater divers made holes in the hull when there were already two or three holes shortly after the accident. Had there been holes in the hull, as is claimed by the investigators, the Rockwater divers would never have made more, they could have used already existing holes. This means that the holes in the hull were opened at some time after 1994 but before 1996. The question is why. Who carried out the hull explosions?



Hole made by Rockwater divers in 1994.

It is evident that the investigators appointed by the governments continue to cover up the Estonia catastrophe. We often say that anyone who covers up an incident is guilty. In this case it would be the King's order: 'Go on with the cover-up of this terrible loss.' This demonstrates how powerful the King is, even Estonia bows down to him. It was probably the King who ordered the opening of new holes in the hull in order to hide the on-board smuggling from Estonia and Russia and find new lies. That is typical of the King.

The wreck's location in the Baltic Sea is not a burial site, but a crime scene, that is how I see it. It is disgraceful to leave behind hundreds of deceased human beings at a crime scene, renamed a place of peace and rest. The authorities had plans to cover the whole wreck in concrete. They probably did not know that nuclear weapons had already been removed from the Estonia. This idea, to cover a passenger ferry in concrete in order to hide the world's most secret nuclear weapons, was a terrible mistake. As I have already mentioned, the Estonia case has nothing to do with national defence.



Picture A

Gilgamesh

This is further evidence of the human knowledge and stamina shown by the survivors and their families so far. Add to this further actions from, among others, journalists and experts who put an end to the cover-up and lies about the loss of the Estonia. I am behind you all the way, heart and knowledge, you are the human reinforcement. The day when Monarchy is done away with in Sweden, your redress will immediately come to you.

When I started to round off this topic 'Conquering Space 18, extra', the Holocaust Conference in Malmö took place almost simultaneously. The Advisory Council of Foreign Affairs announced that the Foreign Secretary would visit Israel and Palestine. A five-part documentary about the Estonia catastrophe was broadcast on Discovery Channel. Everything happened at almost the same time. I was then assigned to finish Estonia in my way. **Picture A** depicts Gilgamesh, Sumer/Mesopotamia, who has the Serpent in his right hand, in his left we see the Lion Marduk. In **Picture B** we see Sargon II, Assyria. He, too, has the Serpent in his right hand and the Lion Judah/David in his left. Remarkable, is it not?



Picture B

Sargon II

Change of Government Council at the Royal Castle 30/11/2021



In the Parliament on 30 November 2021, the new Prime Minister delivered his Statement of Government Policy. This time, foreign policy was the main item, such as the two-state solution concerning Palestine and Israel, which had to be dealt with.



New Government and new Prime Minister with the King at the castle, Change of Government Council.



It was a very brief council. The King did not say much and allowed the Speaker to speak instead.



He could hardly express himself; his behaviour was not normal, he was aggressive, and the photos tell us he was far away, not present at all. When the Speaker had finished, he interrupted the broadcast after around five minutes. The old trick with the V-sign and the emblem of the Masonic Order is gone. In 2014 the King was very sure he was right, but not this time. Today, 2021, he is changed. Now he uses the new trick, lifts his right hand, greets the people and terminates the council. He continues his activities behind closed doors. That is democracy, royal democracy.



Outside the castle journalists and the public are waiting for the end of the council. It is not open to the public, it takes place behind locked doors, which I believe is wrong. Which was the secret behind what the King conveyed to the new government, the secret which was covered up? The mystery-mongering surrounding the King continues.

After the mystery-mongering the new government traditionally came together at Lejonbacken outside the castle. The government could now start working, perhaps according to the King's directions. In the Statement of Government Policy, the words 'turn over every stone' often appears. How do you find a stone in the dark? If the stones are black, heavy, secret, as for example the Palme murder and the Estonia, you just forget about them. The question is: How many similar stones are still there, undiscovered?

The Statement lets us know that the government continues to exert an influence on Jews in Israel concerning the two-state solution with Palestine. I understand that the King wants to carry through his dark plan which would also affect Palestine.



Sargon of Akkad
Around BC 2334 – 2279
Called himself God of the
Universe



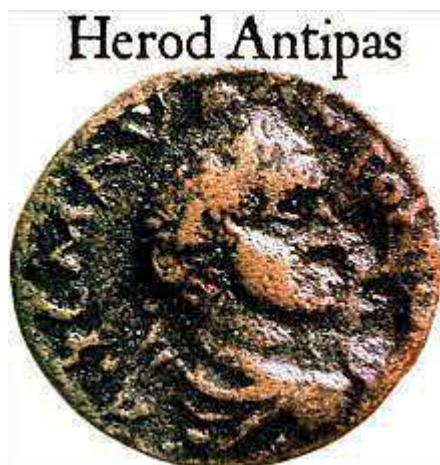
Sargon I
Around BC 1920 - 1881
Called himself God of Akkad



Sargon II BC 722 - 705
Called himself Supreme
God



Belshazzar BC 552 - 541,
Bel-šar-usur
World Ruler, God

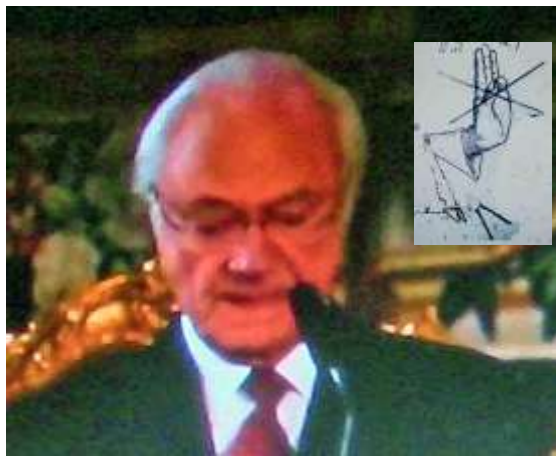


Herod Antipas, BC 4 – AD 39
BC 22 – AD 39
Tetrarch of Galilee,
Pereen.
Also called himself God



Carl XVI Gustaf, 1973 -
King of Sweden
Head of State
Called himself God in 2021

The pictures above depict one and the same monarch as an oppressor, mass murderer of different eras, different names but one individual. What the six monarchs have in common is that they are one and the same person. He thrives in the secret, dark world and is called Prince of Darkness. Darkness means light for him and light means darkness. He fights other gods, among them Israel's God, God Jehovah, the Bull God and Man. He places himself at the centre of events. He seems to be racist, Nazi and he hates Jews. **His mother and her family were members of the NSDAP, they were close friends of G Hitler, hatred of the Jews was in his blood.** He has power, but no knowledge. Laws and regulations do not apply. He has no royal anchorage, in the beginning the Bernadottes were a normal family. He also has problems with his fatherhood, just as in the past. But he is still here to work for the New World Order, the pandemic, which he knows well. The King, being Prince of Darkness, is a shame for the European monarchy, a shame for Sweden as a nation, a shame for humanity and a shame for Man. When the Swedish monarchy is abolished, republic will be installed, and it is up to us to start from the beginning. He will not enter the Kingdom of Heaven to the new human world. He will join annihilation as a beast. See above page 24: **Isaiah14: 5 - 20 Fall of the King of Babylon.**



Carl Gustaf XVI
For Sweden – With the Times



Gustaf Adolf VI
Duty Before All



Carl Gustaf XVI
For Sweden – With the Times

Crown Prince Gustaf Adolf VI, at the centre. The first photo of him was taken at his son's, Prince Adolf's wedding in Coburg, Nazi Germany in 1932. The King's face reveals that the Crown Prince is very worried, what is he thinking about? He is also worried at his daughter's, Princess Desirée's wedding in 1962. We can see that his thoughts are far away from the wedding. His son was killed in a plane crash in 1947. The Jewish little boy, Worldly Messiah, was born in Linköping in 1958. It seems as if he saw today's situation, created by, among others, his grandson. The King, too, looks worried. See pp 39 and 40 above.



M/S Estonia has a history. The ship was once called Viking Sally and on June 5 1980, she operated the route Stockholm – Mariehamn and Åbo. This ended in 1991. In **Conquering Space, Extra**, page 40, I mentioned that I at the time had a Finnish friend from Åbo, where her family lived. For the first time, in 1985, I went with her to Åbo to visit her family. I got along very well with her brother, who had his own business in Åbo. I accompanied her to Åbo several times in the 1980s. In 1988 I travelled alone to Åbo on the Viking Sally and stayed at a nice hotel which I liked. On the voyage back I met a woman. She worked for a company as financial manager and head of marketing. She visited her family in Stockholm now and then.

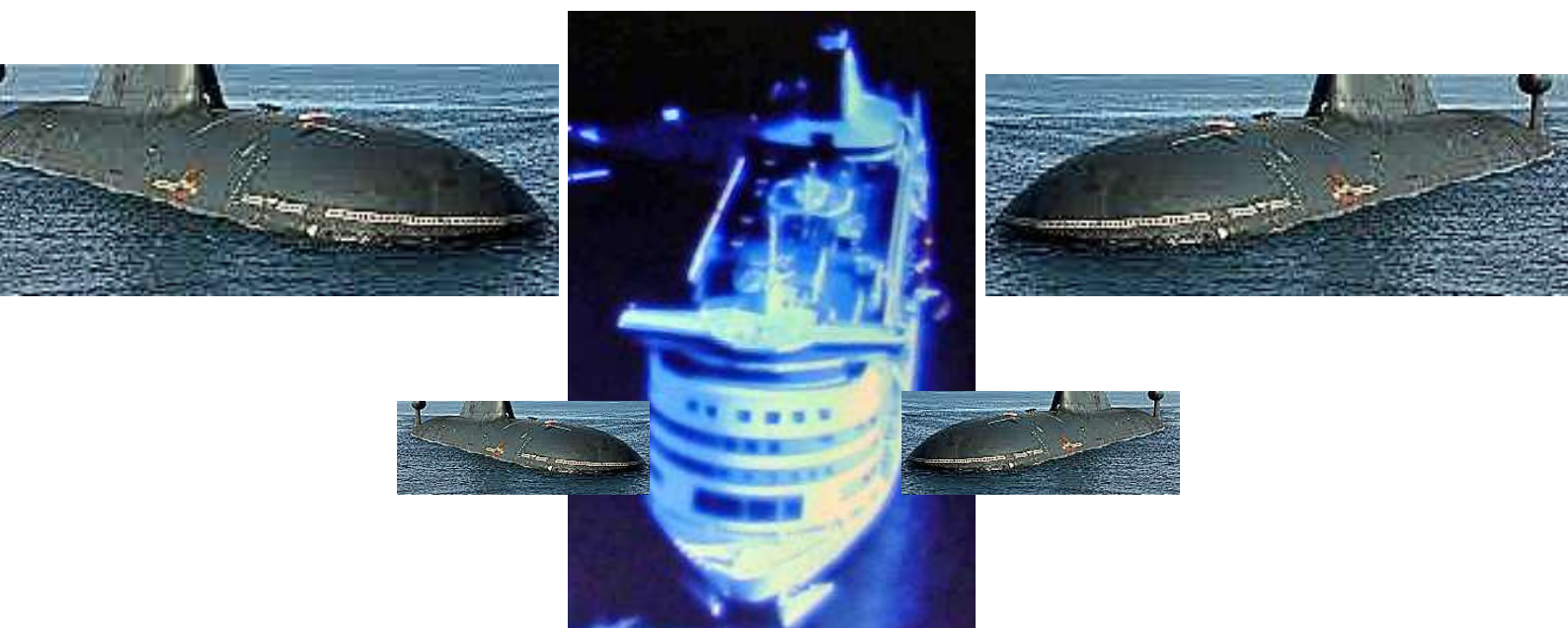


We introduced ourselves. I mentioned my graduation in 1970, that I had a high-school diploma as an engineer and worked at Ahlsell VVS AB at Hammarbyhamnen in Stockholm. I spent my free time building a motor-development company, Aries Motor Co, a family business where my father worked with producing a prototype a new patented kind of motor, 'Expansion Turbine Motor', ETM, fuelled by distilled water, a silent motor. My assignments in the company concerned finance and marketing. I told her about how I built the company from zero with no mortgages and other loans. My salary at Ahlsell was OK, I invested the money in workshop machinery and enjoyed good relations with some companies which sold that kind of equipment. She liked what I said and became interested in our project. We agreed to meet in Åbo, at the small hotel where I was staying. It turned out that way, we met at my favourite hotel. I brought material from Stockholm; she could see what the new motor looked like. Eventually, I invited her to my home in Stockholm, where I, my father and my sister lived. She could see the workshop and some prototypes and could talk to my father about the motor.

We met regularly, almost every month at the same hotel in Åbo until 1991. We created an extensive marketing project, sometimes together with my father's friend, a man from Småland, Ivar Gustafsson. His main function was to finance the project. More info at **Science, Autobiography**, pp 6 - 7. Simultaneously, I developed another business, a business development company, Aries Business Development Co, directed at new business ideas and marketing. We used this company to enhance the marketing ideas surrounding the ETM. It was in 1991, the year when my good father passed away and with him the ETM project.

In 1991, Viking Sally's route between Stockholm, Mariehamn and Åbo was terminated and the ship got a new route: Vasa – Umeå - Sundsvall. It got a new name, Vasa King. In 1992 the ship was needed between Stockholm and Tallinn. A Swedish-Estonian bought the ferry for SEK 320 million and activities were transferred to Tallinn in Estonia on January 15, 1993. It got another name, M/S Estonia, Estline. The flag was changed from Finnish to Estonian.

When the Estonia went down, I did not know it had previously carried out shuttle tours between Stockholm, Mariehamn and Åbo, and that I had travelled on board multiple times. After some time, when I met with my friend, she told me she had heard that the Estonia carried out ferry voyages between Stockholm and Åbo in the 80s, and that we had been onboard. 'I'll be damned', I answered.

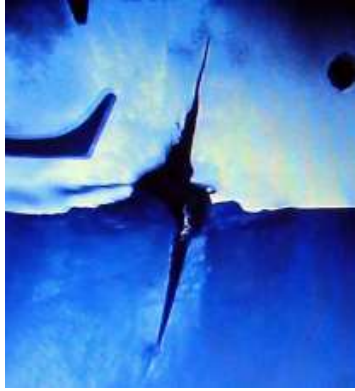


Conclusions:

More info: The book about King Carl Gustaf XVI, *The Reluctant Monarch*, was published in 2011. On 15 December 2021, in a radio interview, the author of the book tells the readers about how he was pursued and threatened by the King's criminal gang. At first the King wanted to stop the publication, but he did not succeed. Then the King's gang attacked all those who had worked with the book, especially the authors. The threats were real, criminal threats directed at journalists and writers, further proof that the King is the Prince of Darkness. In Sweden, too, journalists are threatened. The authors and those involved in the publication did a human and important job, a real journalistic job. Now we understand why the book has not received much praise in media. The question remains: How many people in this country are exposed to the King's terror?

More info at **Industry, Man, God and Science**, pp 11 - 21.

100 % Proof of the Loss of M/S Estonia



Estonia's bow door



In early December 2021, the Scottish and Danish merchant vessels collided. The Danish vessel turned upside down in the water.



The Scottish vessel was fairly undamaged after the collision, the Danish one met with unfortunate. This was a real collision, the Scottish vessel hit the Danish one.

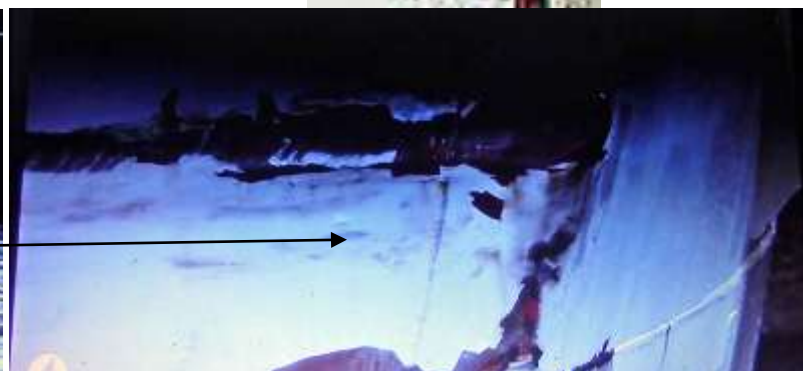


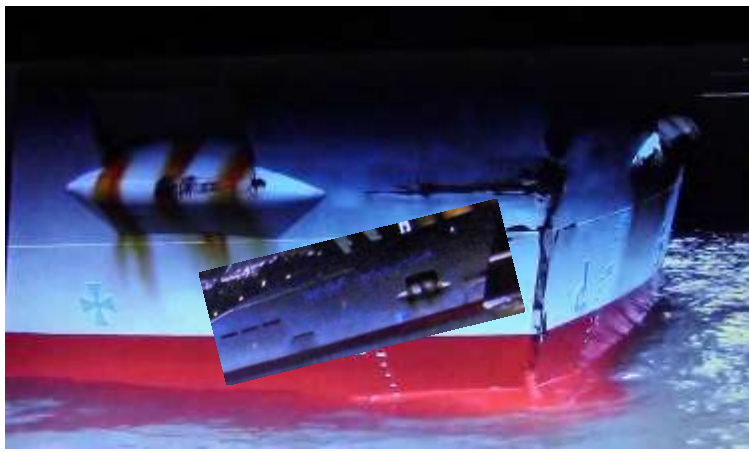
The damage is visible on the bow door of the Danish ship.

A similar damage pattern on the bow door of the Estonia.

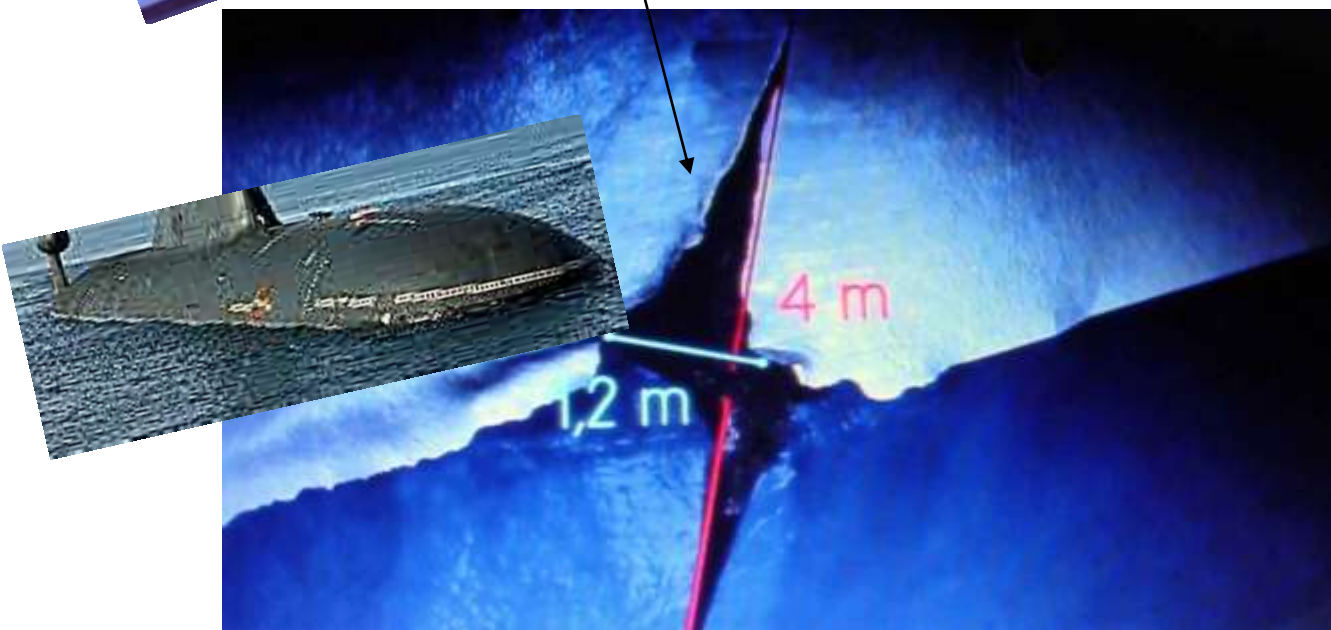
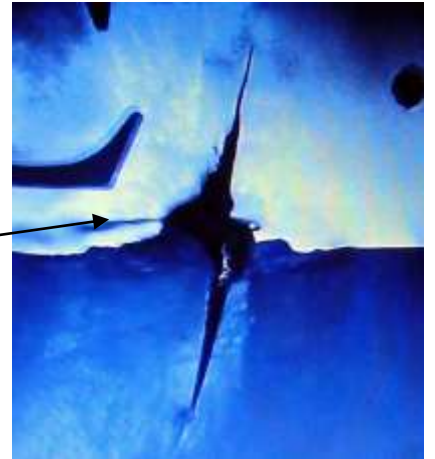
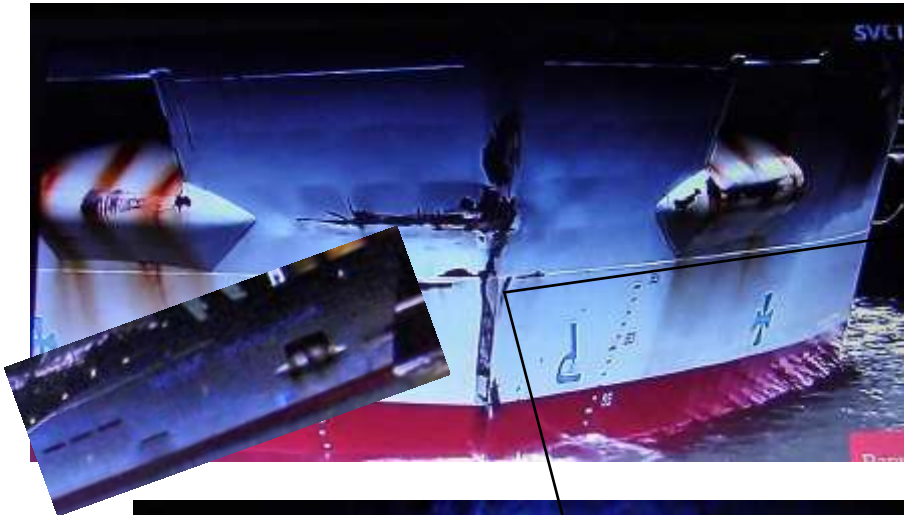


A similar damage pattern on the bow door of the Estonia. The Danish vessel constitutes further proof that the Estonia was hit by two Russian submarines.

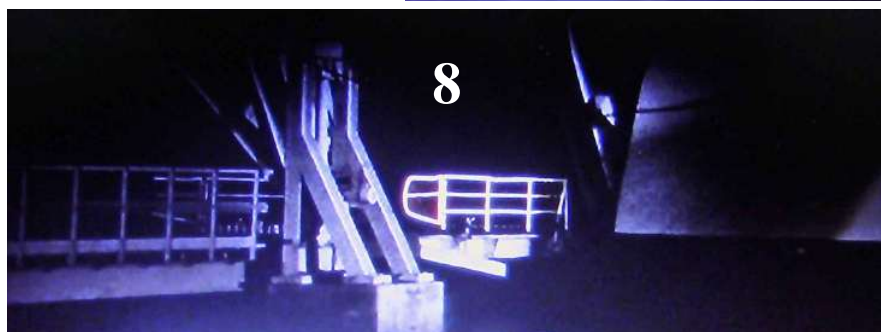




A similar damage pattern on the bow door of the Estonia, the pictures confirm this. Both scenarios confirm that one ship hit the other one, the Danish and the Estonia vessels. The Estonian vessel was hit by a submarine.



The pictures also tell us that the left side of the hull on the Estonia has similar damage patterns from a collision, in this case a 1,000-ton submarine which sunk the Estonia. There should be similar damage on the opposite side of the Estonia.



In order to enter cargo deck, the locks and hinges of the bow door were damaged by a submarine which gently collided with the bow door. It came loose, see **pictures 1 – 4**. Then the railings of the boarding ramp were sawed off, see **pictures 5 – 8**. We can see the damage on the bow door. Assisted by divers, the Russians had ample time to remove its secret cargo (nuclear arms and missiles) from **car deck**, transport the items to one or two submarines the same night and then leave the Estonia on the seabed. The army vehicles were left on cargo deck. On October 4, 1994, during the first diving operation, the bow door was found close to the Estonia. The railings of the boarding ramp were sawed off, no car-deck obstacles existed. In order to hide reality, the bow door was salvaged in 1994. It was claimed that it had been damaged by bad weather and the pressure of hard waves which caused the loss of the bow door and made the Estonia sink. The collision between the Scottish and Danish merchant vessels caused similar damage. The Estonia catastrophe had nothing to do with bad weather and hard winds. It proves that the Estonia was sunk by Russian submarines.

One important issue remains. Why did the then Swedish Accident Investigation Board refer to a fact that the locks of the bow door were damaged by hard wind and waves and that the actual bow door came loose and caused the catastrophe? There must be a reason for this. Something must have happened before 1994.

M/S Diana II, Estonia's Sister Ship

An analysis of passenger liner Diana II.



M/S Diana II, built in 1978 – 79 in Germany by Jos. L. Meyer GmbH, almost simultaneously with M/S Estonia 1979 – 80. In 1993 Diana II sailed for the TR-Line between Rostock and Trelleborg,



On a stormy night in January 1993, when Diana II sailed for the TR-Line between Rostock and Trelleborg, the bow door locks were damaged by the rough sea, there was also a water leak on car deck. But there was no catastrophe thanks to the fact that the ship had time to enter the harbour before the damage became too extensive. But the vessel needed repairs before returning to Rostock.



The pictures tell us that the bow doors and the lock system evidently had been damaged during very rough weather. We can see that the ferry is being repaired and that water leaks from, for example, the car deck. We clearly see that the bow door is still there despite rough winds and powerful, 5 – 6-metre waves which continuously hit the bow door during the voyage. We can also see that the rough weather did not cause any damage on the bow door. There was no catastrophe.

The Estonia. The Baltic Sea was in uproar the night when M/S Estonia sank (significant wave height 4 – 6 metres, top observation 12 metres). JAIC claimed that the Estonia bow door came loose because of the weather and connected the loss of the Estonia to Diana II's earlier voyages off Trelleborg. The Commission did not mention Diana II's name. But the main problem facing the Commission is still the fact that the bow door damage was not caused by the rough weather, the weather did not cause the collision damage on the Estonia's bow door. This is further proof that the Swedish Armed Forces were not involved in the contraband activities. It was the King's private, illegal business. It is time to draw a line between the King's private business and Government business and abolish the Swedish monarchy.

After the accident and the report from the Commission, there was a turmoil of various explanations. One was the smuggling of uranium from Russia via Estonia, the reason why the Russians blew up the ferry. **Uranium** is a radioactive element, not to be transported on a passenger ferry. The Swedish bedrock is rich in Uranium, there is no reason to smuggle it here. But Uranium is also used in nuclear arms, This means that these weapons were covered by top-secret protection, so secret that not even the Armed Forces knew about it.



M/S Diana II sailed for Viking Line 1979 – 1980 between Åbo-Mariehamn-Stockholm and in 1980 – 87 between Kappelskär-Mariehamn-Nådendal.



M/S Mare Baltikum 1994 - 1996. Engaged by Estline between Tallinn and Stockholm.

M/S Meloodia. 1996 - 2007. Engaged by Tallink between Helsinki and Tallinn.

M/S Bluefort. In 2015 it was acquired by the Canadian company Bridgeman Services Group LP and in 2021 it arrived at Alang, India awaiting scrapping.

The passenger ferries and sisters M/S Estonia and M/S Bluefort. One of them ended up on the seabed, the other one on the shore for scrapping.

M/S Scandinavian Star is a Mystery, 1990

A passengers consumed by flames in 1990. 159 passengers died.



Fire-ravaged Scandinavian Star, built in 1971 by Dubigeon-Normandie SA I Nantes, France, named M/S Massalia. The original owner was at the time Nouvelle Compagnie de Paquebots (Paquet).



Stena Line



M/S Massalia was bought in 1983 by Stena Cargo Line Ltd, Nassau, and was in January 1984 renamed M/S Stena Baltica. She was reconstructed in Florida. In November 1984 she was renamed again, this time to M/S Island Fiesta. A month later it was time for name #3: **M/S Scandinavian Star** and she was chartered to till Scandinavian World Cruises.

VR Group

Vognmandsruten
A/S

Danish
Investment Fund

SeaEscape Ltd,
Nassau, Bahamas

Assuranceforeningen
Skuld
(Insurances)



Henrik Johansen,
Shipowner and the
owner of the VR
group.



Ole B. Hansen,
CEO, shipping
company



Nils Erik Lund,
Founded
SeaEscape Ltd,
Nassau, Bahamas



Hugo Larsen,
Captain,
Scandinavian
Star



**Heinz
Steinhauser**
Engine man
and chief
engineer f
Scandinavian
Star



Erik Mørk Andersen
Truck driver, aged 37.
1,7 percentage of alcohol in the blood, died early
of asphyxiation. It seems as if he partied, drank
alcohol, and died in the arson. He could not have
started the fire. He was singled out in the first
investigation in 1990 as the starter of the arson.





Brief summary of the activities of the VR Group/Vognmandsruten according to certain sources and documents:

Around 1985 Ole B Hansen and Henrik Johansen began their shipping business. They were behind Vognmandsruten, a ferry connection across Öresund. Ole B Hansen was the CEO, Henrik Johansen, who had earned his money on housing speculation, was the main investor and owner.

He owned Vognmandsruten via his company the VR Group. As always, when it comes to his businesses, the overall picture was hard to grasp. The VR Group consisted of various smaller companies which were all owned by members of the Johansen family. On March 1, 1990, Johansen sold Vognmandsruten to a Danish investment fund for SEK 369 million. During the months before the sale, Johansen, via the VR Group, had initiated purchase negotiations with an American company created by the Dane Nils-Erik Lund- The company's name was SeaEscape and it resided in Florida despite the fact it was registered in the Bahamas. The negotiations concerned the cruise ship Scandinavian Star.

SeaEscape, a business created by the Dane Nils-Erik Lund, who was also its CEO during a short period of time. This had ended in 1990 when he was also working as an external shipbroker when it came to buying and selling vessels. It was Lund who arranged the sale of Scandinavian Star to the VR Group.

The first sales agreement was finished on 1 January 1990. It said that the VR Group was to pay 21.7 million American dollars at the planned take-over towards the end of March. Additionally, the VR Group was to pay a deposition of 2.5 dollars by February 16. When Henrik Johansen's money, after the last date of payment, had come to nothing, the last day of payment was extended by one week. Still no money. Towards the end March and the very final day of payment, there was money from SeaEscape. Surprisingly, SeaEscape agreed to transfer the ship to Henrik Johansen and the VR Group. In the agreement, signed on March 30, SeaEscape wished to be the ship's registered owners since no money had been transferred. Possible insurance money, in the case the ship was damaged, was to be paid to SeaEscape.

The agreement also contained a new date for payment, April 6. If the day of payment was not met, Scandinavian Star would be returned to SeaEscape.

On April 1, Scandinavian Star started its first voyage from Frederikshavn to Oslo. Six days later, Johansen again disregarded the agreement and avoided payment. He was allowed three more days. While Henrik Johansen handled purchase negotiations, Ole B Hansen, as CEO, went to Florida to inspect the ship. He also organised an agreement with SeaEscape which would allow some present members of the crew to remain onboard. One of them was the operative chief engineer **Heinz Steinhauser**, who was told to make a list of future crew members.

Around March 15, before Scandinavian Star had been formally transferred to the VR Group, it sailed towards Cuxhaven in Germany to be renovated and rebuilt before being used on the Denmark-Norway route. According to several members of the crew the ship was far from ready for this kind of planned voyage. Many cabins had not been used for a long time and needed repair. It was impossible to have time to get the ship ready within the time frame established by Ole B Hansen and Henrik Johansen.

On March 30, the date when SeaEscape signed an agreement to transfer Scandinavian Star to the VR Group based on the above demands, SeaEscape bought the ship from the Swedish shipping company Stena Line. We do not know how SeaEscape managed to sign multiple contracts of sale regarding ships they formally did not own. From 1984 to March 30, 1990, Stena Line had let the ship to SeaEscape. They had a contract stating that they could buy the ship for a price which would allow for deduction of earlier paid rents.

It cost \$ 10.3 million to buy the ship from Stena Line, SeaEscape needed to pay only half of that sum. The same day they signed an agreement regarding the transfer of the ship to the VR Group, but the price was much more than double the amount demanded by Stena Line. The VR Group needed to pay \$ 21.7 million for Scandinavian Star.

This is one of the issues which have aroused questions among victims and relatives of the arson and also others, who have followed the aftermath of the fire. Is it possible that Stena Line had made mistakes when estimating the value of the ship to a degree where they asked less than half of what SeaEscape would sell it for on the same day? Or did Henrik Johansen know that he had signed an agreement to buy a vessel at a stupendous excessive price? Was it because of the absence of payment from the VR Group and SeaEscape's indulgence that the deal could never be carried through?

Anyway, the new and elevated price made it possible to insure the ship much above what had earlier been possible. A temporary \$ 24 million hull insurance was signed, valid through April 7 1990.

When the ship burned in the night between April 6 and 7, it was not, as claimed by Henrik Johansen in court, his M/S Scandinavian star which actually owned the ship. In reality, according to the Bahamian shipping register, the owner was SeaEscape. Nils-Erik Lund was the managing owner. This meant that the insurance money (\$ 24 million) was paid to SeaEscape. We cannot know the size of the final payment. The documentation has been cancelled.

On April 1, 1990, just a few days before the arson, Nils-Erik Lund, the former SeaEscape CEO who had arranged the sale of Scandinavian Star, started a new company, ISP. ISP bought the Scandinavian Star's wreck and continued to run the renovated ship.

During the years after the arson the VR Group and the ISP were together involved with several ships. **Heinz Steinhauser**, the former chief engineer of Scandinavian Star, was the technical manager. His behaviour during the firefighting operations was criticised by the chief of these operations. He claimed that key members of the crew tried to sabotage his and his team's efforts.

In 1991 a bankruptcy case against SeaEscape was initiated in the US. In the courtroom, some of the shareholders introduced two new sales of ships which had involved Henrik Johansen directly after the Scandinavian Star arson. They described a situation where Henrik Johansen, on paper only, bought and owned the ships in order to gain tax advantages in Denmark. In reality, SeaEscape would continue to run the ships and have full control.

The general public became aware of these witness statements when a Norwegian and Danish journalist published a series of articles aiming at revealing the owners behind Scandinavian Star. It was not until then that the general public knew that Henrik Johansen had not been truthful when he claimed that his company M/S Scandinavian Star owned the ship at the time of the arson.

The very first ferry catastrophe during the 1990s, a catastrophe which killed 159 passengers from Norway, Denmark and Sweden. There have been three different inquiries: 1990, 2013, and 2016. The 2013 inquiry made clear that the cause of the arson was insurance fraud. But we did not get any information about who was responsible.



Alf Aronsson
Senior pilot from Fjällbacka
Retired



Göran Thilander
Firefighter from Åsa
Retired

It is described as the 'worst crime of the century'. The witness statements from the arson on M/S Scandinavia are appalling and the arson is still not solved. The loose threads and the unanswered questions are still many.

Firefighter Göran Thilander was the first external person on the scene. He describes the situation:

Göran Thilander: 'Onboard was chaos, many wanted to join the voyage. Families with children, sports people on their way to training camps and lots of truck drivers. The crew was new, and many could not speak English which made communication difficult. But the worst issue was probably the existing building chaos. The renovation of Scandinavian Star was not completed before the maiden voyage to Copenhagen. Tins of paint, wallpaper and construction material were scattered everywhere. Several cabins were not finished. The idea was that the ship would cast off at 7.30 pm, but it was delayed because cars and trucks were not yet on board. With a delay of about two hours, at 9.54 pm, Scandinavian Star put off with its 383 passengers and a crew of 99. An orchestra entertained in the restaurant. Many people had come to enjoy the buffet. Some of them remained in the bar for a while, but after a while they withdrew to their cabins.'

The first fire shortly before 02 am. At 01.55 am the first fire centre was found. Someone had set fire to a blue carpet and bedclothes which were pressed into a corner on deck 4. Resolute passengers were soon there and put out the fire. Only a few minutes later, shortly after 02 am, a new fire was started, this time on deck 3. It quickly spread to deck four. The fire was violent and the fire alarm insufficient. The commanding officer sent the SOS message 'Mayday, mayday, Scandinavian Star is on fire!'

I went by helicopter from Säve

It was not an ordinary alarm. Me and my colleagues went to Säve airport. A helicopter was waiting for us and the firemen and flew us to the distressed ferry.

Winched down from ten metres

But when I caught sight of Scandinavian Star from the helicopter it was something else. It was actually totally impossible to grasp. I believe I was the first man down from the helicopter, my first downwards winch ever, from eight to ten metres above deck. But we were all focused on our mission. On and around the ship was total chaos. Small ships surrounding Scandinavian Star tried to extinguish the fire by hosing water. We were the first external persons on board, we did not know very much, but our first task was to put out the violent fire in the restaurant. One person had been rescued to Stena Saga which had arrived to assist.

The Norwegian captain of Scandinavian Star then answered repeated and direct questions from the captain of Stena Saga: 'No, all people have left Scandinavian Star.'

The captain left the ship in the morning. At 03.38 in the morning the captain of Scandinavian Star left the ship. Shortly thereafter a member of the rescue team had found three bodies in a corridor. Our supervisor, Ingvar Brynfors, fetched us and said: 'There may certainly be more of them'. Our tough assignment was to enter each cabin to ascertain there were no more bodies. There were bodies everywhere. People were on the floor and in beds, adults and babies in their cradles. We were told to label each cabin and write down the number of people inside. They were all dead, not nice to see, especially the little ones. We found 35 individuals, our colleagues even more. The total number of victims found by me and my colleagues: 70 – 75.'

Firefighter **Göran Thilander** and his crew were active on the burning ferry. He personally witnessed the state of the ferry, on the outside as well as the interior. His words can be regarded as an original document on the burning Scandinavian Star on April 7, 1990.

Senior pilot Alf Aronsson also arrived at the burning passenger ferry. He, too, describes what happened on the burning ferry. The Scandinavian Star mystery.

Alf Aronson: Brandkatastrofen i april 1990.

'The ferry departed from Oslo to Fredrikshavn carrying 99 crew members and 383 passengers. They were predominantly Norwegians, some were Danish, and a few of them came from Sweden. Crew members came from various countries. There is information pointing to the fact that the ship was not completely seaworthy on this fateful April evening in 1990. Several cabins were not cleaned. The rapidly and recently hired crew members were not familiar with the ferry, its security equipment, evacuation plan, and there had been no tests according to regulations. The captain, Hugo Larsen, born around 1935, had to suffer from this, as had those who died and their surviving friends and relatives.

The first fire started around one o'clock in the morning, on the port side. The ship was in open water and most passengers had turned in. Bedclothes and carpets in a corridor had been set on fire, but it was discovered by passengers and extinguished. A second fire was started at around 2 am in another corridor. Within minutes, the whole corridor was on fire. It spread very fast to the stairwell on the starboard side and from there to the next deck. Thick smoke developed in the corridors on two of the decks. When the interior fittings burned, dangerous prussic acid was developed. As a gas it spread and killed most of the deceased passengers.

Captain Larsen receives criticism...

Captain Larsen closed the automatic doors where the fire alarm indicated there was a fire. No fire alarm had been activated where the fire started, the fireproof doors did not close. This meant that the fire was not isolated, it continued to spread. According to witness statements, the fire alarm buttons on this deck were disconnected. The reason was to avoid false alarms from intoxicated passengers! The evacuation and the circumstances around the lifeboats did not comply with existing regulations. Later on, Captain Larsen received harsh criticism from the commission of inquiry. There was no proper leadership when it came to manage the onboard activities during the hours from the discovery of the fire until the ship was abandoned. The alarm alert 'Mayday' was sent from Scandinavian Star at 02.24 am. The position reported by Scandinavian Star was wrong, primarily in Norwegian water. The correct position was 11 nautical miles west of Väderöarna, i.e. Swedish water. The crew never tried to extinguish fire collectively. This would normally take place under the leadership of Larsen. Within 30 minutes, Sweden sent 12 coast guard-, pilot-, and rescue vessels and 3 helicopters. The Norwegians dispatched 3 helicopters, coast guard and motor torpedo vessels. There was a time lapse of only 26 minutes the alarm call and the arrival of two assisting vessels. During the following 30 minutes a number of ships arrived. There were now violent fires astern.

Abandoned his ship

At 03.28 am, Captain Larsen sent a report to **Stena Saga** in which he stated that he boarded a lifeboat and that everybody alive had left the Scandinavian Star. This was wrong. It was not until around six o'clock when firefighters equipped with smoke helmets were lowered on to the ferry and found five survivors, one passenger and four members of the crew. It is probable that more people would have been rescued, had the firefighters arrived earlier, when the captain abandoned ship and reported that there was nobody left behind. The criticism against Captain Larsen was devastating.

Hugo Larsen was sentenced to six months in prison by a Danish court of law, served in Norway in 1993. The sentence established that he had not carried out fire and lifeboat exercises with the Scandinavian Star crew. Two Danish representatives of the shipping company were also sentenced to six months in prison. After having lost his honour and credibility when he left his distressed ship, Larsen emigrated to Spain where he went on fighting for his cause. He never admitted to anything connected to the catastrophe and in 2004 he petitioned for a new trial to obtain redress.

'I cannot live any longer with a sentence which makes me responsible, directly or indirectly, for the death of so many passengers', he said to the Norwegian newspaper Dagbladet.

I assisted the disabled vessel

'On this April Saturday in 1990, I was on my way to the refinery at Brofjorden on board the Danish gas tanker Danish Dart. We listened to the radio and heard about the burning ferry. The pilot boat was manned and set off towards the disabled vessel at Väderöarna. Several vessels had already arrived, among them the small Russian freighter **Fritzis Rozia**. Around 50 ferry passengers were taken care of by her. I boarded the Russian but the voyage to Lysekil was very slow. Fritzis Rozia had a reversible engine and because of all starts and stops at boarding, a cylinder head had burst. In the evening the paralysed and burning ferry was towed, assisted by a pilot, from open water to Grötökajen at Lysekil. I was ordered to pilot. Two large tugs were immediately available, one arrived a bit later.

When I boarded the ferry, there were fires everywhere. On my way from the boarding deck I passed injured and dead lying on the floor. There was an acrid smell of burning plastic and paint. The Captain, Hugo Larsen, was on the bridge and said that the machine and everything concerning electricity were out of order. The ferry was a wreck. The weather was calm, and I supervised the tugs from the bridge. At around 9 pm the ferry Släggö passed and entered the Lysekil roadstead. Thousands of spectators had gathered on the quays. Captain Larsen and I occupied the two bridge wings. When the ferry had moored, it suddenly began to heel over, due the large amount of water on the inside. I was lifted down to the quay by the firefighters' crane. The most remarkable pilot assignment of my long pilot career was over. I lost my sense of smell and taste to the smoke I inhaled during the hours onboard. They have not returned.'

Scandinavian Star becomes a mystery

'As I have said before, so-called conspiracy theories often appear around large sea catastrophes. This happened, for example, to *Ormen Friske*. With many deaths and survivors, such as the Estonia and Scandinavian Star, an extensive collection of accusations appears which also affects investigating authorities. Commissions of inquiry and police often receive harsh criticism regarding lack of competence or 'black-outs' of facts. I have no opinion nor knowledge about if there are any reasons behind suspicions in individual cases, but the official explanations are not accepted by survivors and relatives. The distress and frustrations are of course deep, and they want acceptance of responsibility by the guilty individuals. There is even, after Scandinavian Star, an active support group among survivors and relatives.'

Infamous ship with many names.

'A very special pilot assignment for me was the fire-ravaged Scandinavian Star, built in 1971 by Dubeigon-Normandie in Nantes, France, named M/S Massalia. The ferry had a jumbled history which would be discussed in the context of responsibility after the catastrophe on April 6 -7, 1990. This was the worst catastrophe in modern Norwegian shipping. 159 people died, three were Swedes and 29 came from Denmark. The aftermath is till palpable. There have been around 20 initiatives to reopen open trials against the owners and the marine insurance provider *Skuld*. At the beginning of 2005 the Danish Chief Public Prosecutor rejected demands from survivors and relatives (the Support group) regarding a re-examination of circumstances surrounding the fire. In May, 2005, Skuld was again sued in Oslo by a Danish survivor, Mike Axdal, 27 years of age in 1990. The main issue was about ownership: Who actually owned the ship during the fire and was thus responsible? Relatives were compensated according to Scandinavian criteria. Had the ship been owned by Americans, which survivors claim it was, the amount would be considerably higher. Axdal lost at the Oslo district court and had to pay NOK 190,000 to Skuld for legal costs. The ownership issue is still one of the obscurities surrounding Scandinavian Star. We might this to be a simple issue to clarify, but there are sales, lettings and cross ownership between various international shipping companies with the same (Danish) directors. They all blamed (and still blame) each other.

Brief history:

She was bought in 1983 by Stena Cargo Line Ltd, Nassau, renamed in January 1984 to Stena Baltica and was sent to Florida to be rebuilt. In November 1984 she was named Island Fiesta. Months after this she got a new name, Scandinavian Star and was chartered to Scandinavian World Cruise (SeaEscape Ltd, Nassau, the Bahamas).

In March, 1990, the ship is said to have been bought by Vognmandsruten, Nassau, the Bahamas. She was run by the DA-NO line between Denmark and Norway. As early as during the first month on that route the catastrophe took place during a voyage from Oslo to Fredrikshavn. The disabled vessel was brought to Lysekil by tugs and the fire was extinguished. Clearance work started in Lysekil, and forensics made clear that a pyromaniac had started the fires. The man, a 37-year-old Dane with a history of arson died in the flames. The ship was then towed to Copenhagen and from there to the Humber Wharf in Hull and to Southampton, England, where she got a new name, Candi. In 1994, the ferry was renovated and rebuilt by an Italian buyer. The pool deck was removed and became an open car deck. This took place in La Spezia, Italy. After that she sailed for various shipping companies in the Mediterranean and, later, the Caribbean under a new name, M/S Regal Voyager, before her last sale to an Indian ship broker registered in Ulan Bator, Mongolia, named Regal V. This was the last name of the unfortunate vessel. She was scrapped in Alang, India, in spring, 2004.

On October 16, 2001, Norwegian public service (NRK Brennpunkt) showed a documentary which 'revealed startling deficiencies in the process of finding those responsible for the deadly fire.' They claimed that the Danish pyromaniac, who died in the flames was unfairly blamed for being 'the perfect scapegoat.' The documentary claimed that 'there were 'many mysterious circumstances surrounding the fires on Scandinavian Star, which were not caused by an occasional pyromaniac.'

The Swedish tabloid Aftonbladet had a news article about the Norwegian documentary on October 17. They exhaustively introduced the theory of possible insurance fraud. Aftonbladet claimed that the crew had ignored, gone against and slowed down the fire-extinguishing activities. Aftonbladet also forwarded information about cover-ups initiated by the Norwegian police. The motive which was introduced said that the American shipping company SeaEscape, which bought the ferry one week before the fire for \$ 10.3 million, immediately insured it for \$ 24 million. The message can hardly be misunderstood. In plain language this means that the shipping company had instigated the fire and obstructed attempts to extinguish it to get hold of insurance money. Truly responsible, they claimed, was not a previously convicted, confused Dane. Truly responsible were unscrupulous shipowners and millionaires who sacrificed passengers' lives in order to get hold of the millions. He was only a convenient scapegoat.

This information on insurance fraud is now old information. Danish public service also produced a documentary dealing with the obscure incidents which led to the catastrophe. In 2002, Captain Hugo Larsen said to the Danish newspaper Ekstra Bladet: **'No permanent member of the crew can have set fire to his neighbour. The only possibility is one of the eight men who came with the ship from SeaEscape in the US. That is possible. The rest of the crew had nothing to do with it.'** Let these last words from Captain Larsen be our last words, too.

Alf Aronsson himself was on the burning ship, piloted it to the Lysekil harbour. His notes should be valuable documents of information on the passenger ferry Scandinavian Star and its accident.



**Asta Olivia
Nordenhof
Money to Burn**



Alf Aronsson
Senior pilot from Fjällbacka
Retired



Göran Thilander
Firefighter from Åsa
Retired

The author of *Money to Burn* describes the planning of the crime behind the passenger ferry, almost step by step. I refer to this on pp 129 – 130 above. It becomes very clear that the crime was planned by professionals, wealthy businesspeople. The execution of the crime is described by Alf Aronsson and Göran Thilander from their professional points of view.

These three reliable sources allow us to understand that the owners planned the arson on the ferry and that eight refugees (from Portugal) who came with the ship from Florida committed the arson. We can also see that Captain Hugo Larsen was forced to disregard the fire. After having been sentenced for being responsible for many deaths, he changed his mind and revealed what happened on the ship. I someone knows, it is him.



The purpose of this story about M/S Scandinavian Star is to compare this tragedy to the Estonia. Behind the Scandinavian Star tragedy were professionals, businesspeople and owners with a carefully thought-out plan. The Estonia was associated with the Armed Forces. It is quite clear that the loss of the Estonia did not take place because professionals and businesspeople from the Armed Forces were involved. The actual smuggling of military equipment from Russia was not characterised by the Armed Forces' elite activities and did not cause the death of lots of innocent people. Behind the loss of the Estonia is rash planning connected to crime and power. In Sweden there is only one individual who has sufficient secret power but no knowledge: the Swedish Head of State, the King. His private, criminal activities are combined with the Armed Forces as protection, one example is the loss of the Estonia. – To explain and legislate for a vessel protected by peace of the grave, to unload tens of thousands of tons of stones around the wreck and cast the whole vessel in cement is a gigantic mistake. This discussion was spread world-wide and was questioned. Why cast a wreck in cement? One reason may be the existence of a top-secret military weapon such as nuclear material. That is not described by the Armed Forces' reaction regarding the passenger ferry the Estonia. The Kingdom of Sweden is the Kingdom of Darkness, where the King is the Prince of Darkness who loves to appear surrounded by candles. 'For Sweden – With the Times.

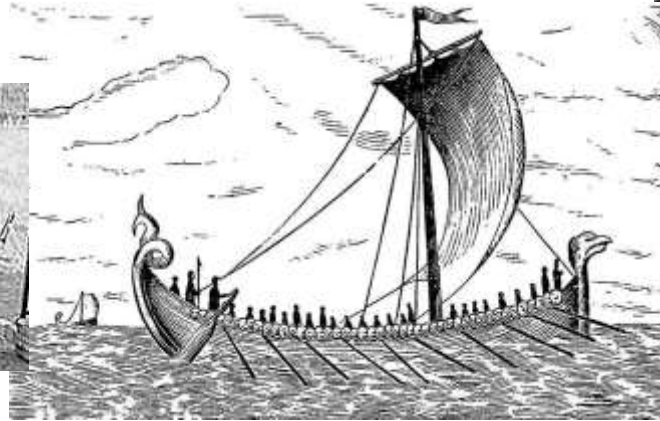
It seems as if the King is very close to the Armed Forces and the foreign policy.

The reader might now understand the comparison of the crimes behind Scandinavian Star and the Estonia. It is a national Swedish catastrophe. You now understand why I am against the Swedish monarchy. Bu I am not against Sweden as a nation.

Viking ship Ormen Friske, 1949 - 1950

and its incredible, tragic history

Senior pilot Alf Aronson mentioned the Ormen Friske disaster and conspiracy theories (above, page 133). I had never heard of this catastrophe and took an immediate interest. I started to look back in time and finally found the sailing ship Ormen Friske and its incredible, tragic history.



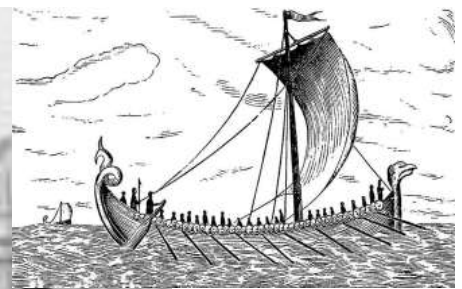
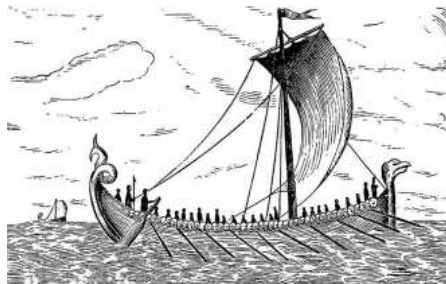
The Gokstad ship is a 9th century viking ship. It is Norway's largest preserved viking ship and can be found at the Viking Ship Museum at Bygdøy, Oslo. The ship was found at Kongshaugen at the farm Gokstad, Sandfjord, Vestfold. Kongshaugen was excavated in 1880 by a team led by Curator Nicolay Nicolaysen.

Dendrochronology studies prove that the the ship was built around AD 890 and was buried around 10 years after that. The main building material is oak. Length: 23.8 metres, width 5.2 metres with 16 pairs of oars. The sail could have been 110 m² and was probably made of frieze, rough homespun. Top speed 12 knots.





The Viking ship at a museum in Oslo, Norway.



The editor of *Norges Handels- och Sjöfartstidning*, (Norwegian newspaper), later Director General of Shipping sailed **Viking** to Chicago in 1893. We often say: 'History repeats itself'.



Viking ship Hugin 1949



Hugin is a Danish replica of the Norwegian Gokstad ship *before* 1949. This attracted attention when, in July 1949, it sailed from Denmark to England. The ship is now preserved at Pegwell Bay in Kent. With a crew of 53 Danes, Hugin sailed from Jutland to England in July 1949 to take part in the 500th anniversary commemorating the invasion of the Anglo Saxons led by Hengest and Horsa in England 449.

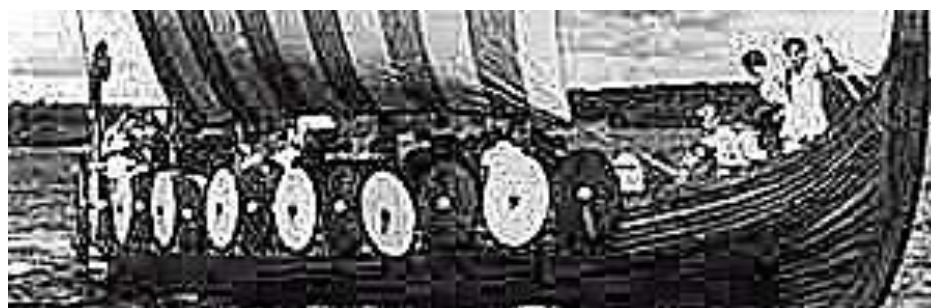
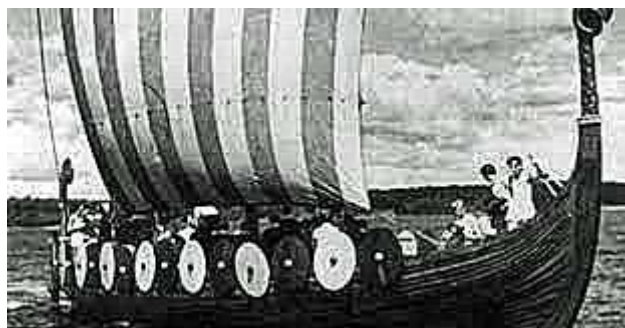
Viking ship Ormen Friske, 1949 - 1950



The Stensund castle in Södermanland, the Trosa archipelago 1949.



Ormen Friske was a Swedish replica of a Norwegian Viking ship. It was built in the spring of 1949 at Frisksportförbundets (Swedish organisation for outdoor health freaks) residential study centre at Stensund castle.





Ormen Friske was launched on June 12, 1949, with a wreath of oak leaves at the stern.



Ormen Friske on her maiden voyage off Stensund in 1949. In the background: Tullgarn castle.



Stockholm 1949, Ormen Friske sailed with passengers. It cost SEK 2 for a short voyage in the exhibition summer 1949.

, The last voyage, 1950



The Ormen Friske crew give offerings in the cup marks at Birka for a successful voyage on June 4, 1950, the starting point for the last voyage. The position is checked on the chart. The voyage started from Birka in lake Mälaren on June 4. Master: Sten Schröder.



From the Baltic Sea part of the last voyage. Ormen Friske at a jetty at Mörkö on June 5.



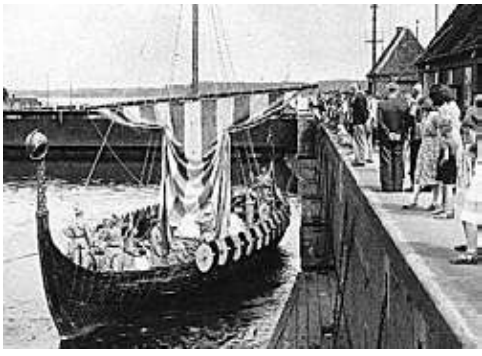
Ormen Friske harboured at Ystad. In the background a Soviet ship. June 12, 1950.



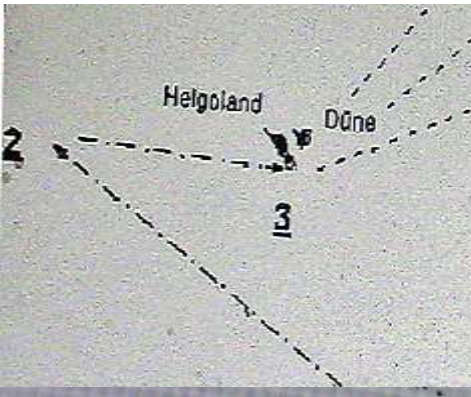
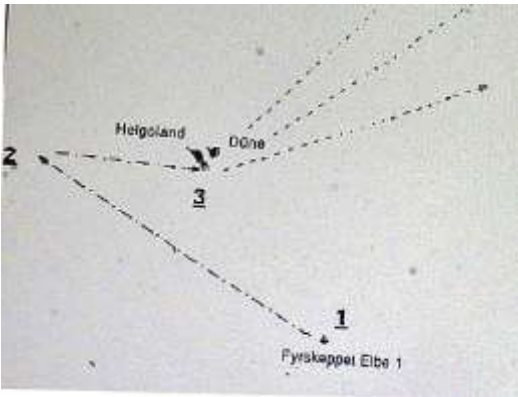
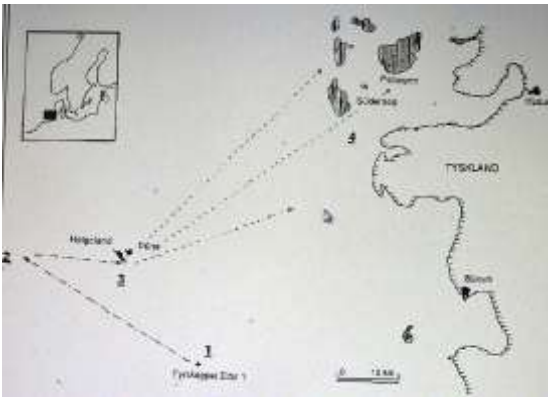
The Ormen Friske crew at Ystad harbour, June 12. This is where the final voyage started.



The voyage continues in rain. We see the ship at Laboe, Kieler Forde on June 19, pictured by a German pleasure boat. A motorship looms behind the ship.



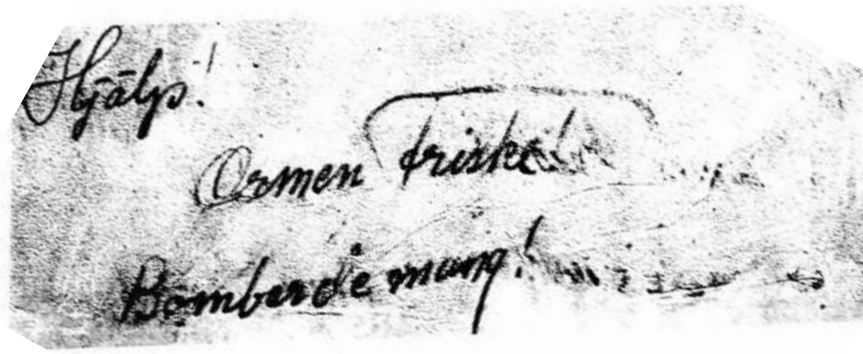
Ormen Friske at the Kiel Canal and locks on June 19.



After Ormen Friske had been towed out of the Elbe mouth to the lightship Elbe 1 (1) they sailed NW for half wind, the winds had become rough. But when they became even more powerful, Master Börje Persson and the leader of the expedition, Sten Schröder, decided to return and put into a port of rescue at Helgoland (2). Despite the heavy storm Ormen Friske reached the entrance to the Helgoland roadstead only to find, to be filled with horror: there was a bomb attack going on against the harbour. During a desperate attempt to change course in order to find shelter beyond the dunes, the ship collided with the sunken rocks at **Danskermanns Hörn** (3).



The Helgoland-Düne airstrip, 2 kilometres north of **Danskermanns Hörn** .



One last emergency message from Ormen Friske? *Help! Bombardment! Message in a bottle (2).* Was this the last sign of life from Ormen Friske? *Help! Bombardment! Ormen Friske!* This can be read from a piece of paper which was found in a bottle off the Jutland shoreline two months after the accident. *Photocopy from the SKA archives.* This message is very clear about the fact that neither a storm nor rough sea crushed the ship, falling bombs did. The Ormen Friske crew left this short, important message behind on June 22, 1950.



Danskermanns Hörn. It was officially admitted that behind Die Düne the ship hit the sunken rocks at **Danskermanns Hörn** and was shattered. The main cause of the accident was this collision. Ormen Friske was not a submarine. How was it possible that such a small sailing boat could collide with sunken rocks? It is a mystery.



The above pictures tell us that Ormen Friske was blown into pieces during bombardment!

Master Wilhelm Lass was the last person to see Ormen Friske.



Hörnum July 9, 1950

Master Wilhelm Lass, born on April 5, 1906, in Büsum, holder of certificates A1, B1 and C1, captain of cutter Hör 9, is present and brings about the following observations to the protocol regarding Ormen Friske: On June 21, 1950, I and several Hörnum cutters were out to find lobsters north of Helgoland. The wind increased and around 9 o'clock pm we had to stop and drop anchor east of northern Helgoland. In the morning of June 22, the wind increased to gale force. There was no longer any shelter where we had dropped anchor, we had to enter the former submarine harbour together with about 25 cutters.

The bomb attack started at 12.30 pm. The first bombs hit the water west of the southernmost point of Düne. All other crews then fled into a former emergency bunker off the Unterland shore. My mate and I did not, we wanted to keep our eyes on our ship. We made our way to the eastern inner pier of the submarine harbour. At about one o'clock we caught sight of the viking ship in the SW, around 1,200 metres from where we were. It was under sail and steered exactly on a course which would take them to the inner south roadstead, immediately west of the rock Danskermanns Hörn. Since the force of the wind was 11 (around 30 metres/second, but according to the archives of the German weather service DWD, there was at that time only 20 metres/second and gusts of 25 metres/second, M.B.), it was impossible for us to give any assistance with our small ship. More bombs fell very close to our position, which meant we too had to enter the bunker. At around 2 o'clock I left the bunker and went on board. I could not see anything of the ship despite my efforts.

I believe the ship aimed at entering the southern roadstead of Helgoland to seek protection. Since the crew had evidently spotted the bombs, they had suddenly turned to seek protection east of Düne. When we first saw it, it sailed across the waves. In this way, the rough breakers had crushed the ship against the Danskermanns Hörn which is very close to the entrance fairway. Being a sailor, I know that the ship could certainly have reached the protecting roadstead, but the bomb attacks took place simultaneously. In any case, they would have been saved had there been a rescue station at Helgoland. Except for my mate, nobody else had seen the ship since all other crews gathered in the emergency bunker. Neither did the castaways from a Bremen yacht, crushed in the Düne harbour, spot the Swedish ship. They too, had sought shelter.'

Signed by Wilhelm Lass.

Observations by Gustav Wellnitz and Arthur Pasinski.

Two other fishermen can confirm this. The two fishermen Gustav Wellnitz, born on August 2, 1899, at Mittelfliesshof, Pomerania, and Arthur Pasinski, born on January 11, 1902, in Altona were both living at Hörnum and were both crew members onboard Hör 9. Their testimony: Gustav Wellnitz (Hör 9 mate): 'Together with my captain Wilhelm Lass I saw Ormen Friske off Helgoland at about 1 o'clock pm on June 22 1950 and I can certify that the statement given by Captain Lass to the Hörnum Harbour Master on July 9, 1950, is the whole truth. I was present. Regrettably, I cannot provide further information, during the bomb attacks nearby, we were forced to seek shelter in the bunker.'

Signed by Wellnitz.

Arthur Pasinski (Hör 9): 'When the first bombs fell on June 26, 1950, I sought shelter in the bunker together with other crews from the ships in the harbour of Helgoland, I could not see Ormen Friske.' Signed by Pasinski. Read out aloud and approved. Signed by Harbour Master C. Kühl. It was not possible to obtain more information by crew members from the local Hörnum cutters. They all sought protection in bunkers when the bombs simultaneously fell over Helgoland. It was confirmed by all crews that Captains W Lass and G Wellnitz stayed outside the shelters during the bombardment and that they could see Ormen Friske. Yours Faithfully C Kühl.

Above, I referred to some local fishermen who were working when the Viking ship Ormen Friske disappeared. Here, I also refer to documents which prove the ship was hit by American bombs.

,



'Ormen Friske' tvangs vända av USA-flyg

LONDON, 21 juli. (Sv. D:s Londonred.) Ett övningsanfall ägde verkligen rum mot Helgoland den 22 juni, samma dag som "Ormen Friske" gick under vid Danskermanns Hörn, men det var inte engelskt utan av allt att döma amerikanskt flyg som fällde de bomber, som föranledde det svenska vikingaskeppets befälhavare att göra den ödesdigra omläggningen av kursen.

— Det enda vi kan säga är att bombövningar faktiskt förekom över vårt ordinarie övningsområde vid Helgoland den 22, meddelar man på tredje amerikanska flygdivisionen i London på Sv. D:s förfrågan. Ända sedan krigets slut har detta varit ett allmänt känt övningsområde, utmärkt som farozon på alla sjökort. Normalt utförs dessa övningar på 6 000 meters höjd eller mer, och det innebär att våra flygare knappast kan ha lagt märke till det svenska skeppet, om det nu av stormen eller andra orsaker kommit in på övningsområdet. Det var en ytterst tragisk händelse, slutar den officer Sv. D:s Londonred. haft kontakt med.

Detta meddelande synes definitivt kunna bekräfta den version av händelseförloppet, som kommit fram vid de undersökningar, vilkas resultat publicerades i Sv. D. tisdagen den 18 d. Initiativtagare till dessa undersökningar var förutom tyska myndigheter hrr Gerhard och Mac Mattus, bröder till en av de omkomna.

En icke namngiven amerikansk militär talesman betecknar Ormen Friskes undergång som "ytterst tragisk". Svenska Dagbladet 22/7 1950.

An official confirmation from London of July 21, 1950, claiming the Americans bombed Danskermanns Hörn where Ormen Friske disappeared on June 22, 1950. The newspaper clips above are cut from the Swedish newspaper Svenska Dagbladet on July 21 and 22 1950. The American answer 'Extremely tragic' can be seen as an appeal for forgiveness.

SWEDISH EMBASSY
IN LONDON
23 July - 50
23, PORTLAND PLACE, W. 1.
Bilder (Bilder)
25 July 1950
R 19574
Satsning till
hans har denna dag arpa-
ende "Ormen Friske" har
jag för säga att denna
besättning och har mig
lyst att vända sig till
de amerikanska militärmynd-
igheterna, vilka kunna ha
haft beaktning med
bombfällning vid Helgoland,
då dessa och har
något att göra med här i
landet och att de ska

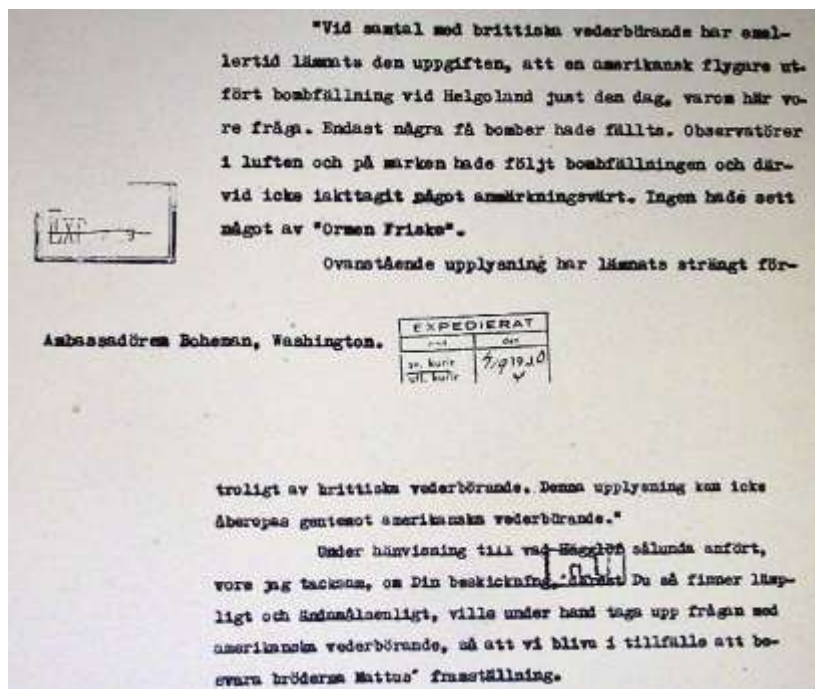
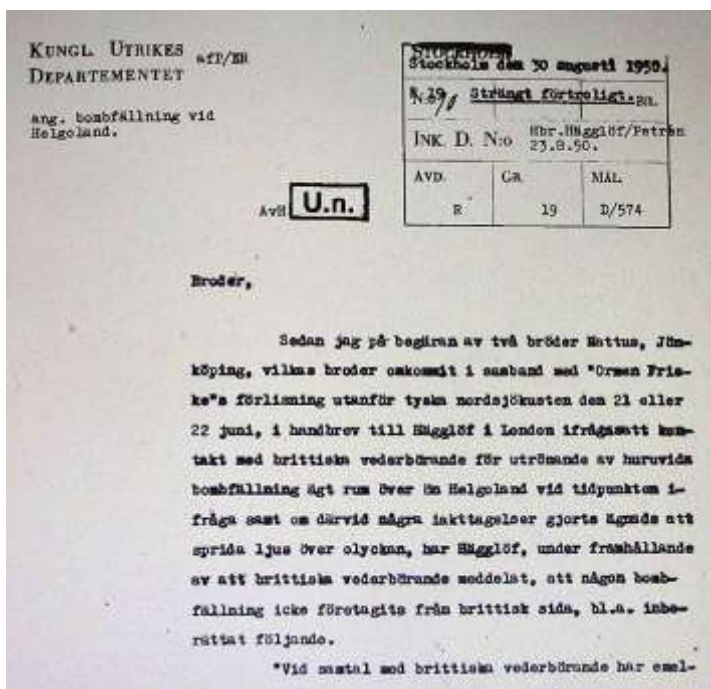
rikenska instanser.
1. Vid samtal med holländska
myndigheter har emellanåt
lämnats den uppgiften
att en amerikansk flygare
utfört bombfällning vid
Helgoland just den dag.
Vad som har varit på
något för bomber hade
färdats observationer i luftström
om på marken hade följt
bombfällningen och dåmed
icke iakttagit något
amerikanskt flyg. Ingen hade
sett något av "Ormen
friske".
Överlämnade uppgifter
har lämnats skriftligt
förutgått av holländska veder-

SWEDISH EMBASSY
IN LONDON
23, PORTLAND PLACE, W. 1.
Bilder (Bilder)
25 July 1950
R 19574
Satsning till
hans har denna dag arpa-
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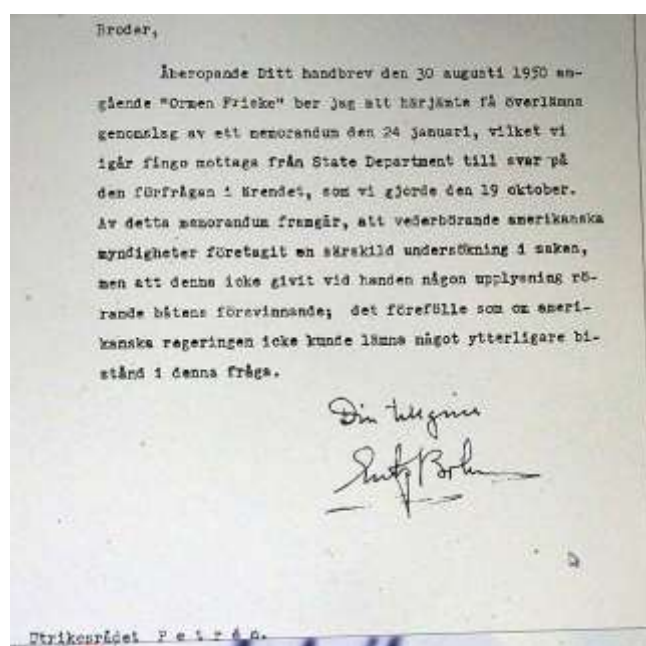
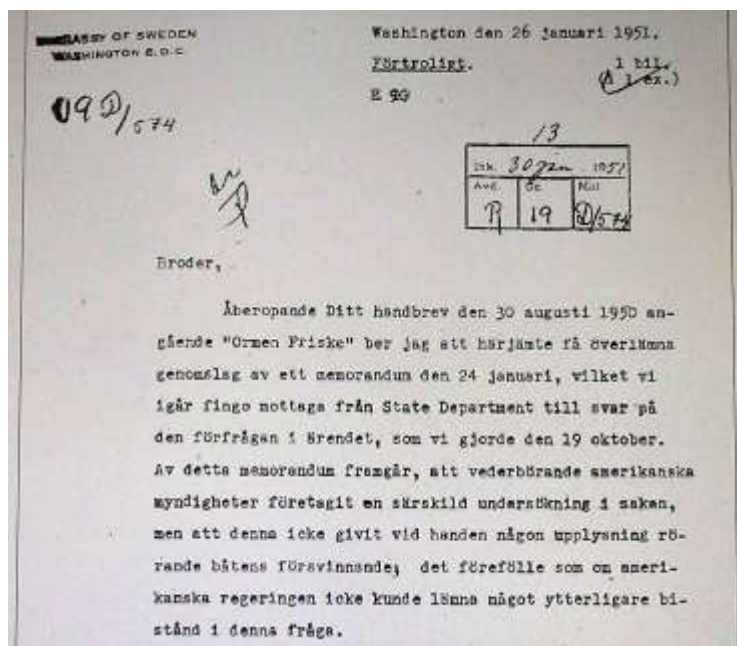
The Swedish Ambassador to London Gunnar Häggelöf's personal and intimate letter, where he describes the information he had received from the Brits about the American bombs. He claims that the information should not be used against American authorities (Source: Archives at the Swedish Ministry of Foreign Affairs).



THE COVER-UP



The Ministry of Foreign Affairs in Stockholm orders Ambassador Erik Boheman in Washington to closely follow the information regarding the American bombings and the shipwrecked Ormen Friske. (Archives at the Swedish Ministry of Foreign Affairs).



The Ambassador to Washington Erik Boheman reports to Minister Petré: nothing of relevance, only an official statement from the American State Department. (Archives at the Swedish Ministry of Foreign Affairs).



MEMORANDUM

The Department of State acknowledges the receipt of the memorandum from the Embassy of Sweden dated October 19, 1950 in which it was requested that an inquiry be made to ascertain whether any United States aircraft might have information relating to the disappearance of the Scandinavian viking ship Ormen Friske. It is regretted that a special investigation by appropriate United States authorities has revealed no information regarding the disappearance. It appears that there is no further assistance which the United

information regarding the disappearance. It appears that there is no further assistance which the United States Government might offer in this matter.

Department of State,

Washington, January 24, 1951.

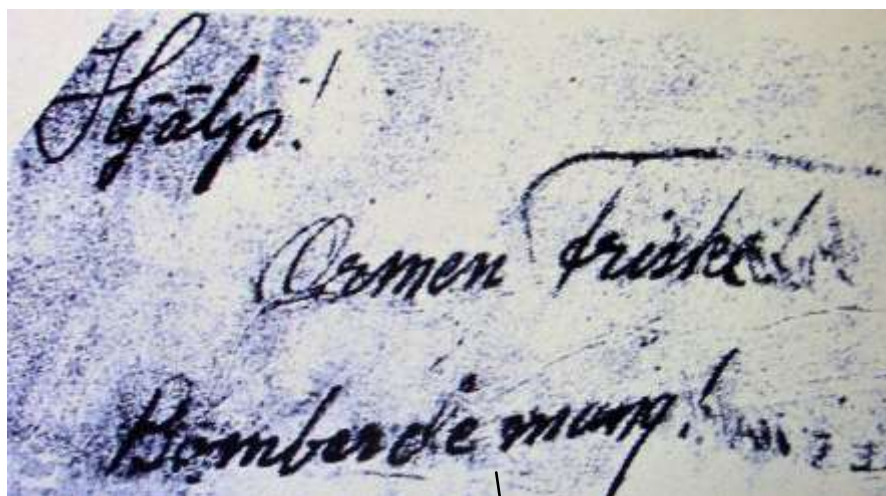
958.533/10-1950

The American State Department's memorandum were the last words from the US regarding the investigation about the Ormen Friske catastrophe (*Archives at the Swedish Ministry of Foreign Affairs*). If we take a closer look at the American original, we notice that there is no executive official, no signature and it is not written at the Department's letter paper. Who wrote this memorandum? Was it written at the State Department in Washington or at the Swedish embassy? The bombings are conspicuous by their absence in the American response which only deals with 'information.' Shortly after the accident the Brits confirmed that the Americans were behind the bombings at the sea off Danskermanns Hörn. Thereafter the bombs were also confirmed by spokesperson from the American 3rd Air Division as an answer to a question asked by the Svenska Dagbladet editorial London office. When it came to the US, there was nothing to cover up. The answer is not normal for legal American correspondence from authorities. There certainly is a registration number, 958.583710-1950, at the end of the letter. This should refer to a relevant document, if there is one.

Hjälps!
Ormen Friske!
Bombade murg!

Hjälps!
Hansman
Stockholm

Message in a bottle: 'Help! Ormen Friske bombardment!' This was undoubtedly written by a member of the Ormen Friske crew. But by whom? - We do have a hand-written message. It was written among rough waves. It was of utmost importance to write as clearly as possible in a situation like that. You then lose some of your writing ability. The crew left behind a written signature. Generally, when you write something you have a smooth surface beneath your piece of paper, e.g. a table. Here, we can take a closer look at whose signature we can compare to the message which was found in a bottle off the coast of Jutland two months after the accident. There is only one possible signature: that of Hasse Henricsson, Stockholm. I can compare his handwriting with the message. The letter **H** as in **H**jälp and **H** in **H**ans and **H**enricsson. We also have the letter **e** as in ormen and bombardemang, Henricsson.



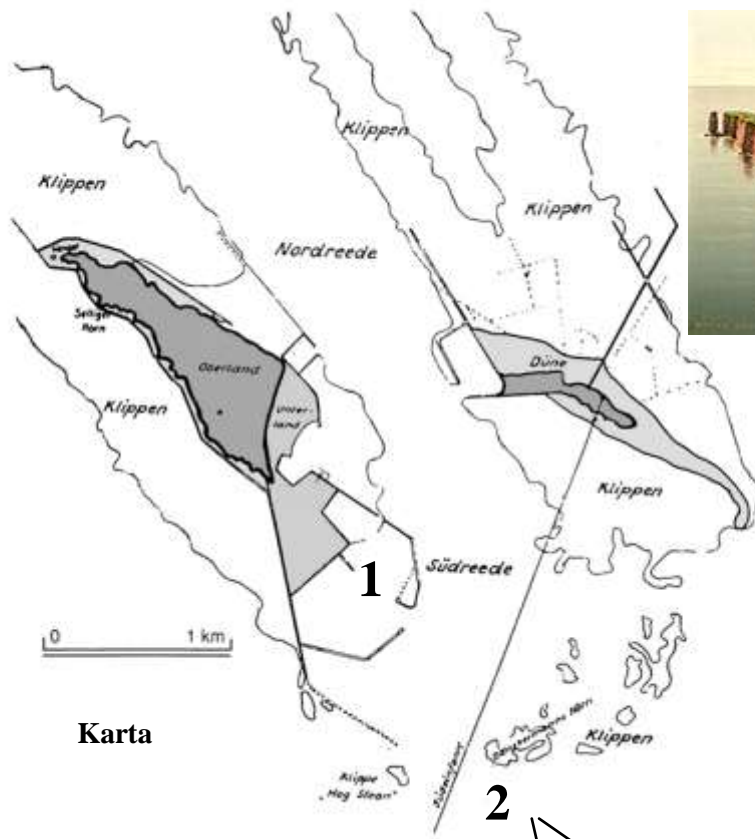
Hjälp!
Ormen Friske
Bombardemang!



The Ormen Friske crew was made up by 15 young men, their signatures can be seen above. I have found that Hans Henricsson from Stockholm has a way of writing similar to the handwriting in the bottle. Other possibilities are Edvard Björk, Kiruna, and Gustav Reis, Motala. One of these three wrote the important message during the bombings.

An additional 'candidate' is Hans-Emil Nilsson.

Note that two names are missing: Börje Persson and Oskar Wahlberg. Two other crew members left the ship before the accident: Giel Bakker and Stig Larsson.



.Helgoland and its cliffs.



The chart above. Witnesses Wilhelm Lass and Gustav Wellnitz were standing at **1** and saw Ormen Friske at, approximately at **2**, the sunken rocks at Danskermanns Hörn. The ship was sailing towards the southern roadstead. Overshadowed areas of the map are land, contours are sunken rocks.

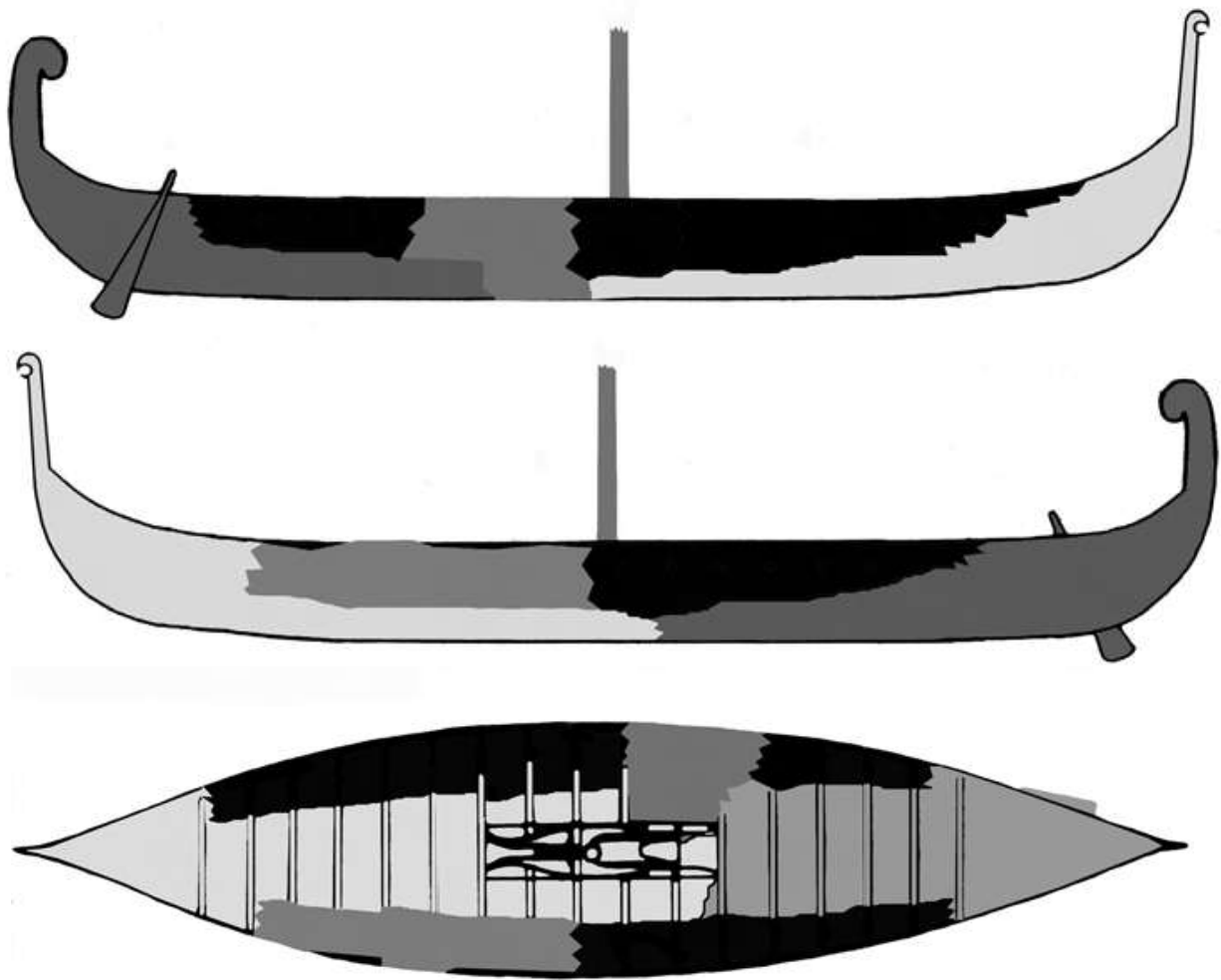


Danskermanns Hörn and Helgoland.

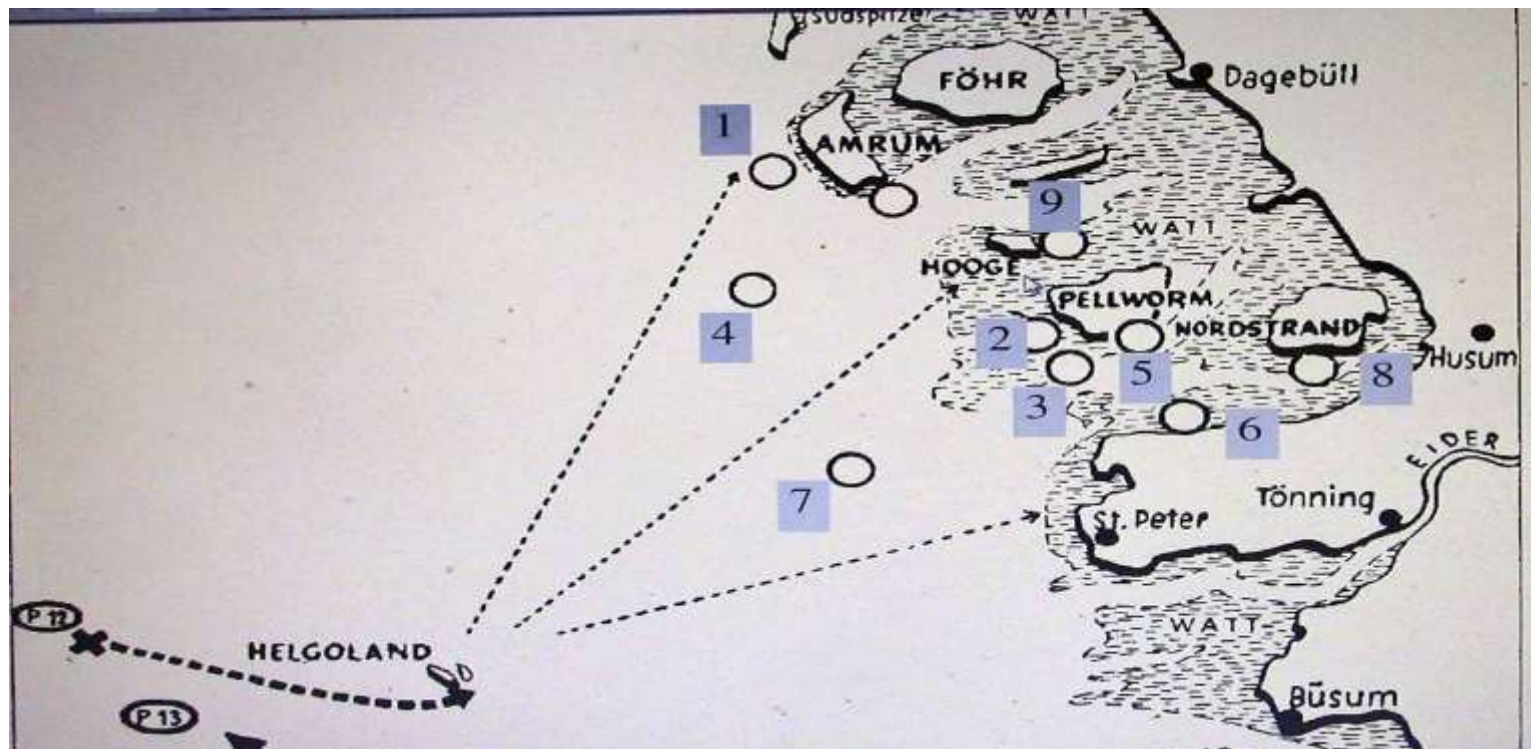
Helgoland and Die Düne

Witnesses claim that Ormen Friske was at Danskermanns Hörn during the bombardment. As far as I understand from having studied documents, they were hit by a bomb. The crew had brought distress-signal rockets. There was a newspaper report claiming that signals had been observed off the North Frisian coast on the very day of the bombings. A number of unused rockets were found among the wreckage. After the crew had put their message into a bottle, they decided to use the distress-signal rockets to get help. When one of the pilots noticed these rockets which were launched near Helgoland, he approached Ormen Friske and started a bomb attack. At least one of the bombs obviously hit the ship. After the accident, it became clear that Ormen Friske had used distress-signal rockets, not real rockets/missiles. But then it was too late. A spokesman attached to the American 3rd Air Division said that what happened to Ormen Friske was a tragedy.

The ship was blown into pieces and the crew died immediately.



The burst of the ship. The breakdown caused Ormen Friske to break into two parts astern of the keelson, the heel of the mast and along the planking. Grey nuances signify parts of the wreck which we recognize from photos and descriptions. We do not know anything about the black parts. They are gone.



The ship was split into multiple parts and on the chart, we can see that the pressure of the explosion pushed these parts to positions far from Helgoland. During the early days after the accident, wreckage was found along the coast 30 nautical miles from Helgoland: the stem (1), the stern (2), part of the port side, bucklers (3), part of the midship, mast, yard, sail (4), bucklers, tiller, etc (5), part of the dragon's head (6), the compass (7), the flag (8).

Bodies were found: Sune Åkesson at Süderoogsand by Friedrichkoog, Sten Schröder's and Sven Åke Persson's bodies were found a couple of days later further north. After several weeks more bodies were found.

The bodies were in bad condition and the National Laboratory of Forensic Science had to work hard in cooperation with German authorities, dentists and medical examiners. The bodies were so badly damaged by the bombs that identification was a problem.

Edvard Björk's, Benny Börjesson's, Jerker Ekman's, Hans Henricsson's, Hans-Emil Nilsson's and Oskar Wahlberg's shattered bodies disappeared as did parts of the ship. They were never found.

These bodies were found: These bodies were found: Sune Anderson, Sten Schröder, Sven Åke Persson, Elon Nydén, Gustav Reis, Sune Tiberg, Sune Åkesson, Sigurd Mattus and Gunnar Ekblad, but there was no autopsy. Some splinter injuries were probably found on their bodies, and these caused the cover-up of the entire tragedy. After the bomb attacks nobody saw Ormen Friske. It is claimed that the ship ended up at the centre of rough breakers off Danskermanns Hörn and was crushed against the sunken rocks close to the entrance fairway. This is what local fishermen believe, after the air attacks and decreasing storm they never again caught sight of Ormen Friske. They never found any bodies of the Ormen Friske crew and parts of the wreck in the area where the accident happened. Instead, wreckage and bodies were found far away from Helgoland and Danskermanns Hörn. This is not reason for a cover-up, but the Ormen Friske incident was covered up by the authorities. If the truth is not made public, speculations, fantasies, conspiracies, etcetera emerge. Theories like a bad construction, incompetent crew, no rules and the expedition was not properly planned. These theories, critics claim, were the cause of the accident. It was never said that the ship had a reliable construction and had a competent crew. The entire project was well thought-through, as far as possible. All this disappeared in the cover-up.



Helgoland. The bombings sank the Swedish Viking expedition off Helgoland.

American air attacks.

From 1949 and onwards, the Americans introduced the new giant piston engined bomber B 36 'Peacemaker', the first version of a new generation of strategic bombers developed for nuclear war. The crews were supposed to learn how to handle new pathfinders which made all-weather use of the bombs possible. The bombings also found victims among German fishermen.

There were distress- signal rockets onboard Ormen Friske, we do not know if they were used. There was a newspaper article claiming that signals had been spotted off the North Frisian coast on the same day as the accident (*Svenska Dagbladet June 26 1950*), but there is no information about this in the German investigation. Two unused rockets were found around the wreckage.

Ormen Friske carried a number of distress-signal rockets in case of emergency. Rough weather and bombings are typical emergency situations. Signals were observed off the North Frisian shoreline, then the ship disappeared. According to local fishermen, Ormen Friske was the only ship in the actual area. The signals must have come from the Viking ship.

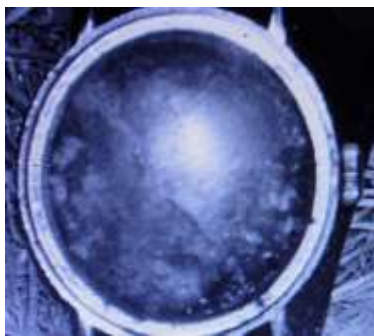
According to local fishermen, the sea area was a dangerous, military zone, where Brits and Americans practised bomb attacks during various weather conditions. June 22 introduced a typical storm, and the Americans took the opportunity to practise bomb attacks in bad weather. Ormen Friske had reached such a training zone and with existing bad weather and bombings, it was necessary to use distress-signal rockets, nobody knows how many. When the Americans noticed the rockets from Ormen Friske, they attacked immediately and hit the ship. Then Ormen Friske disappeared.

Had Ormen Friske collided with sunken rocks, it is not self-evident that all crew members would have perished. The ship would have been crushed, but the crew could have survived. Fisherman Lass witnessed an incident:

'Except for my mate, nobody caught sight of the ship, all members of the cutter crews were inside the emergency bunker. **Neither did the castaways from a Bremen yacht which was crushed at the Düne harbour**, they had all sought protection.' Signed by Wilhelm Lass.

It turns out that an American bomb finished Ormen Friske and killed its crew.

As far as I understand, the crew panicked. Initially rough winds and waves and almost simultaneously a number of bombs in times of peace. I believe they did not know that this was a training zone for military aircraft and bombings.



Sigurd Mattus' wristwatch was already broken.



Börje Persson's watch, retrieved for identification purposes. Twenty past five.

Sven Åke Persson's watch stopped at five to seven. Tests showed that the works of the watch had stopped working.

(SvD July 3, 1950).

There is another lead proving the fact that the ship was blown up. Six crew bodies disappeared directly, they were blasted away and were never found. The other nine bodies were found at different times and at different locations in the North Sea. According to the source, all these bodies were extensively damaged, and the identification process was very difficult. Only three bodies out of nine wore watches on their right wrists, the rest of them had probably lost their right arms. The source does not mention anything substantial about the bodies, there was no official autopsy or forensic study.

There was no contemporary inventory of the retrieved parts of Ormen Friske, neither was there any official investigation. A total cover-up by the State. This was in 1950.

"Ormen Friske" bröts som en sticka

28 JUN 1950
Ormen Friskes besättning dukade under av trötthet 15:e offret bjöds ombord i telegram

Farhågor vid avfärden

Utredningen om orsaken till "Ormen Friskes" förlisning innehåller en mängd intressanta iakttagelser från de ögr vittnen som senast sett vikingaskippet. 29 juli kl. 13 st båten ha siktats 1.200 meter utanför tyskarnas u-båtsbas på Helgoland. Vindstyrkan var uppmått sekundmeter. Ön är evakuerad och engelsmänne-övningarna för bombflyget.

"Ormen Friske" god kopia men seglatsen ett vågspel

27 JUN 1950
"Ormen Friskes" seglats har från början varit ett vågspel. Skunnigt folk anser inte, att farkosten i och för sig slas som undermålig ur sjövärdighetsynpunkt. Men sjövärdighet beror på samspillet mellan dessa egen ja besättningens sjövana. I det sistnämnda avseende utit en hel del ombord på "Ormen Friske". Att jömdes som riksfyll, visas kanske allra bäst av:

KUSTBOR FANN FÖR OCH AKTE VID SCHLESWIG

Av TORSTEN EHRENNMARK

HUSUM 26 juni. — (ST) Det kan nu fastslås att en fruktansvärd tragedi utspelades i förvattnen utanför Elbemynningen någon gång på de hårda sjöar som sätta liv- Friske. Ännu som 15- 25

Vikingaskippet bröts itu i svår storm på Nordsjön

Vrakdelar funna på Friska öarna

De svenska frisksportarnas långa sjöresa med vi- met Ormen Friske har slutat i en ohyttlig kring 30 sekundmeters storm har redan under

Drakskeppet blev vägrat all försäkring

Ormen Friske Bröts sönder på Nordsjön

Brittiskt och danskt flyg söker

De sexton ombord varandes öde oviss/ Vikingaskippet Orme har gått under

omkommit

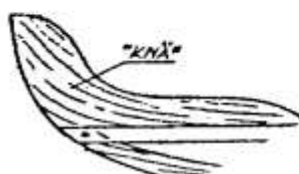
6 Senaste Nytt

Ormen Friske var ett rent fuskverk

Dansk specialist förklarar felen Spanten skarvade och undermåliga

I senaste numret av Teknikens Värld — den populärtekniska tidskriften, berättar en ung dansk båtbyggare Harry Bach om Ormen Friskes tillkomst — han var med och byggde den — och säger rent ut att vikingaskippet var ett fuskverk. Harry Bach har i f vikingaskippelikt ar deasutom P

har varit med om att byg are i Köpenhamna tudler just åt v



Nödsignaler i onsdags
HAMBURG, 26 juni. Räddningstjänsten lar, att nödsignaler

Various newspaper wrote exclusively negative articles about the Ormen Friske tragedy. The entire construction was undervalued. So was the crew, which were regarded as incompetent. No company wanted to insure the ship. The only positive item was short information about the distress-signal rockets which were launched from the ship and noticed off the North Frisian coast.

De omkomna

Edvard Björk, sjöman, Kiruna,
f. 1923

Benny Börjesson, kemigraflärling,
Skövde,
f. 1932

Gunnar Ekblad, jur. stud., Stockholm,
f. 1927

Jerker Ekman, studerande, Skövde,
f. 1930

Hans Henriesson, spårvägsman,
Stockholm,
f. 1913

Sigurd Mattus, ingenjör, Jönköping,
f. 1921

Hans-Emil Nilsson, tjänsteman,
Karlshamn,
f. 1924

Elon Nydén, elektriker, Lysekil,
f. 1930

Börje Persson, sjökapten, Osby,
f. 1924

Sven-Åke Persson, installatör,
Halmstad
f. 1927

Gustaf Reis, skogselev, Motala
f. 1923

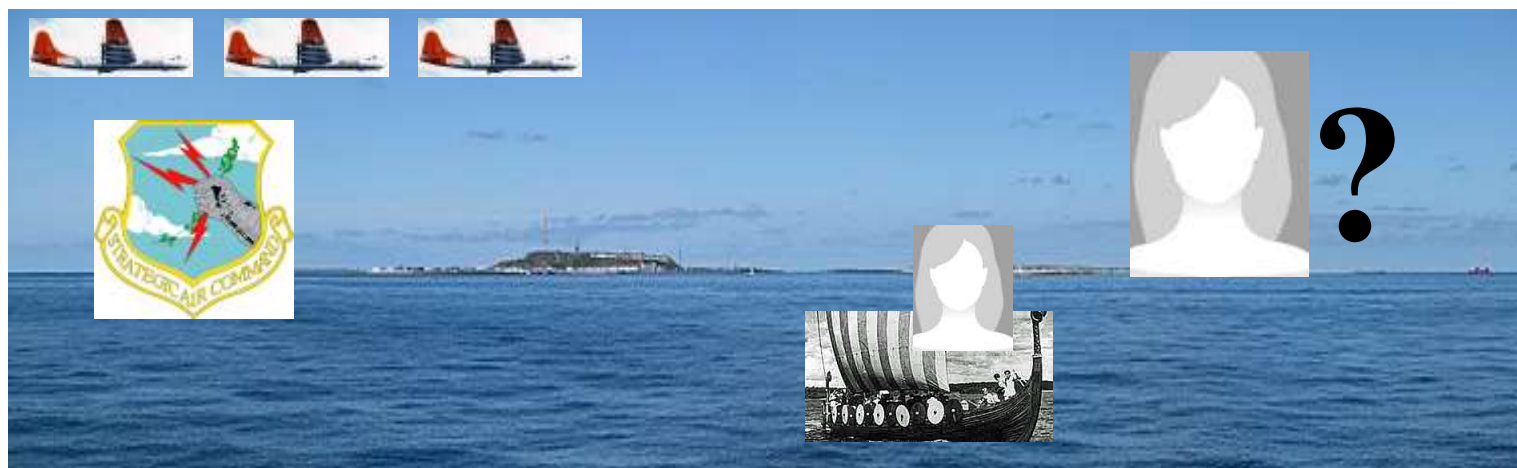
Sten Schröder, ingenjör, Stensund,
f. 1912

Sune Tiberg, gruvarbetare, Kiruna,
f. 1922

Oskar Wahlberg, smed, Lagan,
f. 1924

Sune Åkesson, dekoratör, Stockholm
f. 1927

The Ormen Friske crew. Educated people, sailors, a sea captain, engineers, electricians, students and other professionals. A very capable crew.



The Viking ship on June 21 with an anonymous woman onboard.

The greatest mystery on board Ormen Friske.

What happened off Helgoland on June 21, 1950. I refer to a local fisherman, **Fritz Schulze**. He approached the Hamburg consulate via a letter a whole month after the accident. His letter was sent because he had seen information in media which he thought was wrong. He claimed that he had come very close to Ormen Friske at 1.30 p.m. on June 21 and offered towing, he thought the ship was very slow. The offer was turned down. The position was 54°5'N/7°49'V, around 7 nautical miles SW Helgoland. The wind was SW, 2-3. The sea was calm, a light W swell.

On July 30, Schulze had visitors in his home at Finkenwerder. They were the Swedish consuls Bergendahl and Reinius. They received oral confirmation of Schulze's information both by Schulze himself and by his friend Fischer. A peculiarity is that Schulze, both in his letter and during the interview, claimed that he had seen **a young woman aboard the Viking ship**. This information about the woman seems to explain the reason for the visit. It was never properly investigated but did not seem credible. As far as I understand, this is where the cover-up started.

A gigantic issue: Who was this young woman? Where did she come from? How did she end up on Ormen Friske? Let me analyse Fisherman Fritz Schulze's contacts with the Viking ship.

He got in touch with Ormen Friske on June 21 at around 1.30 p.m. He determined an exact position, the sea was calm. He was offered towing but the crew said no. He also saw a young woman among the crew. He said he asked questions which affected the entire crew, the woman included. He was the only one who had met and talked to the crew in person. This happened a day before the catastrophe. It is also true that he did not see the same details the day after, June 22, as did other local fishermen, one example is Fisherman Wilhelm Lass. Fisherman Fritz Schulze's testimony is reliable.

The question still is: Who was the woman? The crew, when Ormen Friske left Trelleborg and Ystad, were only men, 15 lads, this is documented. How did the young woman end up on the Viking ship off Helgoland on June 21? Was she an American or Russian agent? Since the Americans dropped their bombs on the ship, she was not an American agent, the CIA would have stopped that. Was she a Russian, a young, trained agent? At that time, the KGB trained many young women for special spy missions, was she one of them? If so, how did she get on board? The problem with that theory is that it is always traceable, there is always someone around, someone would have caught sight of the ship. We often say that *fishermen are the eyes of the ocean*, they see everything. The most probable answer is that the KGB sent her there on a mini submarine which came close to the Viking ship. She left the submarine, and the Viking ship crew welcomed her early in the morning of June 21. The submarine then disappeared. What happened then? What was the purpose? What did she want? – We know that Ormen Friske was heading towards the Netherlands to attend a marine exhibition in Rotterdam. Initially, she wanted to befriend the crew and create good relations. Their common interest was ships, private mini submarines, etc. She would wait for the crew at Rotterdam harbour. We do not know how this developed during the day, nobody knows, except for those involved. Anyway, she had an assignment. She probably left the crew at around midnight and continued, using the same mini submarine, which she had earlier on left. Please remember that this is how I see it, based on fisherman Fritz Schulze's testimony.

That day, **June 21** 1950, a fairly large number of spectators watched the Viking ship. A tow was interrupted close to the lightship Elbe at around **7.00 a.m.** and Ormen Friske was observed from Swedish Skaraborg and from a Dutch vessel, Lena. At around **10 p.m.** the fishermen Jasper Danker and Hans Oesmann caught sight of the ship. At around **1.30 p.m.** Fritz Schulze arrived and met the Ormen Friske crew in person. He also saw the young woman. At **6.30 p.m.** fisherman Karl Heinz saw the ship, no position noted. At **8 p.m.** she was sighted by fisherman Reinhold Kobs and at **10.30 p.m.** by Jasper Danker and Hans Oesmann. They all gave their exact positions. They all enjoyed the same weather, no or minor, increasing winds.

If we assume that the woman really was a member of the crew, all these fishermen would have observed a foreign ship approaching the Viking ship with the woman on board. But nobody mentioned the foreign ship. But the woman was there, on the Viking ship. This is where the mini submarine appears. In those days, in the 1950s, the cold war had started and the KGB was busy. Bear in mind that if Ormen Friske had arrived at the Rotterdam harbour, where then young woman was to meet the Ormen Friske crew, this would be the first contact between her and the crew, totally unnoticed by the public. Since the Viking ship perished, there was no visit to the Sea Museum in Rotterdam.

When the Swedish consuls Bergendahl and Reinius visited Fisherman Fritz Schultze, the only thing the fishermen could tell them was what she looked like, the colour of her short-cut hair, how she was dressed. They also discussed her language (if she said anything) when Schultze met her. Fritz Schulze believed she, too, was a member of the crew.

There is one more issue: Why was the tragic story covered up? It has been claimed repeatedly that Ormen Friske was crushed against the sunken rocks. They all died. Why cover up a marine accident in the Kingdom of Sweden?

The Wreck of Viking Ship Ormen Friske

A drama in the shadow of the cold war

Rune Edberg



This might be the best book about Ormen Friske. It tells us everything. A Swede never sleeps...

In June 1950, *Ormen Friske*, a replica of a Viking ship, was lost to the North Sea.

All 15 young Swedes on board drowned. Dead bodies and wreckage were found off the coasts of North Frisia and Jutland. *Ormen Friske* had, according to witnesses, by coincidence ended up in a downpour of American air bombs which had made it impossible for the ship to reach emergency protection.

Despite promptings from the Germans and from families and relatives, the accident was never properly investigated. Instead, the circumstances were reduced to silence.

Alleged deficiencies of the crew and ship took the blame. Supported by documents in Swedish and foreign archives, private documents, photos, and interviews, this contemporary archaeological study, gives a comprehensive overview of the accident and its aftermath.



The reason I became interested in this issue is that the loss of Ormen Friske was covered up in 1950. It also happened to the Estonia in 1994, 44 years later, the same cover-up by the State/Monarchy. Kungariket Sverige är mörkrets rike. The Kingdom of Sweden is the Kingdom of Darkness.

The Government's handling of Ormen Friske.

As consistently as the Swedish Government in those days kept quiet about the real reason for the tragedy, - neither protests nor claims for compensation were sent to Washington and London – as persistently the State demanded money from the dead persons' families. Families were charged for the home transport of the bodies, autopsies and other expenses. Yes, the families were even forced to deposit SEK 300 with the police for this purpose. But for some of them, the expenses became even higher. A father, who had already paid SEK 300, received one more invoice, SEK 500, which he could not pay. He applied to the highest authorities, i.e. to the Government, and asked for mercy. He was turned down! Finally, there was a collection, at first by the Netherland Maritime Museum, Ormen Friske's final port, later on by the Association of Health Freaks. The Swedish State got back the money it had spent to allow its dead citizens to return home. Those who had spent SEK 300, but whose sons and husbands were never found got their money back – but they had to ask for it. Reading about how this tragic accident was handled, makes you feel sick. The Government must have been insensitive and inhuman. It seems as if the Government was against the Viking project and that the cover-up of it all was a fact. The Government, at that time, did not value its citizens.

The History of the Vikings and their ships is well known around the world. **1975:** In 1940, my father's childhood friend, István/Stefan worked for the State Waterworks in Baja, equal to the Swedish Maritime Administration. After the end of the Second World War he came to Germany, married a German woman, and moved to Melbourne in Australia. He had a son and two daughters. He worked in a harbour as a manager, and his son, who was also called István/Stefan, was a civil engineer and CEO at Toyota Car Production. In the summer of 1975, he went with his son to Germany, to members of his family. He rented a car and he and his son went to Norway, to Oslo. At a museum in Oslo, he got hold of blueprints and material of the Viking ship. He wanted to build a replica. From Oslo he drove to Stockholm, to my father's home. They had not met since 1944, in Baja. He was very interested in the Viking history and in how they built their ships. He showed my father the blueprints and mentioned that he had read, for example in Germany, that the Swedes also had a Viking ship which had perished. I did not know about this, but my father had probably read about it earlier. My father and his childhood friend were pen friends till 1991, when my father passed away. After that, my sister and he exchanged letters until 2005, when he passed away. There was a lot about Vikings in the letters. He built the model, sent some pictures. I cannot find them right now. This was at the end of the 1970s.



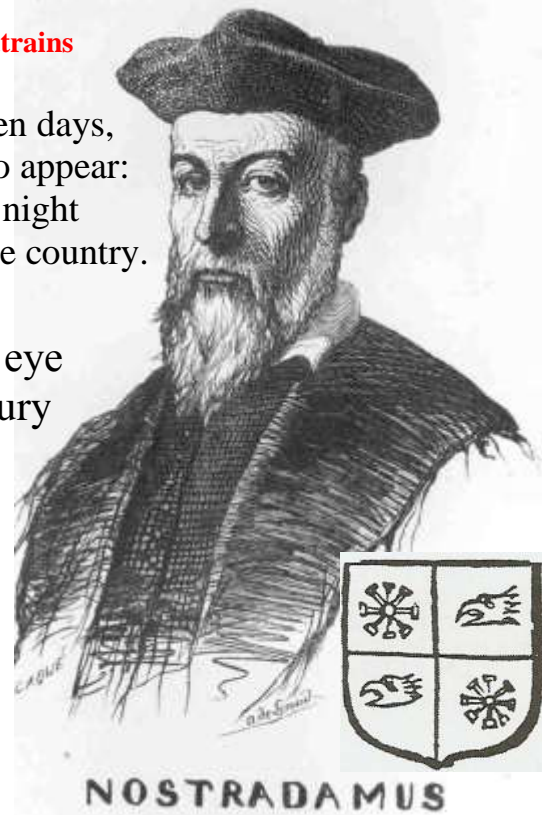
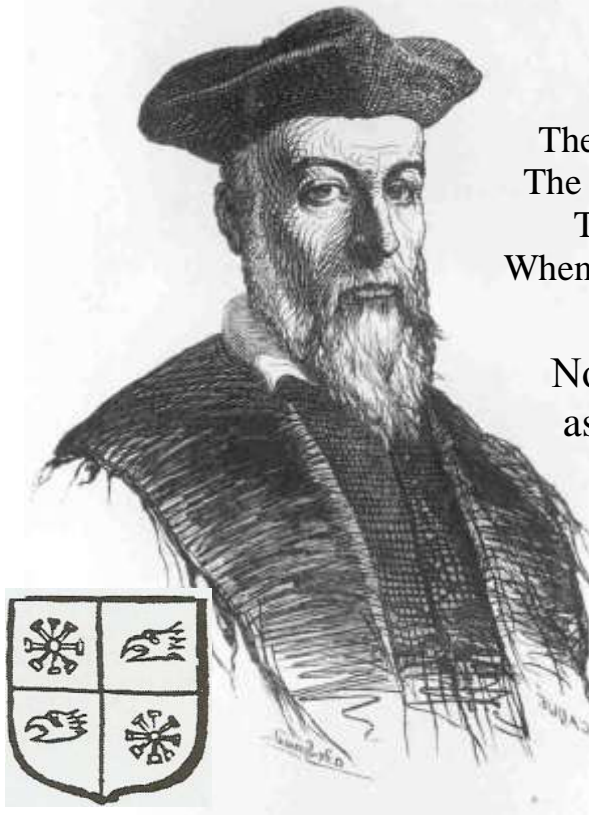
The binary star system which causes a variety of global catastrophes.

Nostradamus - Quatrains

Century 2, Quatrain 41

The great star will burn for seven days,
The cloud will cause **two suns** to appear:
The big mastiff will howl all night
When the great pontiff will change country.

Nostradamus hit the bull's eye
as early as in the 17th century



Michael de Nica



Enoch/Utnapishtim, Sumer
Lamech's only-begotten son
Chapter X, 1-29:



Daniel/Baltazar
Babylon, Babylonia,
Persia



Tomas/Tamás, Armenia, Nazareth,
Palestine
Carpenter Joseph's only-begotten
son



Kemény, Szabolcs József
Magyarország, Baja
Stockholm, Sweden Tibor
Kemény's only-begotten son

'And I, Enoch, I alone saw the likeness of all things. Nor did any human being see it, as I saw it.' See corresponding vision at Science, *The Secret of the Black Hole*, pp 3-6.

The Fullness of Time

Daniel, 12:4 and 12:13

'.../ But you, Daniel, shut up the words, and seal the book until the time of the end; many shall run to and fro, and knowledge shall increase.'

'But you, go *your way* till the end; for you shall rest, and will arise to your inheritance at the end of the days /.../'

Finally:

5. Jesus said, 'Know what is in front of your face, and what is hidden from you will be disclosed to you. For there is nothing hidden that will not be revealed. And there is nothing buried that will not be raised.' – Jesus, too, wanted secrets to surface to give the world access to knowledge.

10. Jesus said, 'I have cast fire upon the world, and look, I'm guarding it until it blazes.' 16. Jesus said, 'Perhaps people think that I have come to cast peace upon the world. They do not know that I have come to cast conflicts upon the earth: fire, sword, war.'



Tibor E and I, Szabolcs/ Josef
Photo: Tibor Kemény 1964
Stockholm



Michelangelo, Daniel, Sistine Chapel,
Rome, 1511



Tibor E and I, Szabolcs/ Josef
Photo: Tibor Kemény 1964
Stockholm

18



Thomas, Tomas, Tamás

