1913-14 Light cruisers, *Graudenz* class

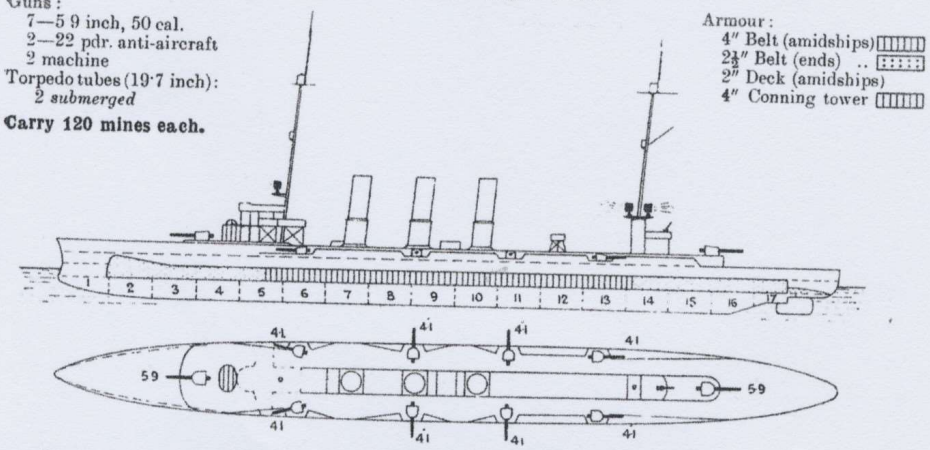
Graudenz, Regensburg

Displacement 4900 tons, length 450 feet, complement 364.

Plans as before being re-armed.

Guns:
7—5·9 inch, 50 cal.
2—22 pdr. anti-aircraft
2 machine
Torpedo tubes (19·7 inch):
2 *submerged*
Carry 120 mines each.

Armour:
4″ Belt (amidships)
2½″ Belt (ends) ..
2″ Deck (amidships)
4″ Conning tower



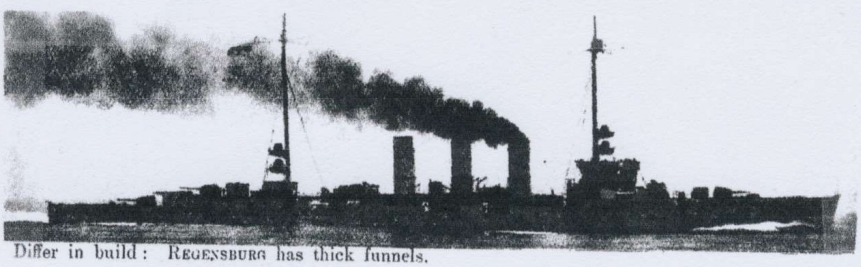
Machinery: "Marine Type" Turbine. 4 screws. Boilers: 14 Schulz-Thornycroft. Designed H.P 26,000=27·25 kts. Coal: *normal* 470 tons; *maximum* 1300 tons. Oil: 220 tons.

Gunnery Notes.—Originally had 2—5·9 inch and 8—4·1 inch, as plans above.

Armour Notes.—Belt is rather deeper than in *Stralsund* and *Strassburg*.

General Notes.—Belong to 1912 Programme. *Regensburg* built and engined by Weser, Bremen; *Graudenz* built by Kiel D.Y. Both laid down 1912 and completed 1914. Radius of action about 5,500 to 6,000 miles at cruising speed. Most of the notes for *Breslau* class apply to these ships. Two other light cruisers (*Karlsruhe* and *Rostock*) intermediate between this class and *Stralsund* and *Strassburg* have been lost during the war.

Regensburg

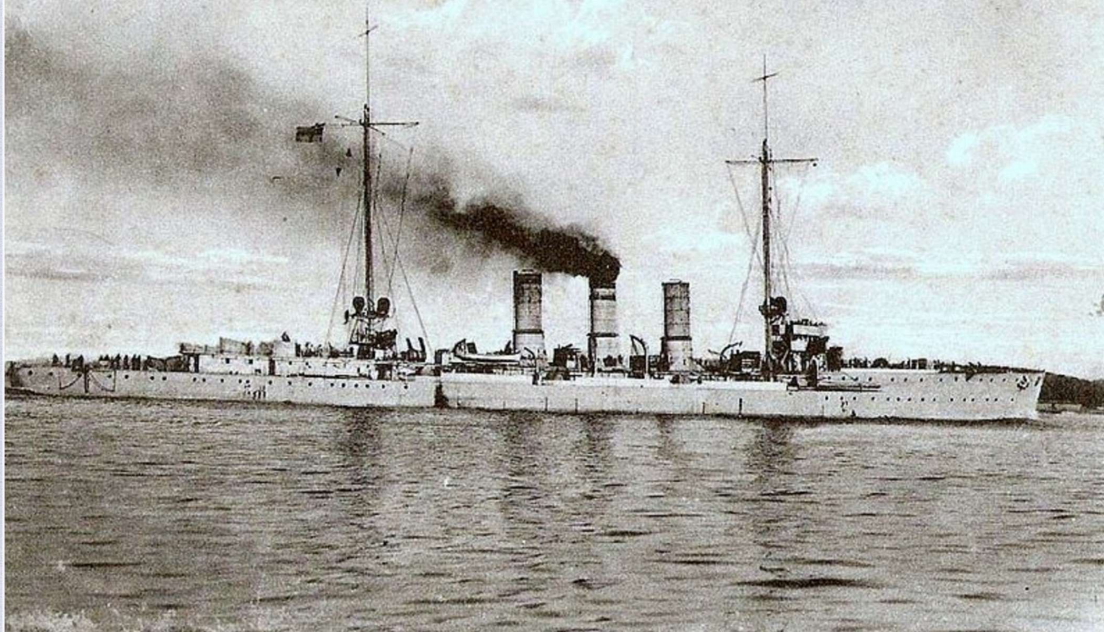


Differ in build: REGENSBURG has thick funnels.

REGENSBURG (April, 1914), **GRAUDENZ** (October, 1913)

Regensburg

Regensburg



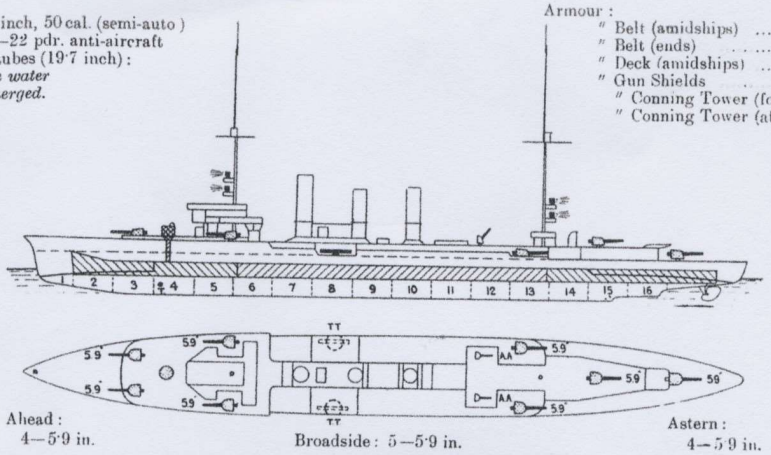
1915-16 Light cruisers, *Königsberg* class

Königsberg, Emden, Nürnberg, Dresden, Köln, Karlsruhe.

Displacement 4200 tons, length 450 feet, complement unstated.

Guns :
8—5·9 inch, 50 cal. (semi-auto)
2 or 3—22 pdr. anti-aircraft
Torpedo tubes (19·7 inch) :
2 *above water*
2 *submerged.*

Armour :
" Belt (amidships) ... ...
" Belt (ends) ... ...
" Deck (amidships) ... ...
" Gun Shields ... ...
" Conning Tower (fore)
" Conning Tower (aft) ...



Ahead :
4—5·9 in.

Broadside : 5—5·9 in.

Astern :
4—5·9 in.

Machinery : "Marine type," but some may have geared turbines. screws. Boilers : Schulz-Thornycroft. Designed H.P. = 28·5 kts. Coal : *normal*, tons ; *maximum*, 1240 tons (+500 tons oil fuel).

Gunnery Notes.—In Karlsruhe class, the 5·9 inch guns under fore bridges are a deck higher than in *Frankfurt*, that is, on same level as the forecastle 5·9's.

General Notes.—*Emden* begun as *Ersatz Nymphe*, *Nurnberg* as *Ersatz Thetis*, both under 1915-16 Programme. *Königsberg* begun as *Ersatz Gazelle*, 1914-15 Programme.
Scuttled at Scapa Flow, June 21st, 1919.—*Dresden* (*Ersatz Amazone*, of 1916-17 Programme), launched by Howaldt, Kiel, November, 1916, and delivered 1918 ; *Köln* (*Ersatz Ariadne*, of 1916-17 Programme), launched by Blohm & Voss, Hamburg, October, 1916, and finished 1917 ; *Karlsruhe* (*Ersatz Niobe*, of 1914-15 Programme), launched at Kiel D.Y., February, 1916, and completed November, 1916. Two Minelaying Cruisers, *Bremse* and *Brummer* (not of *Königsberg* class), also scuttled at Scapa Flow.

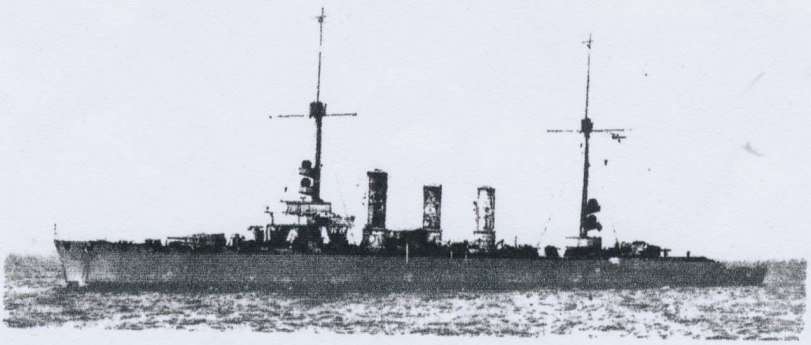
Dresden, Köln, Karlsruhe all scuttled at Scapa Flow.

Königsberg

Karlsruhe

Emden

Köln



Königsberg

Karlsruhe

Emden

Köln

1899-1917 Torpedoboats (Destroyers)

Nearly 200 of these ships were built or commenced, of steadily increasing tonnage, right up to the cessation of World War I. Those ordered after 1910 exceeded 15,000 tons and were officially rated as "*Grosse Torpedoboote*". Their armament included torpedo tubes as well as naval guns. A number were sunk or scuttled at Scapa Flow.

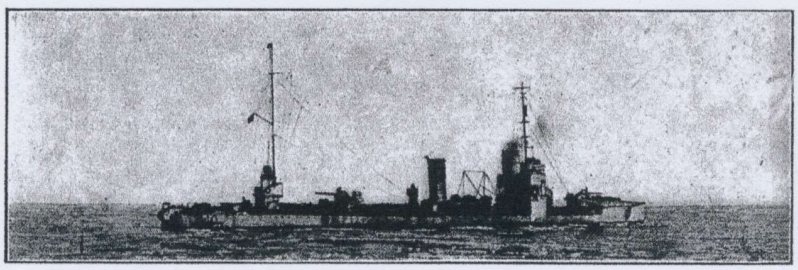
90 (*a*) Modern
88 (*b*) Older } **Destroyers = 178.**

(*a*) *About* 45 of these unfinished. (*b*) *About* 12—15 of these quite useless.

Totals.	Class.	Begun.	Completed.	Displacement.	*Nominal* H.P.	*Nominal* Speed.	T. Tubes.	Coal/*Oil.*†	Complement.
				tons		kts.		tons	
35	*G 148—H 190*	1917	..	..	..	..	..	..	..
10	*S 115—B 124*	1916	1919 ?	1400	..	35—38	4	..	..
13	*V 125—H 147*	1916	1918	750—800	..	34—35	4 or 6	..	..
9	*S 53—G 95*	1915	1916						
1	*V 100*	1915	1916	1300	..	34	6	..	..
2	*B 97, 98*								
4	*V 43—S 51*	1914	1915	700—750	23,000*t*	34	6	*300*	..
1	*G 102*	1913	1915	1250	24,000*t*	32	6	*345*	9½
2	*V 26, V 28*	1913	1915	650	20,000*t*	32·5	6	*290*	..
4	*S 18—21*	1912	1914	570	15,000*t*	32·5	4	135/*55*	..
9	*G 11—7* *V 6—1*	1911	1912	564	15,000*t*	32·5	4	140/*60*	73
8	*T 197—192* *T 191—186*	1910	1911	648—656	16,000*t*	32·5	4*	165/*55*	83—93
11	*T 185—180* *T 179—176* *T 175—174*	1909	1910	636—654	16,000*t*	31·5—32.5	4*	170/*45*	83
7	*T 173—169* *T 168—165* *T 164—163*	1908	1909	613—636	14,000*t*	30—32	3*	160/*40*	83
11	*T 161—151*	1907	1908	554	10,250	30	3*	160	83
11	*T 140—139*	1906	1907	530	10,000	30	3*	190	72
1	*T 137*	1905	1907	572	10,800*t*	32	3*	170	80
6	*T 136—132*	1905	1907	487	6500	27	3*	135	60
10	*T 131—125*	1904	1906	485	6500	27	3*	116	60—56
	T 122—120	1903	1905	470	6500	27			
	T 111	1902	1904	420	6200	26			
6	*T 113—108*	1901	1903	400	5600	27	3*	92-116	56
6	*T 107—102*	1900	1902	400	5400	26			
11	*T 101—91*	1899	1900	400	5400	26			

*Tubes removed from nearly all these boats.
†An additional deck load of coal can be carried as follows :—+ 10 tons up to *T* 114, + 15 tons from *T* 120 up to *T* 149, *about* 20 tons up to *V* 28, *about* 25 tons in later boats.

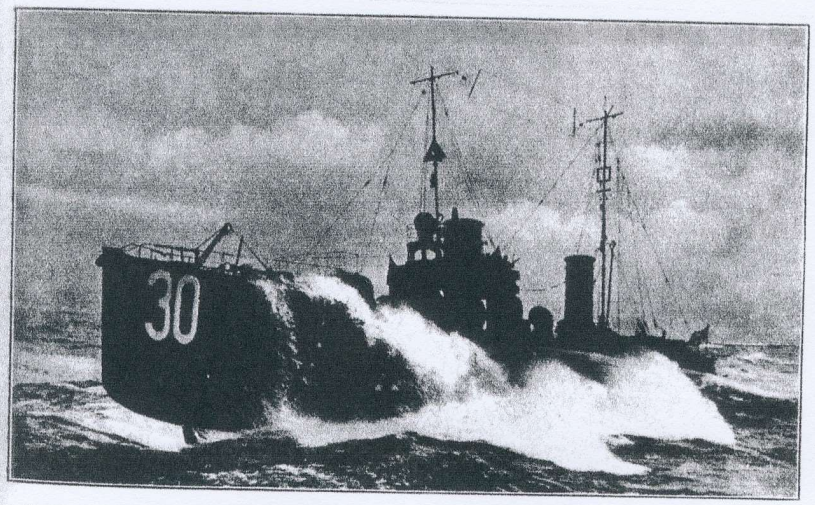
1915-16.



From the "Illustrirte Zeitung."

6 *Schichau:* **S49, S50, S52, S53,* S60,* S63**
6 *Vulkan:* **V69, V71, V73, V79, V80,* V81*** } Launched 1915-16.

1899-1917 Torpedoboote



T 130. Note rudder under forefoot, which is fitted to all German Destroyers.

8 *Schichau:* ~~T 96–91*~~ (1899-1900). 400 tons. Armament: 3—4 pdr., 2 M.G. 3—17.7 inch tubes (probably removed from majority). H.P. 5400 = 26 kts. Coal: 95 tons.

Command, Torpedo Boat T96

Leader, Torpedo Boat Strike Force

Command, IV Torpedo Boat Flottilla

Torpedo Production Works

Inspector, Torpedo Service

Command, 1st Topedo Division

Command, Torpedo Boat T96

Leader, Torpedo Boat Strike Force

Command, IV Torpedo Boat Flottilla

Torpedo Production Works

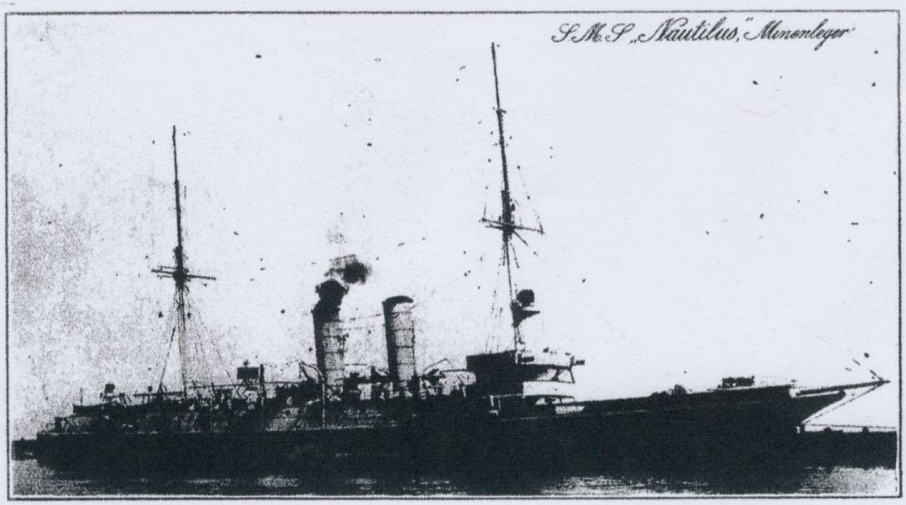
Inspector, Torpedo Service

Command, 1st Topedo Division

GERMAN WARSHIPS

1906 Mine layers

Nautilus



NAUTILUS (1906). 1950 tons. Complement, 198. Length, 305 feet. Beam, 42¾ feet. Draught, 13¼ feet. Armament: 8—3·4 inch, 15 pdr. Boilers: Schulz-Thornycroft. Machinery. reciprocating. Designed H.P. 6000=20 kts. Coal, 115 tons. **Carries 200 mines.**

Nautilus

Auxilliary Minelayer

Steamer "Kaiser"

Auxilliary Minelayer

Steamer "Kaiser"

Nautilus

GERMAN NAVAL COMMAND

Minesweeping Forces

Command, Mines Service

3rd Minesweeper Flotilla

1st Minesweeper Half-Flotilla

Auxiliary Minesweeper Flotilla, North Sea

Contra-Mine Barrier & Destruction Service

6th Minesweeper Division

Mine Depot, Geestemünd

Auxillary Minesweeper Division, Wilhelmshaven

Auxillary Minesweeper Division Cuxhaven

Mine Depot, Cuxhaven

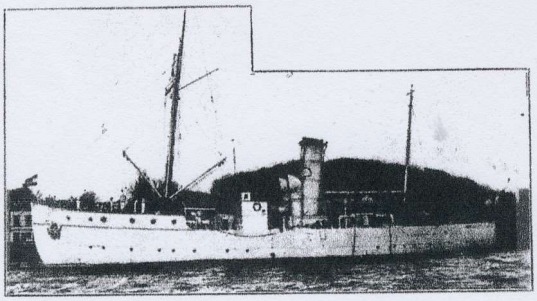
1876-1908 Gunboats

Drache, Hai, Delphin, Fuchs, Panther, Blitz, Zieten, Greif

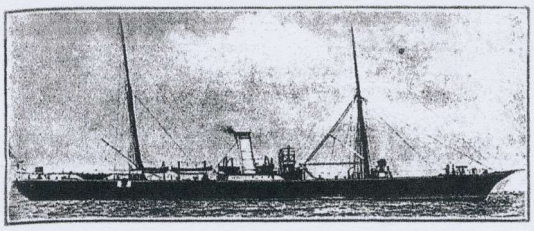
Hai

Blitz

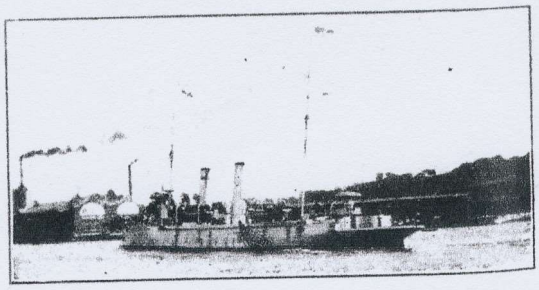
Zieten



HAI (Geestemünde, 1907). 640 tons. Complement 51. Armament 8—4 pdr. Speed: 12·5 kts. Coal: 75 tons



ZIETEN (1876). 1006 tons. Complement, 108. Guns: 6—4 pdr. Tubes (13·8 inch): 2 *submerged* (bow and stern). Speed: under 13 kts. Coal: 140 tons.



Photo, S. Anderson, Esq.

BLITZ & PFEIL (1882) 1388 tons. Dimensions: 246 × 34½ × 13¾ feet. Complement, 134. Guns: 6—3·4 inch (15 pdr.), 4 machine. Tubes: 2 *above water* (probably removed), 1 *submerged*. Designed H P 2700 = 15 kts. Coal 250 tons.

Hai

Blitz

Zieten

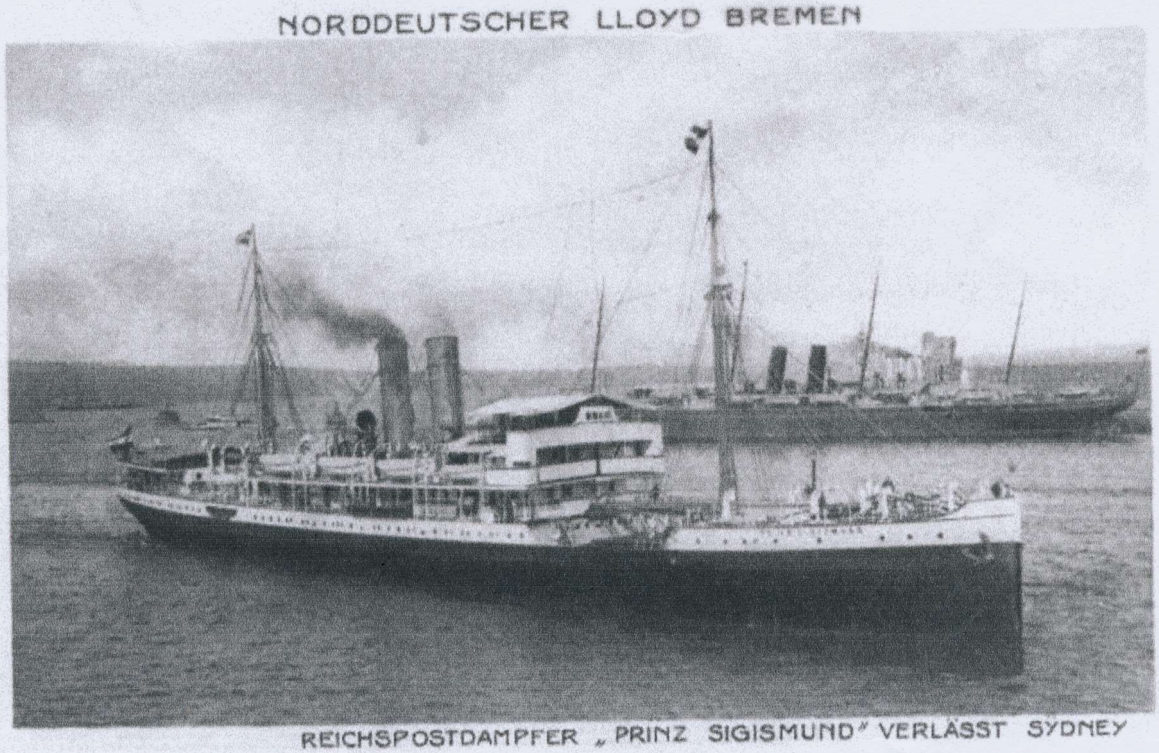
AUXILIARY SHIPS

In 1901, the senior German naval officer on the Australian Station had formed detailed plans to damage the British economy by disrupting the import of food and raw materials from America and Australasia. Attacks by the East Asian Cruiser Squadron (based in the port of Tsingtao, Kiautschou) against specific Australian ports would isolate Australia and New Zealand. Grain, minerals and wool were essential British imports, and their lack would cause unemployment and social unrest in Britain. Disruption in the Indian Ocean on routes leading to Suez was also planned.

The German consuls in Australian state capitals collected information on shipping movements from agents under their direction, and had specific instructions in the event of war to ensure the speedy dispatch of German merchant ships. These carried gun mountings and ammunition for use after their conversion to auxiliary cruisers to assist the Squadron's warships.

The proposed use of the great number of merchant marine and postal service vessels for naval war purposes was a crucial element of prewar planning. The merchant navy was particularly suitable, as such vessels did not suffer the operational restrictions imposed on warships. By means of contracts with the largest shipping companies (such as Norddeusch Lloyd) it was ensured that new ships and the postal and fast steamers, where practical, were formally designated and designed for conversion to auxiliary cruisers. British trade could be attacked in the major sea-lanes of the Netherlands Indies, and the United States would be most usefully affected on the connecting routes between the Motherland and the Philippines. The warships *Scharnhorst, Gneisenau, Nürnberg, Emden* and *Leipzig* would operate in the South China Sea.

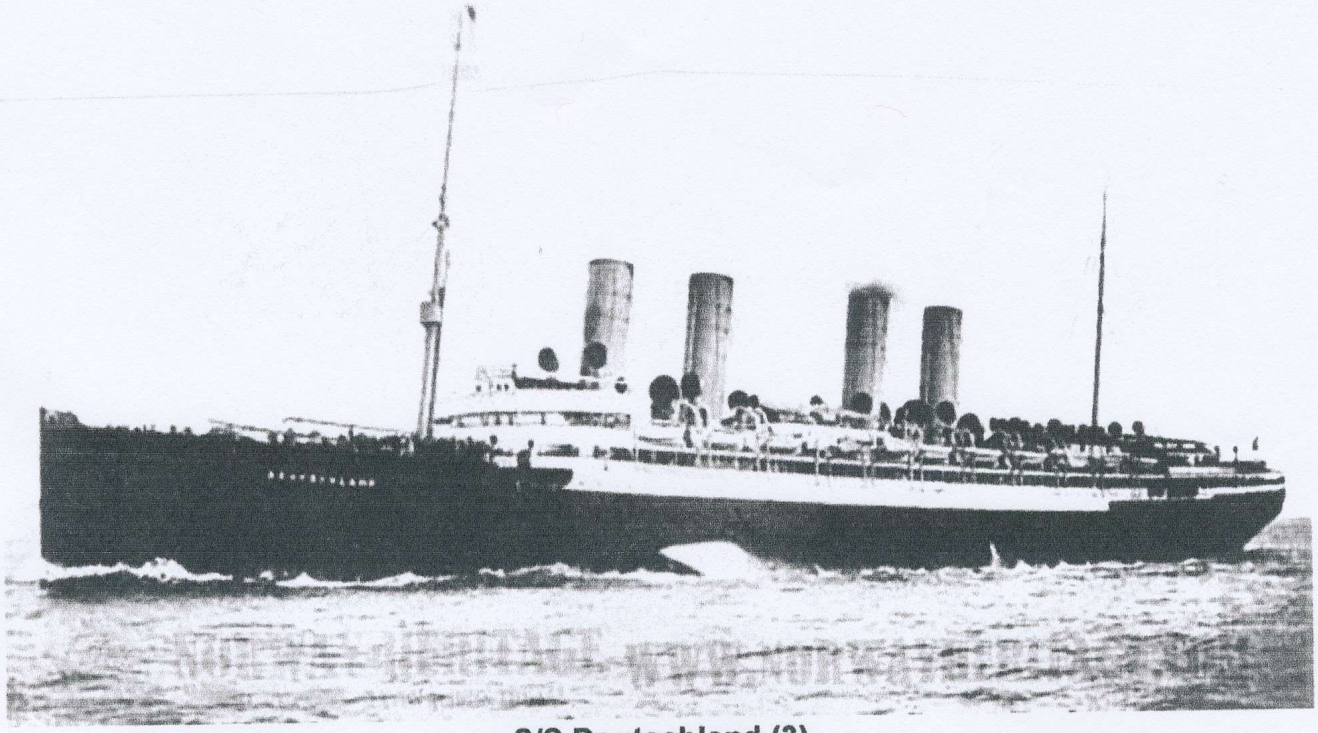
As late as July 1914 the German Chief of Admiralty Staff wrote to the director of the Hamburg Amerika Line, emphasising that in a future war German success could be expected only if all possible preparations for the cooperation of merchant vessels had been carefully carried out



NDL steamers were designated as auxiliary cruisers (*Hilfskreuzer*). *Prinz Sigismund* leaves Sydney.

GERMAN WARSHIPS

AUXILIARY SHIPS



S/S Deutschland (3)

Deuschland

Prince Sigismund

Rügen

Santa Elena

Hilfshiff V.

SP-Schiff 4.Niederwald

Deuschland

Prince Sigismund

Rügen

Santa Elena

Hilfshiff V.

SP-Schiff 4.Niederwald

IMPERIAL GERMAN NAVY

NAVAL AIR ARM

The Imperial navy operated both airships (Zeppelins) and seaplanes, with bases on the North Sea and Baltic coasts and islands. Airships were based at Ahlhorn, Niedergorsdorf near Emden, Nordholz near Cuxhavn and Wittmundhafen west of Wilhelmshaven. On the Baltic, airship bases were at Konigsberg and Stolp in Pomerania. Friedrichshaven near the Swiss border on Lake Constance was the main centre for early development of airships.

By the end of World War I, the navy had commissioned a total of 70 airships. The early models were crude and lacked endurance and te communications equipment necessary to act as strategic scouts. As these improved, naval airships were used to gather information about British fleet movements, submarine disposition and enemy mine fields. Airships were as fast as contemporary aeroplanes and had a much greater range, but were restricted by wind, fog and cloud cover.

Naval airships were also used to bomb cities and ports in England, starting in 1915 and totalling 23 missions in 1916. However, the use of incendiary ammunition by British artillery posed a great threat, as did the development of efficient fighter planes. For safety, the airships flew above the clouds, lowering an observer to direct the bombing. Raids were made on most of the major towns in southern and midland England, including London.

Command, Airship Division

Leader, Naval Airships

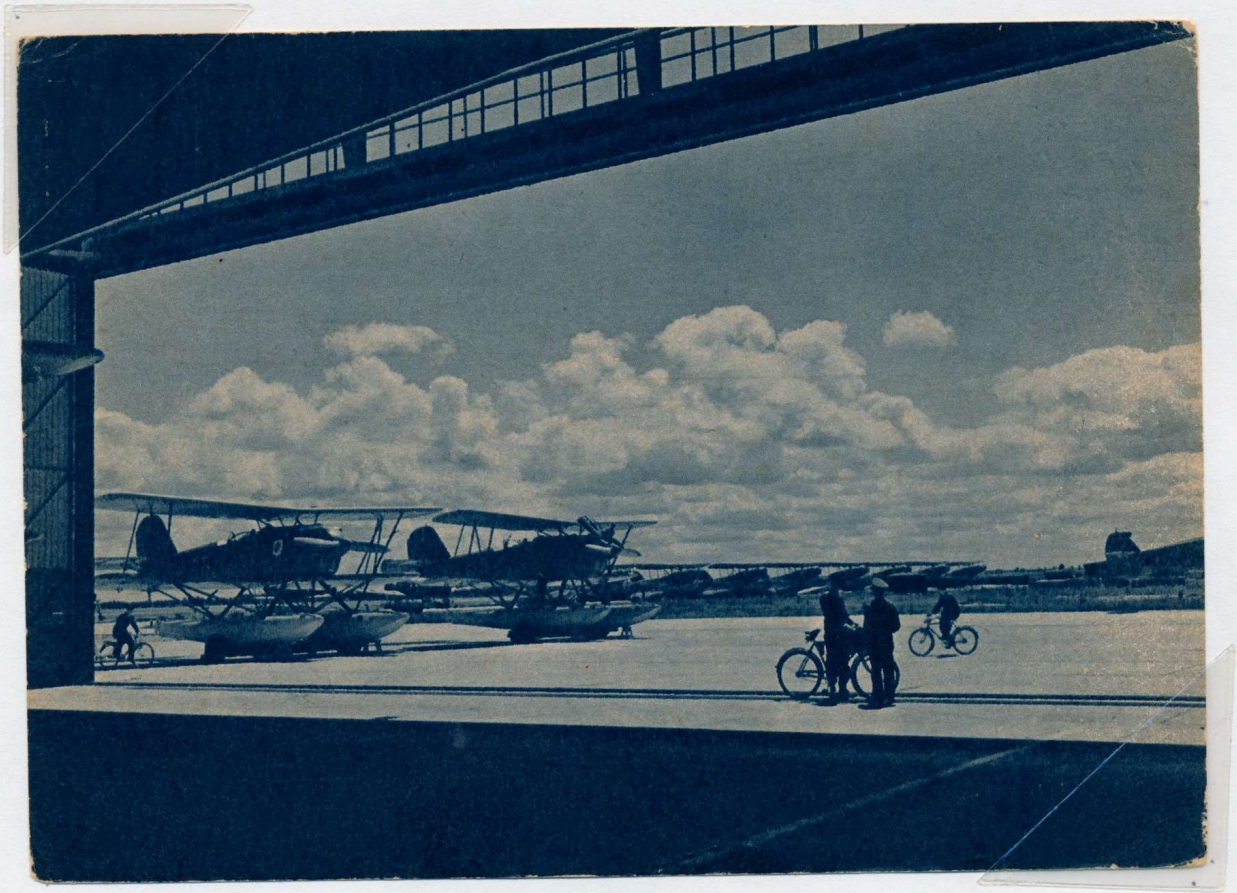
Command, Airship Division

Leader, Naval Airships

NAVAL AIR ARM

The Imperial Navy also made use of seaplanes. Although the early models were unreliable with regard to weather, navigation and mechanically, Vice-Admiral Hipper encouraged the development of seaplane tender ships, the torpedo plane and aerial mine laying. No ship was suitable for aerial take-off or landing. The deck was too short and cluttered with equipment, while the ship was not sufficiently steady for landing. Seaplanes were stored on trolleys in hangers adjacent to docks, loaded onto the deck of a tender by derrick and taken by sea to their area of operations. Once there, they were unloaded by derrick onto the sea, then taxied off and completed their task. Landing next to the ship, they were again hoisted on board and returned to their base.

This contemporary postcard shows seaplanes mounted on trolleys, ready for deployment onto the ships at the wharf in the background. There is no indication of location. Seaplane bases were located on the islands off the northern coast of Germany.



Seaplane Special Command

Seaplane Special Command

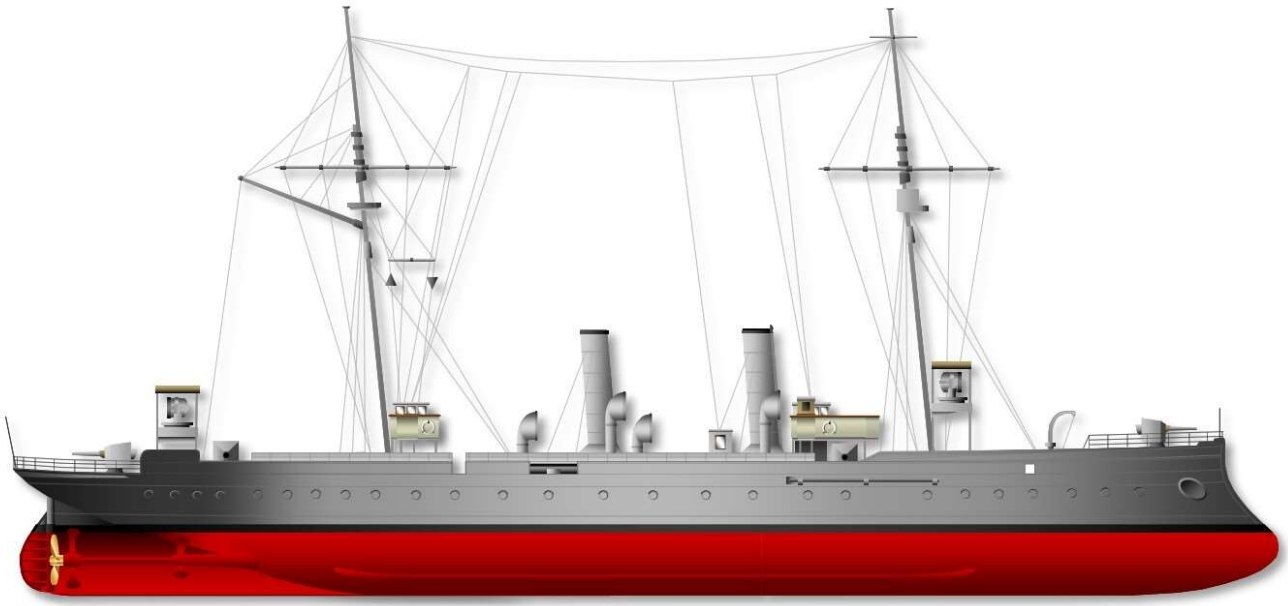
Order of German Naval Ranks

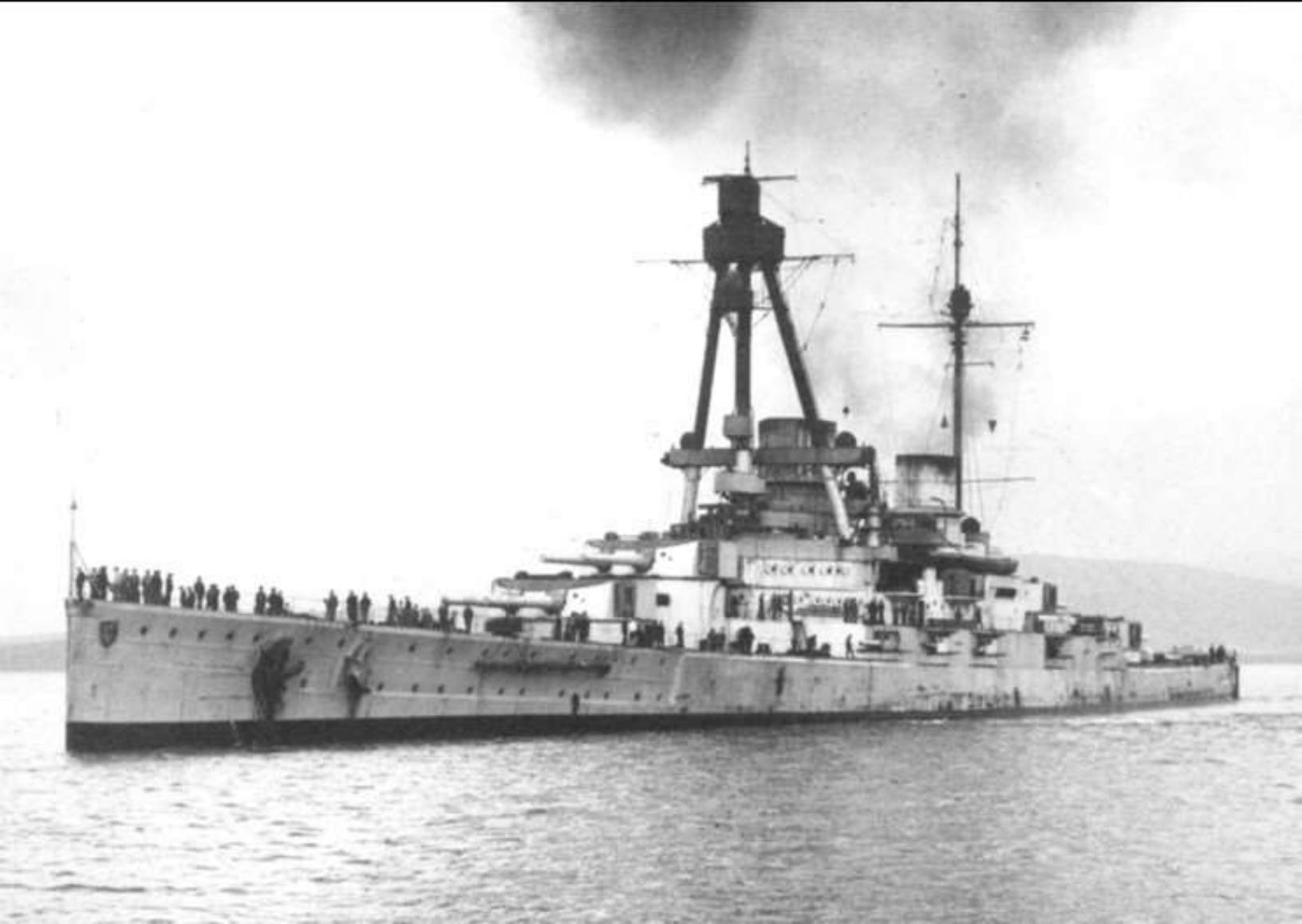
here are the ranks, below you'll find the images (same order as in table above)

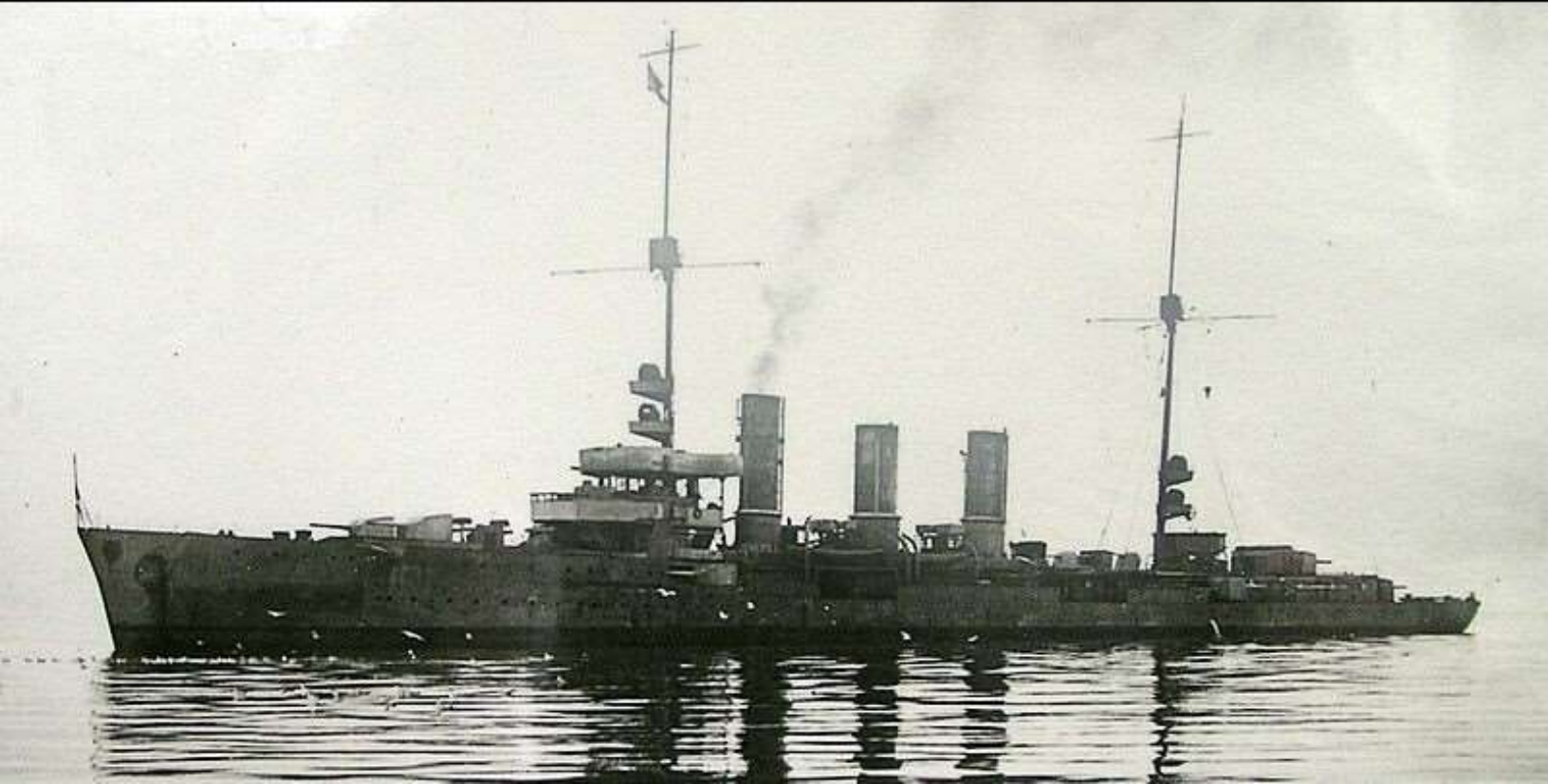
Mannschaften	Unteroffiziere	POs	Offiziere	Admiräle
Matrose	Maat	Bootsmann	Leutnant zur See	Flottillenadmiral
Gefreiter	Seekadett (*)	Fähnrich zur See (*)	Oberleutnant zur See	Konteradmiral
Obergefreiter	Obermaat	Oberbootsmann	Kapitänleutnant (Kaleu)	Vizeadmiral
Hauptgefreiter		Oberfähnrich zur See (*)	Korvettenkapitän	Admiral
Stabsgefreiter (unusual)		Hauptbootsmann	Fregattenkapitän	
		Stabsbootsmann	Kapitän	
		Oberstabsbootsmann (unusual)		

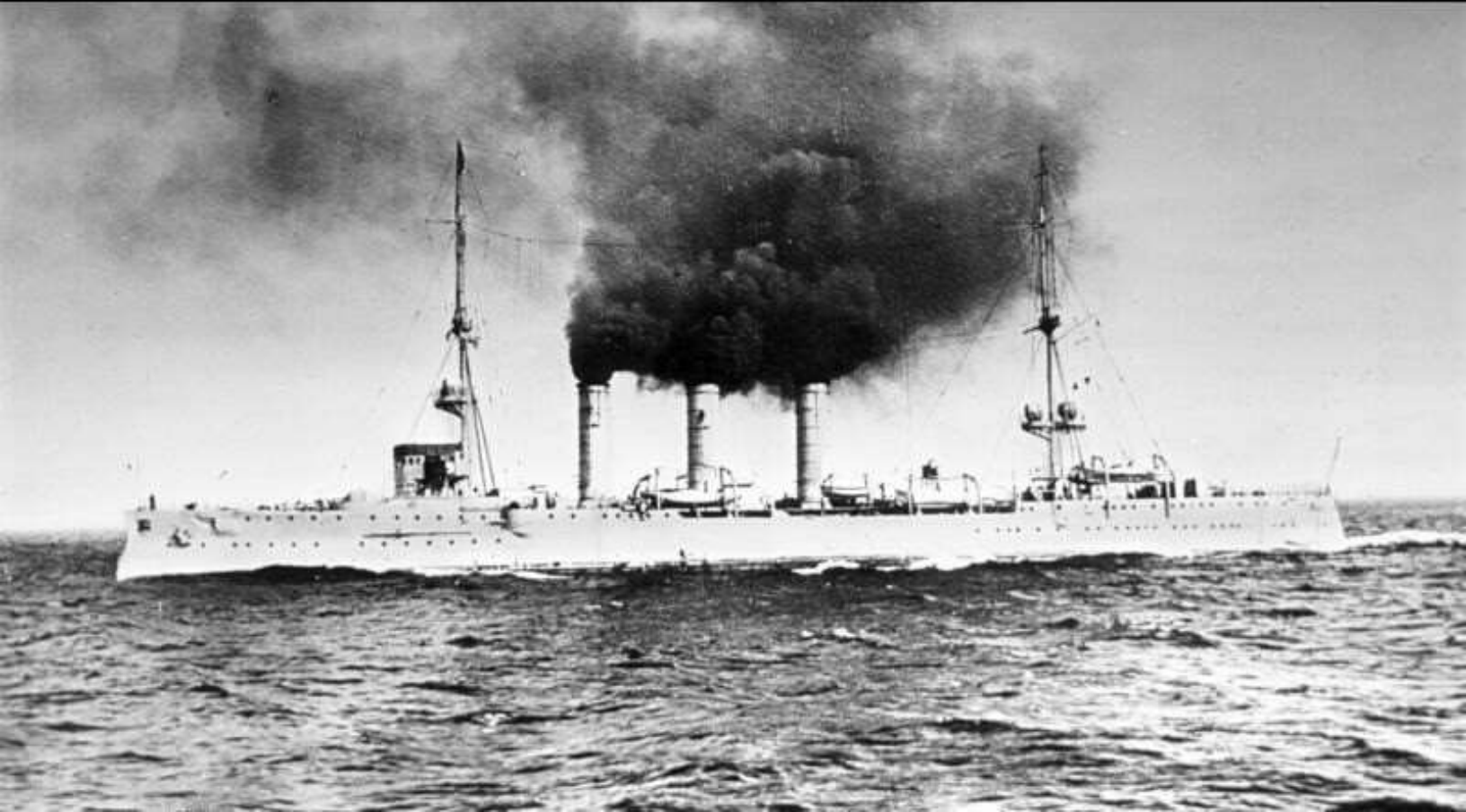
note: (*) = this is a special rank for someone going to be a officer later

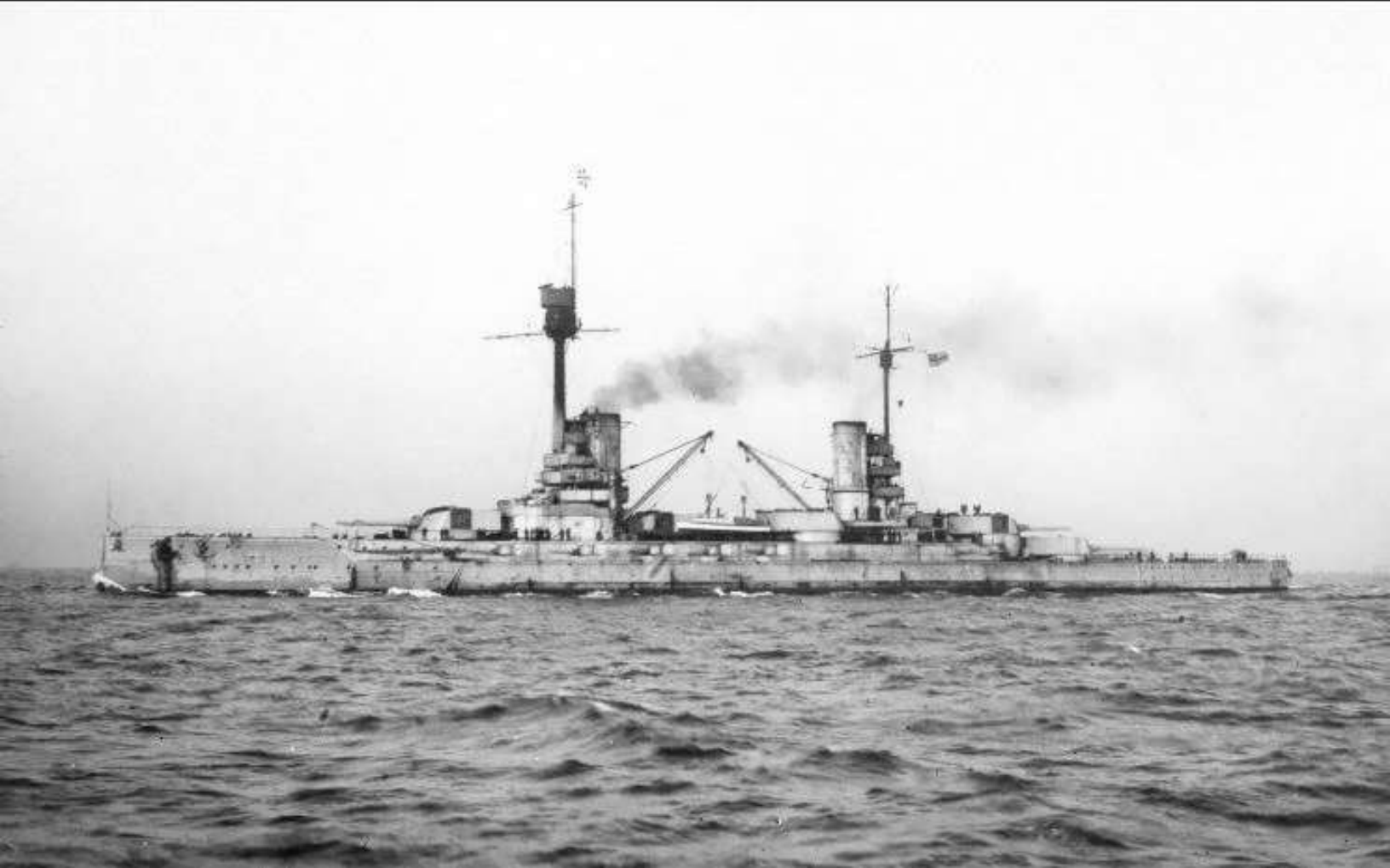
images (same order as in table above):

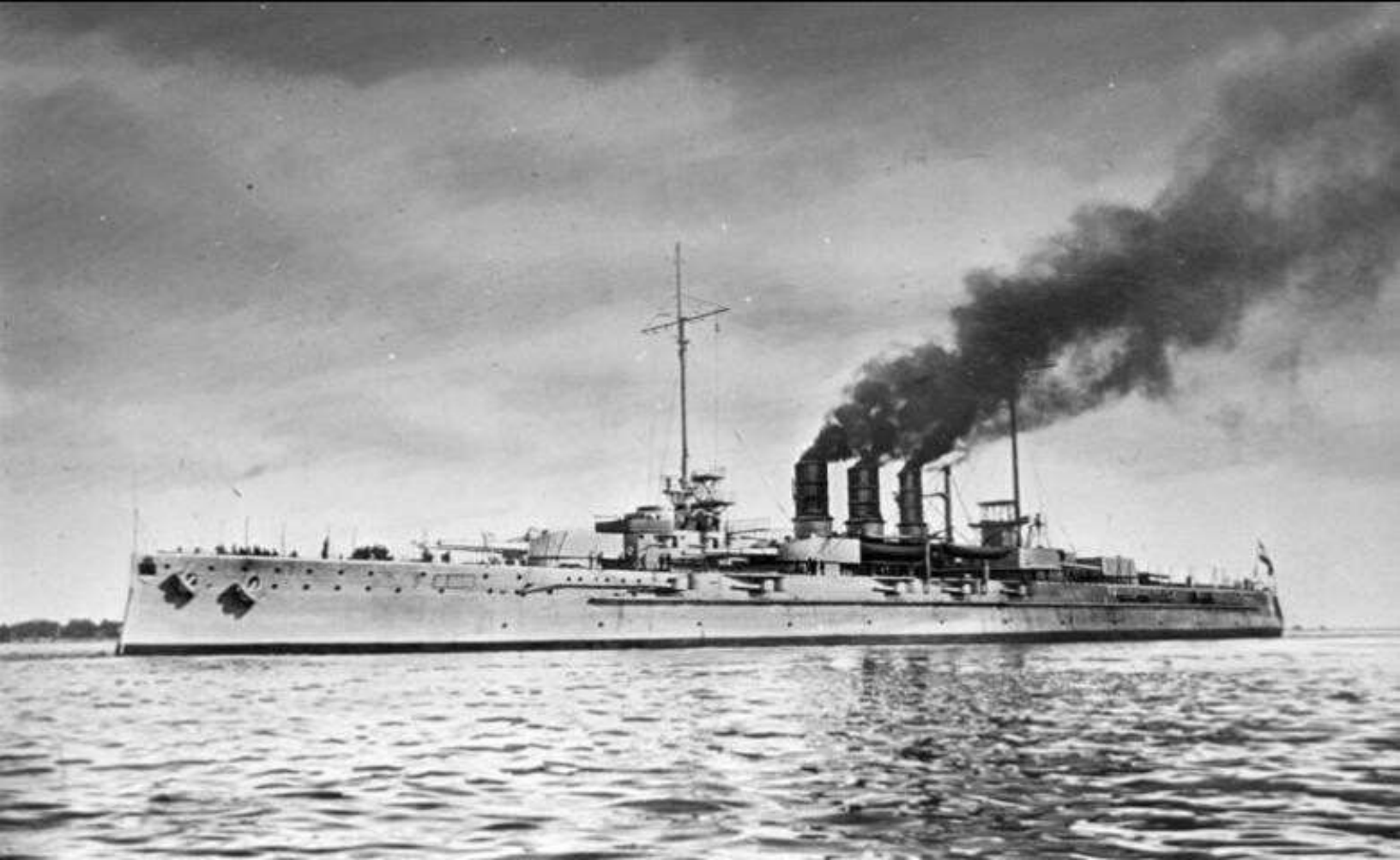


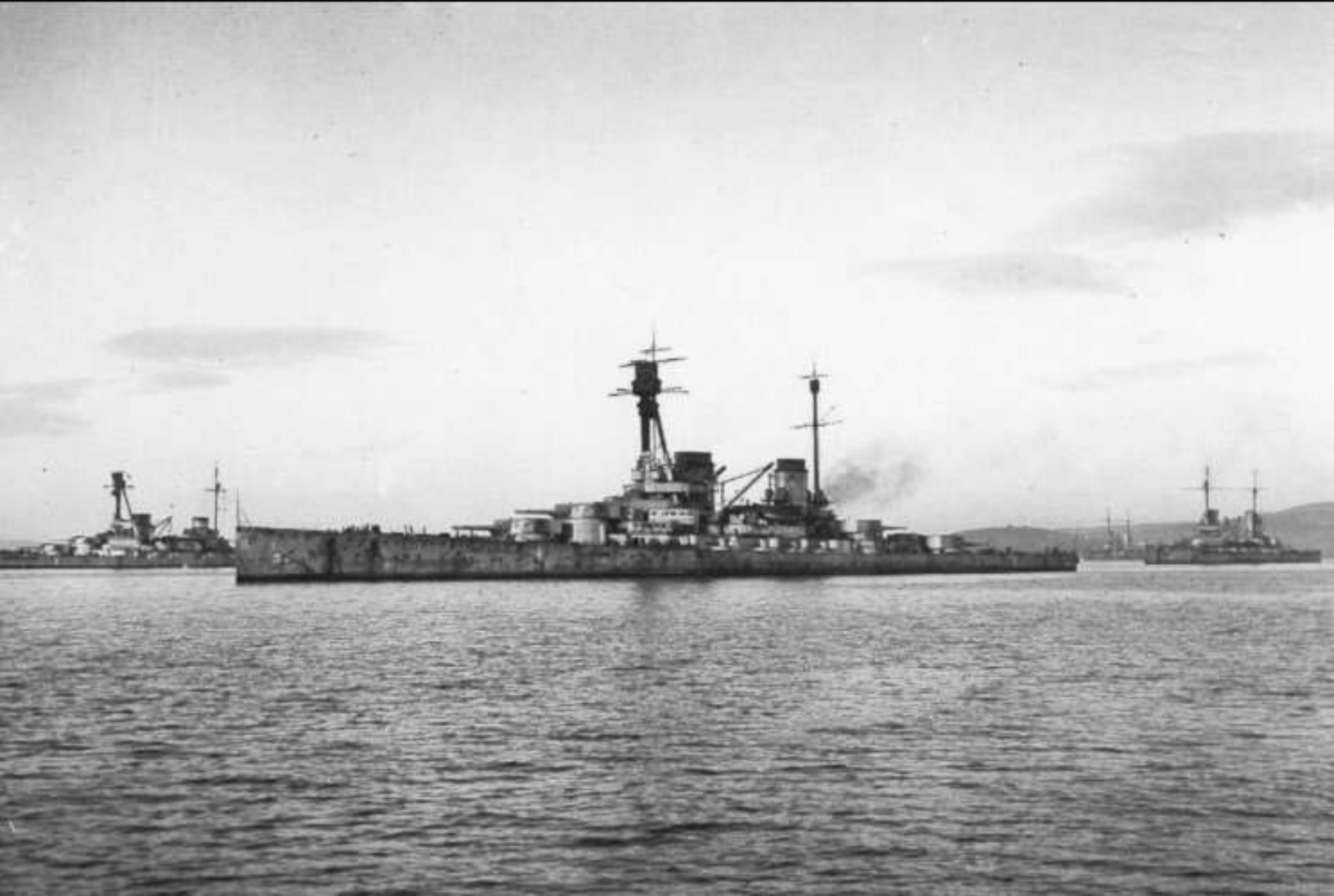


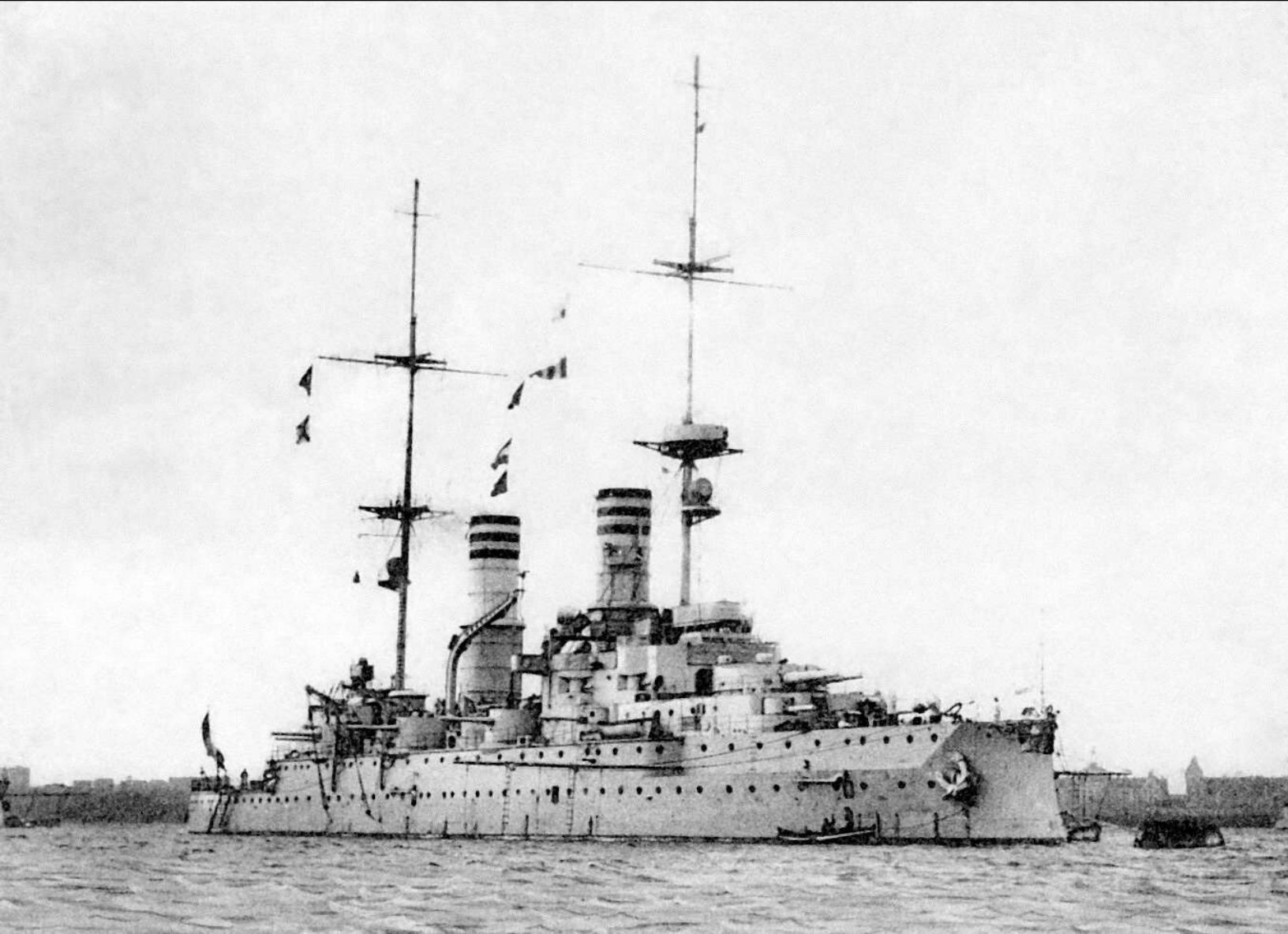


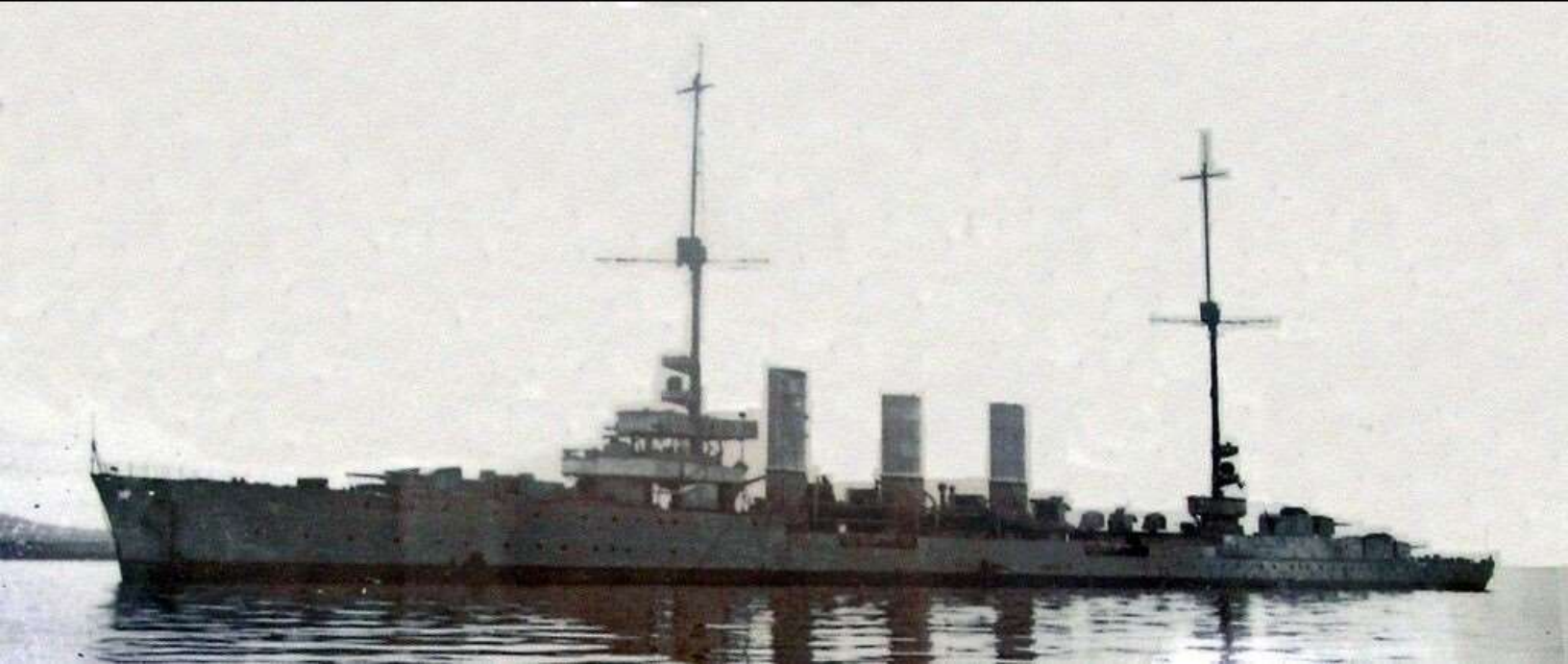


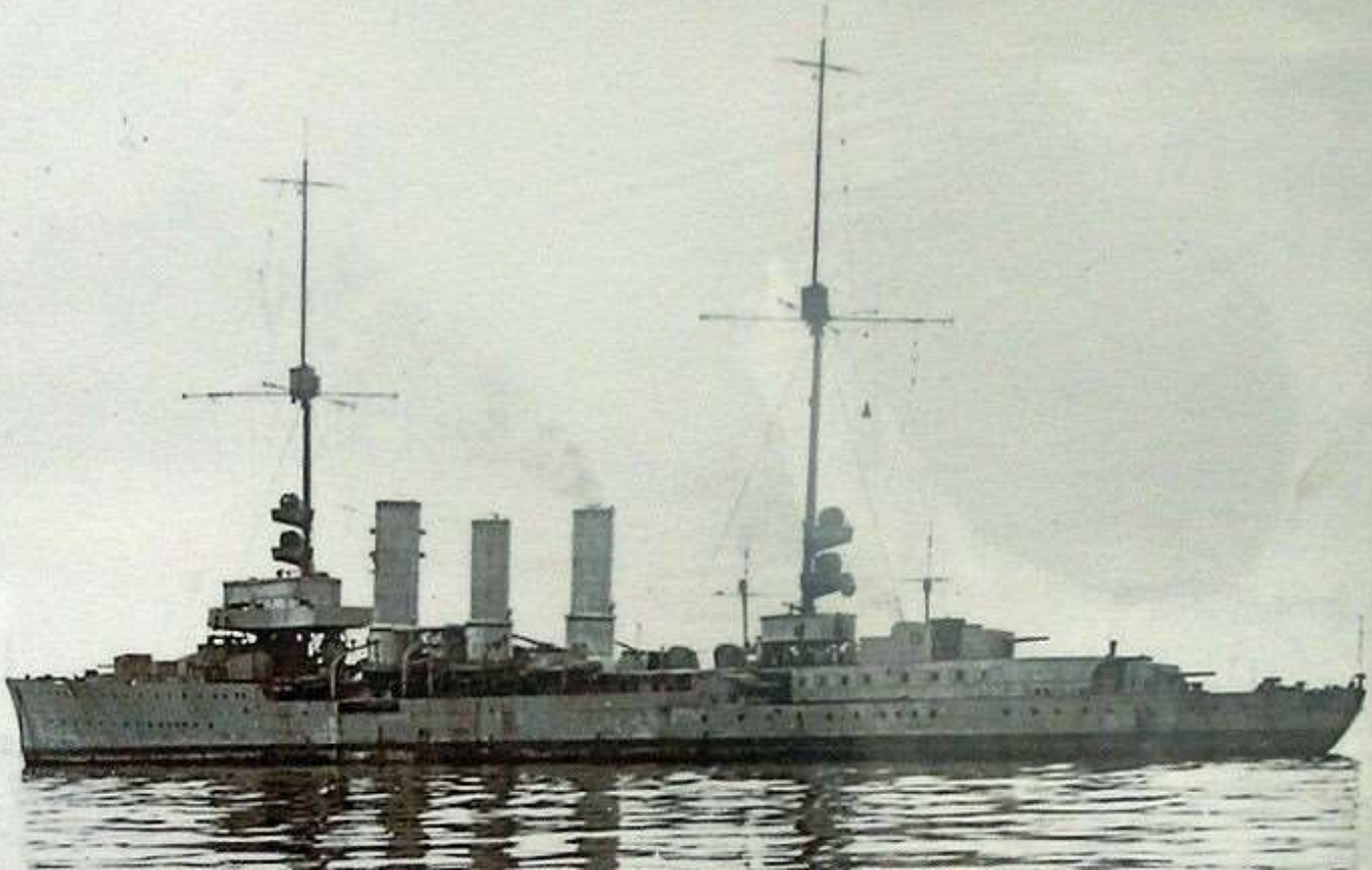


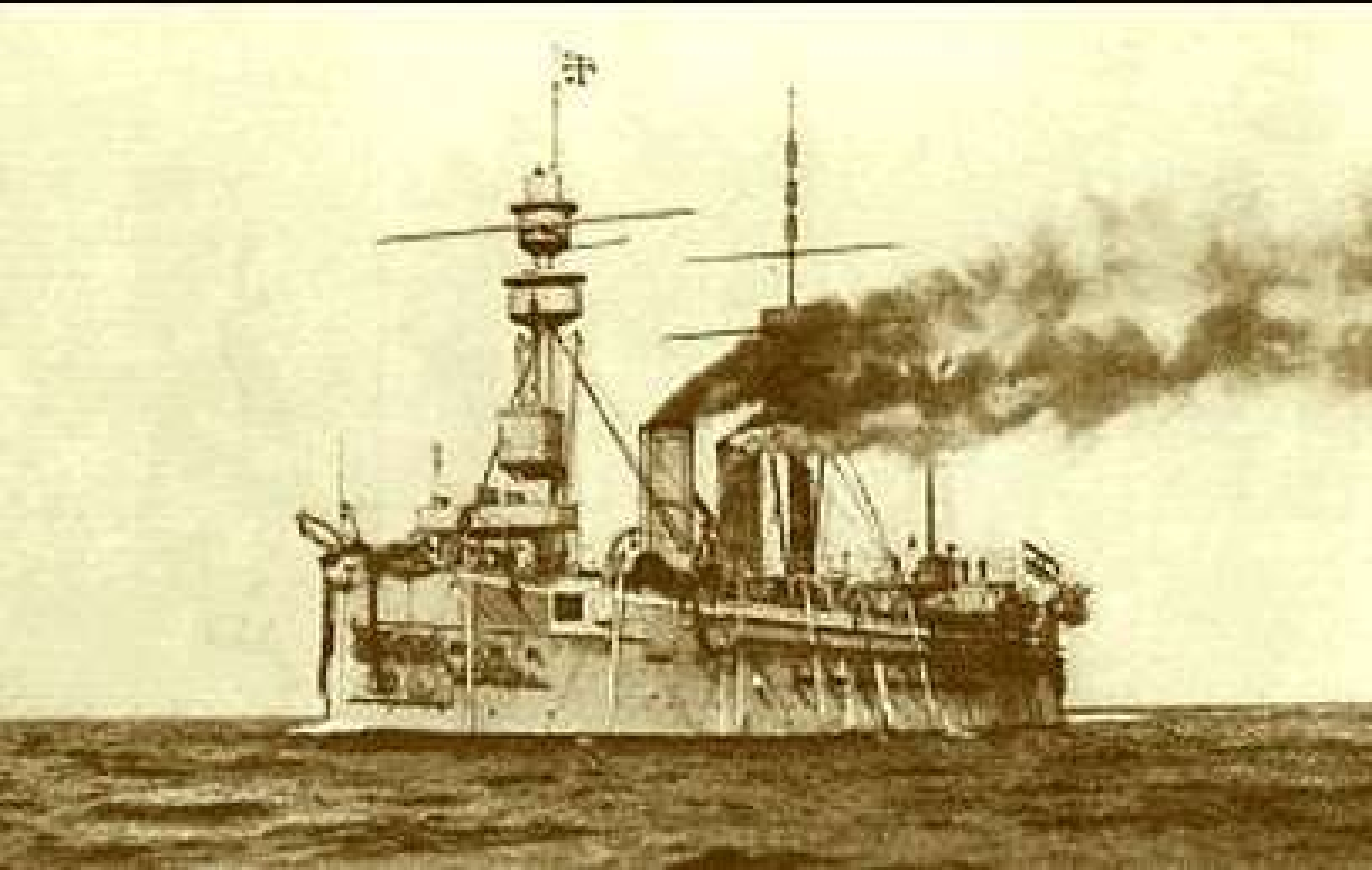


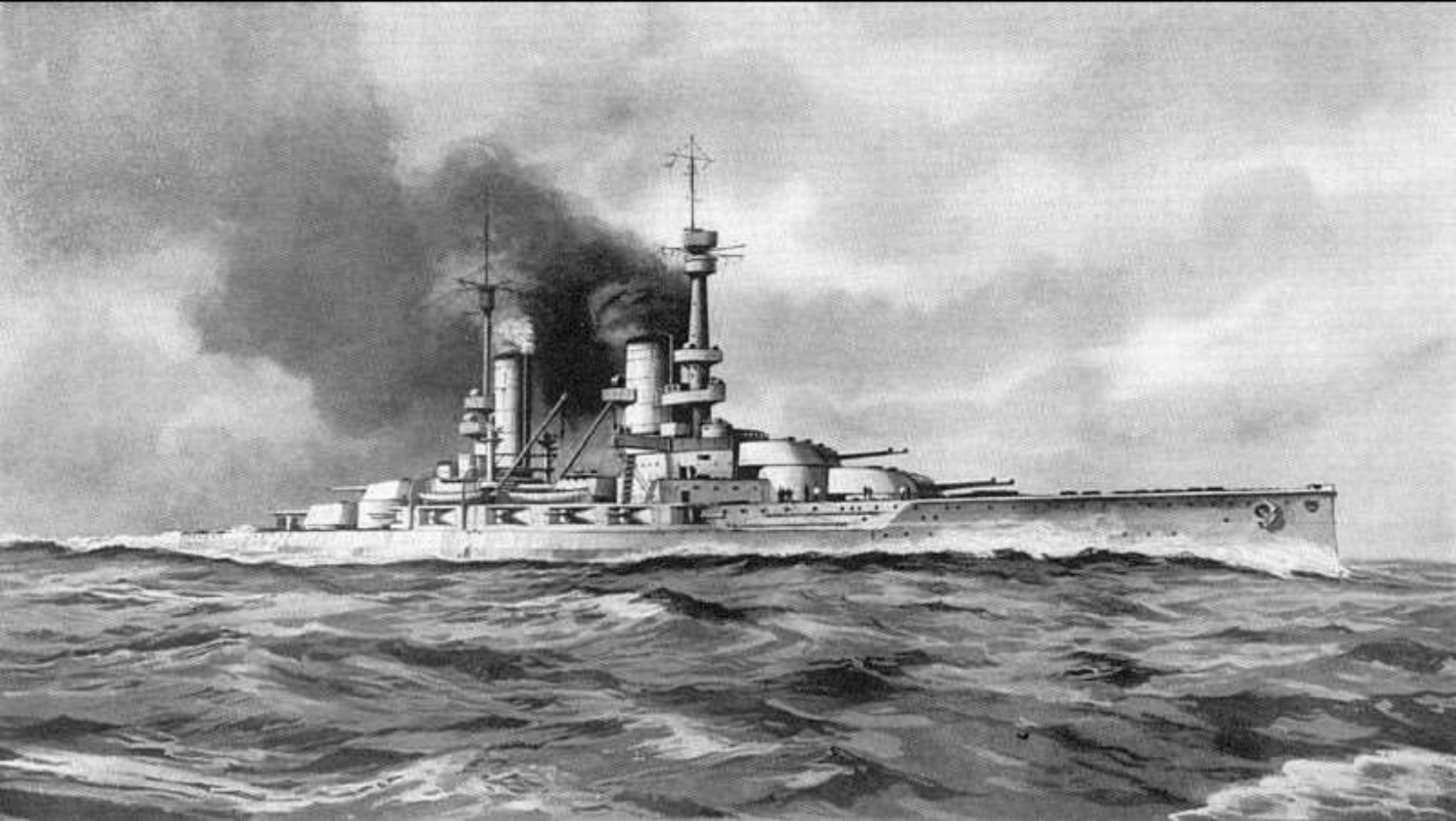


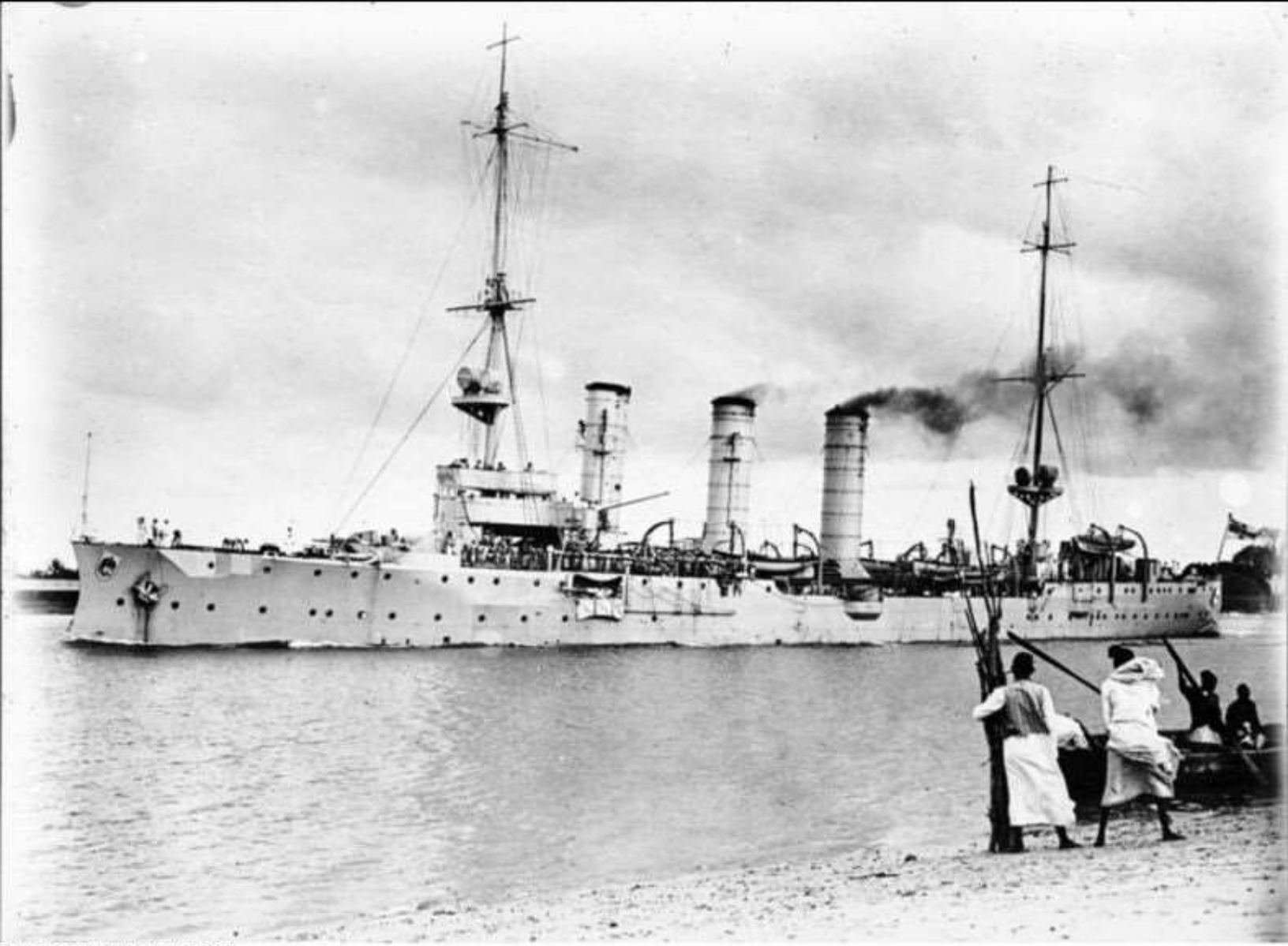




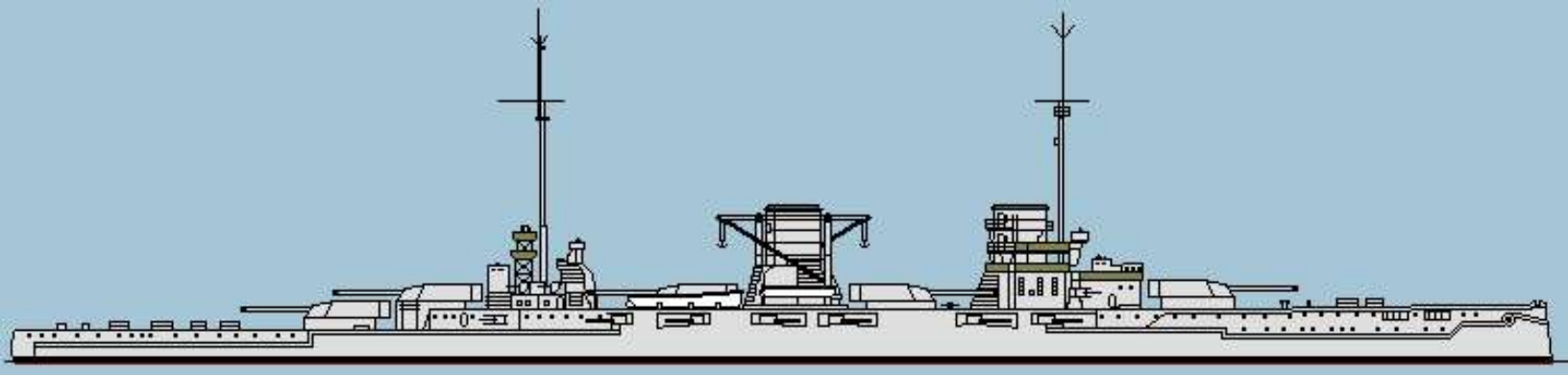


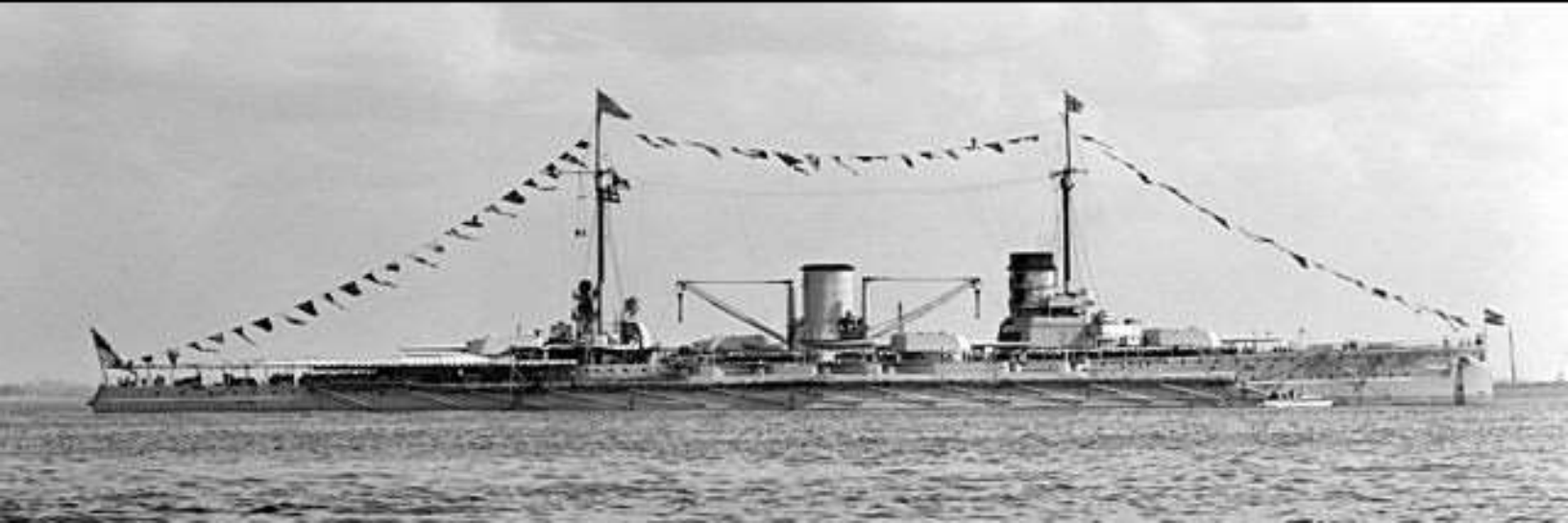


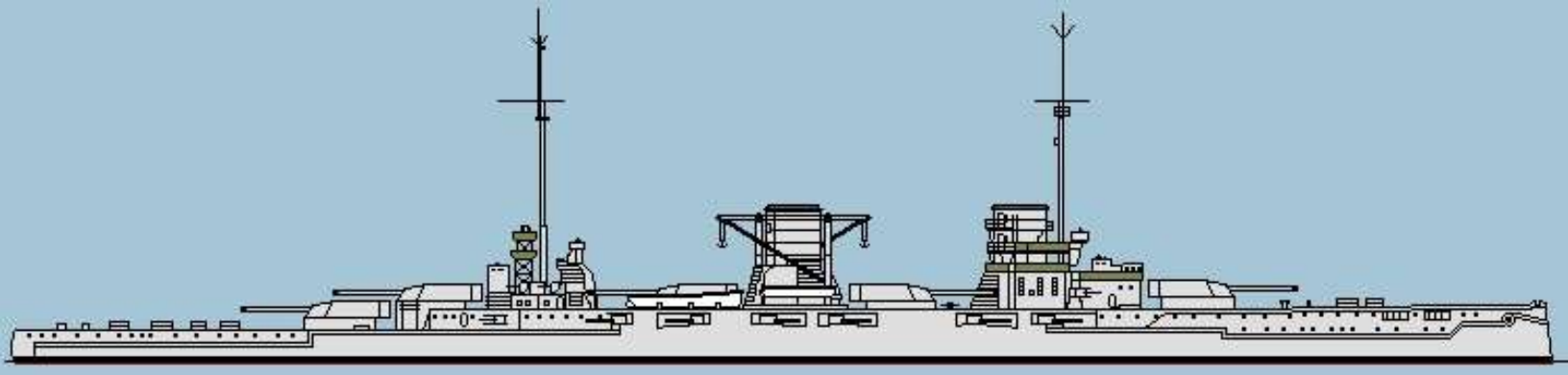


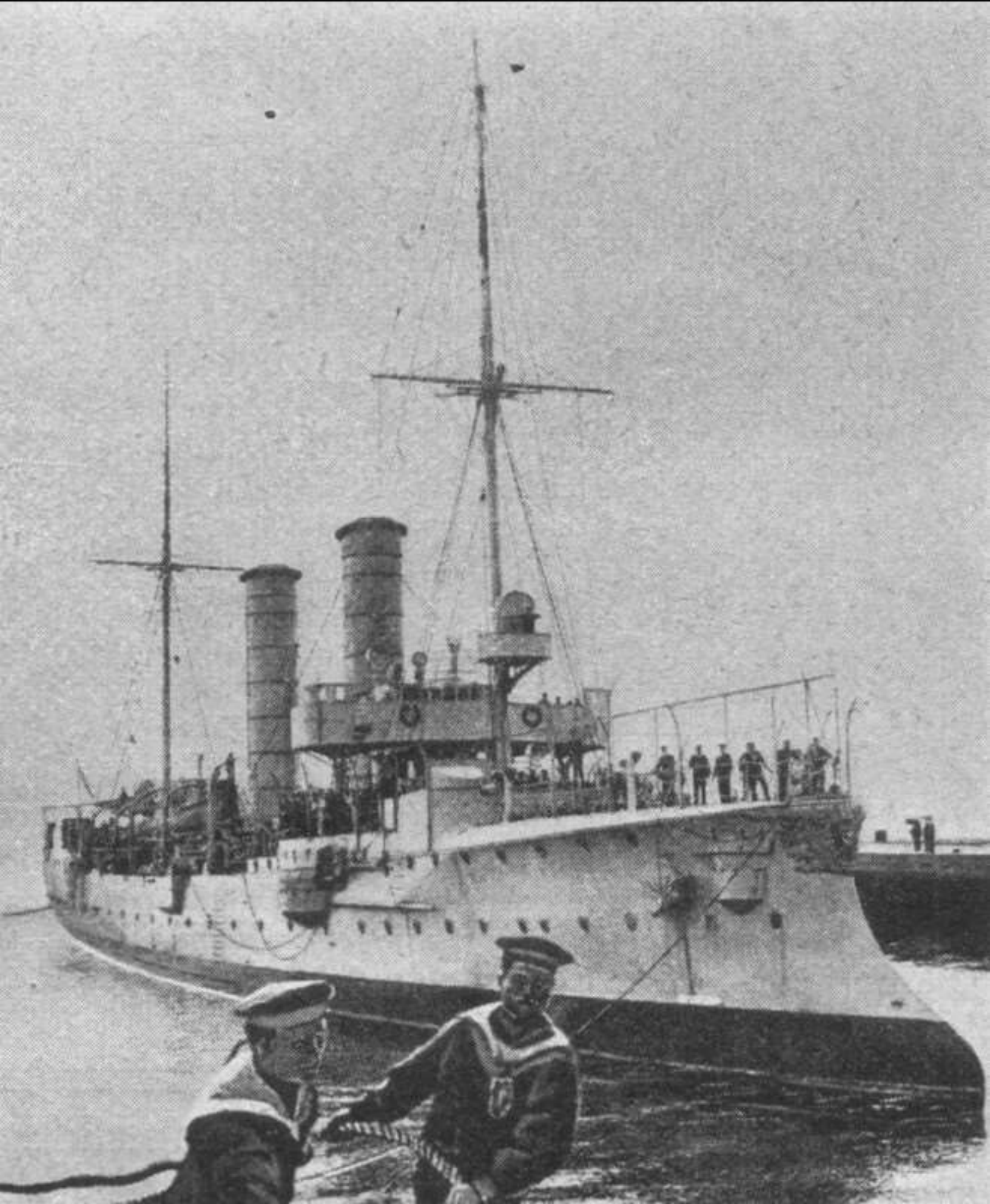


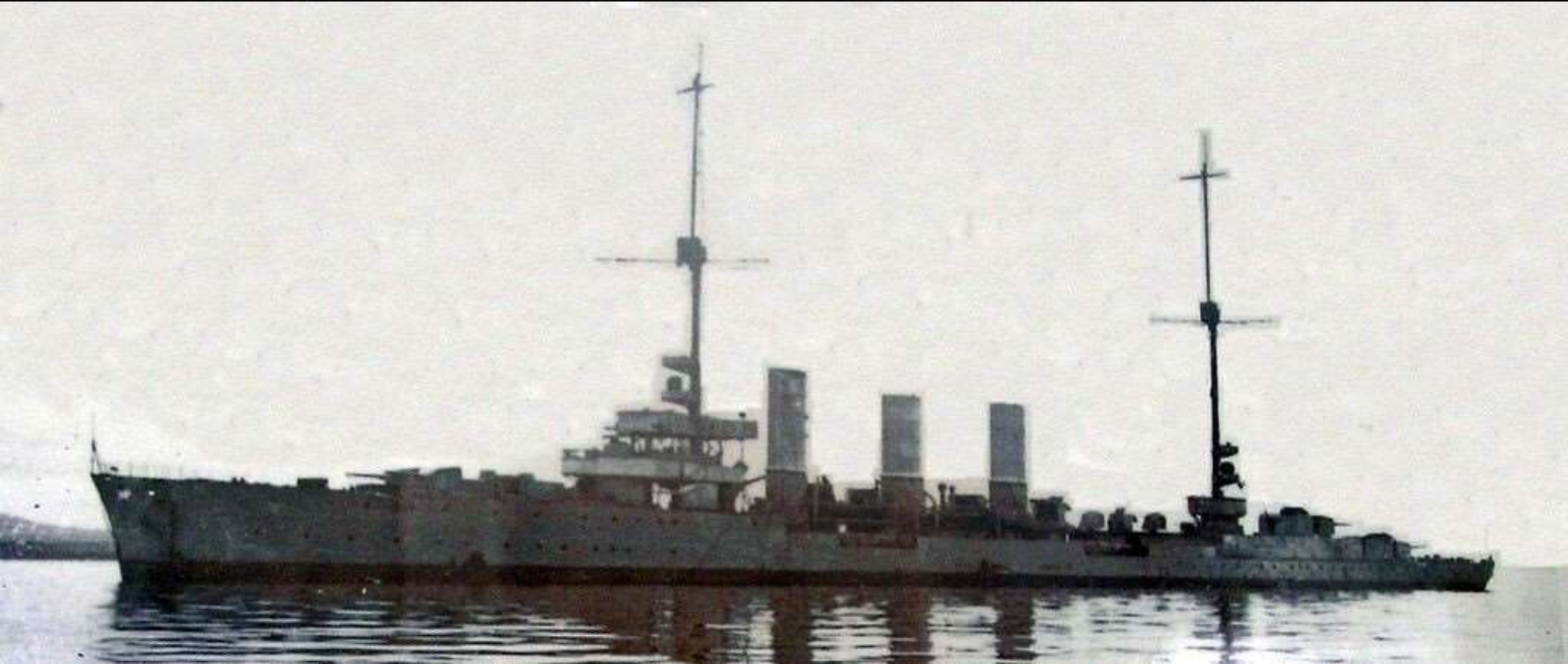
Bundesarchiv, Bild 105-DOA3002
Foto: Dobbertin, Walther | 1914/1915

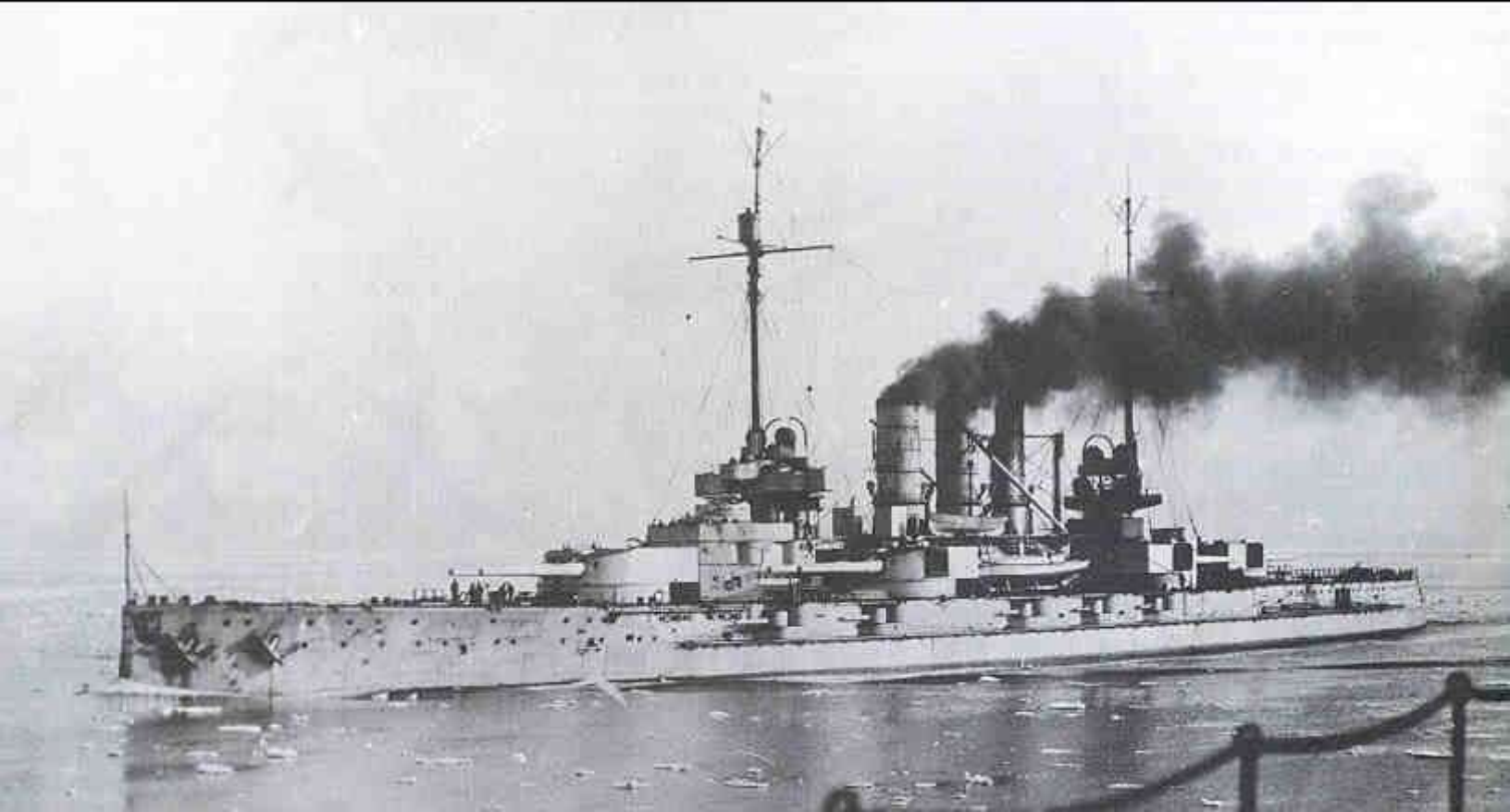


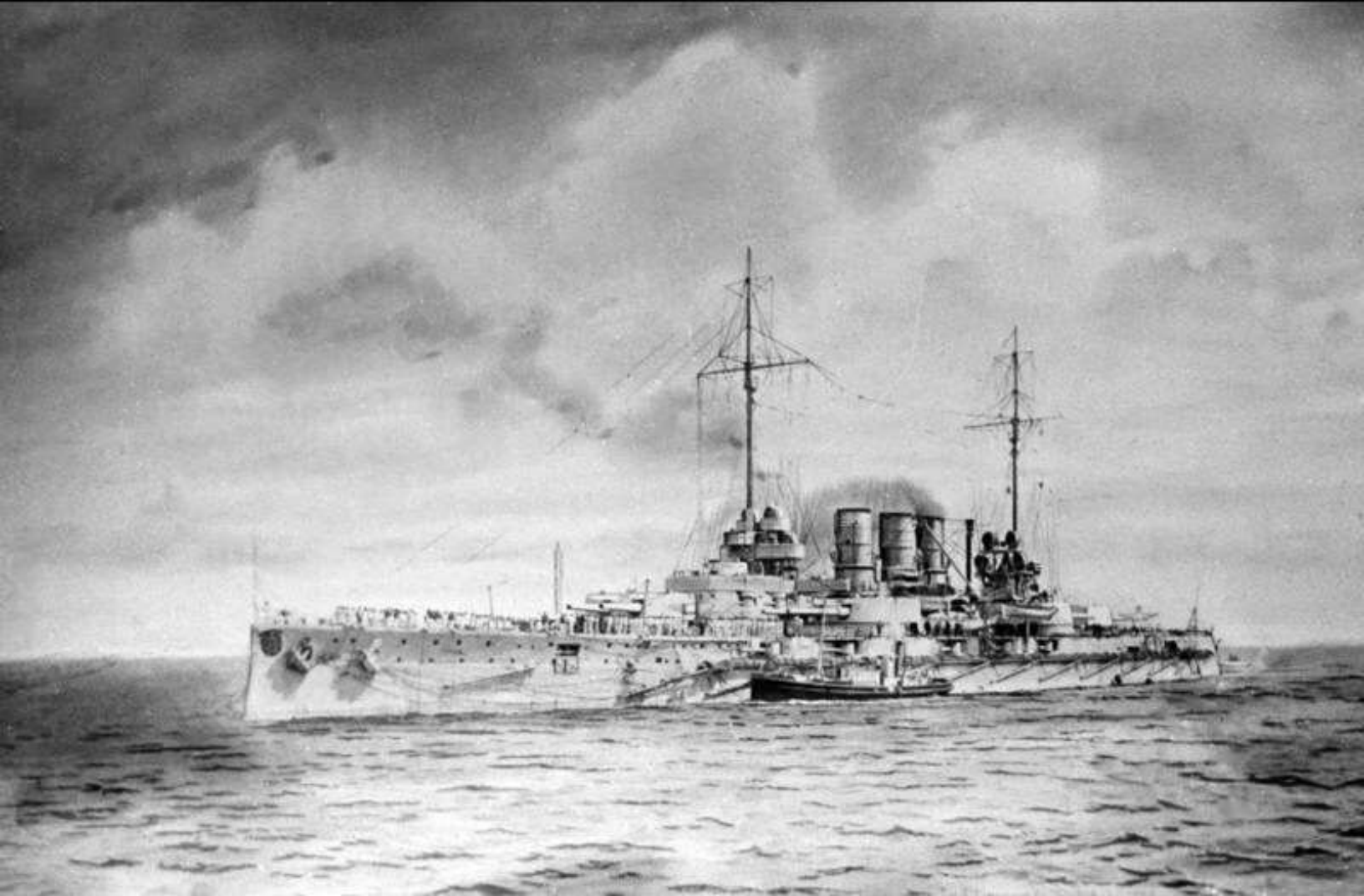


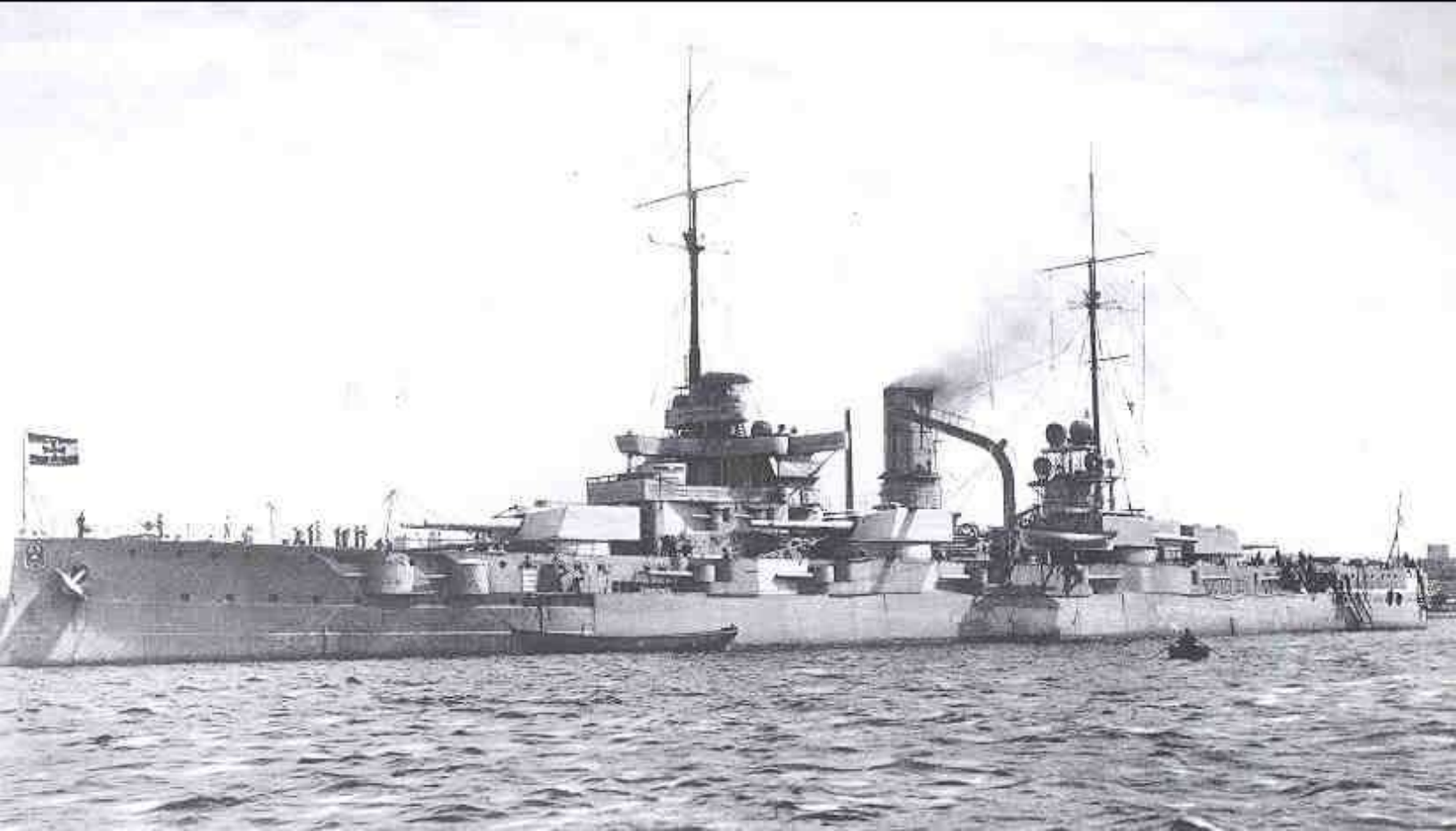


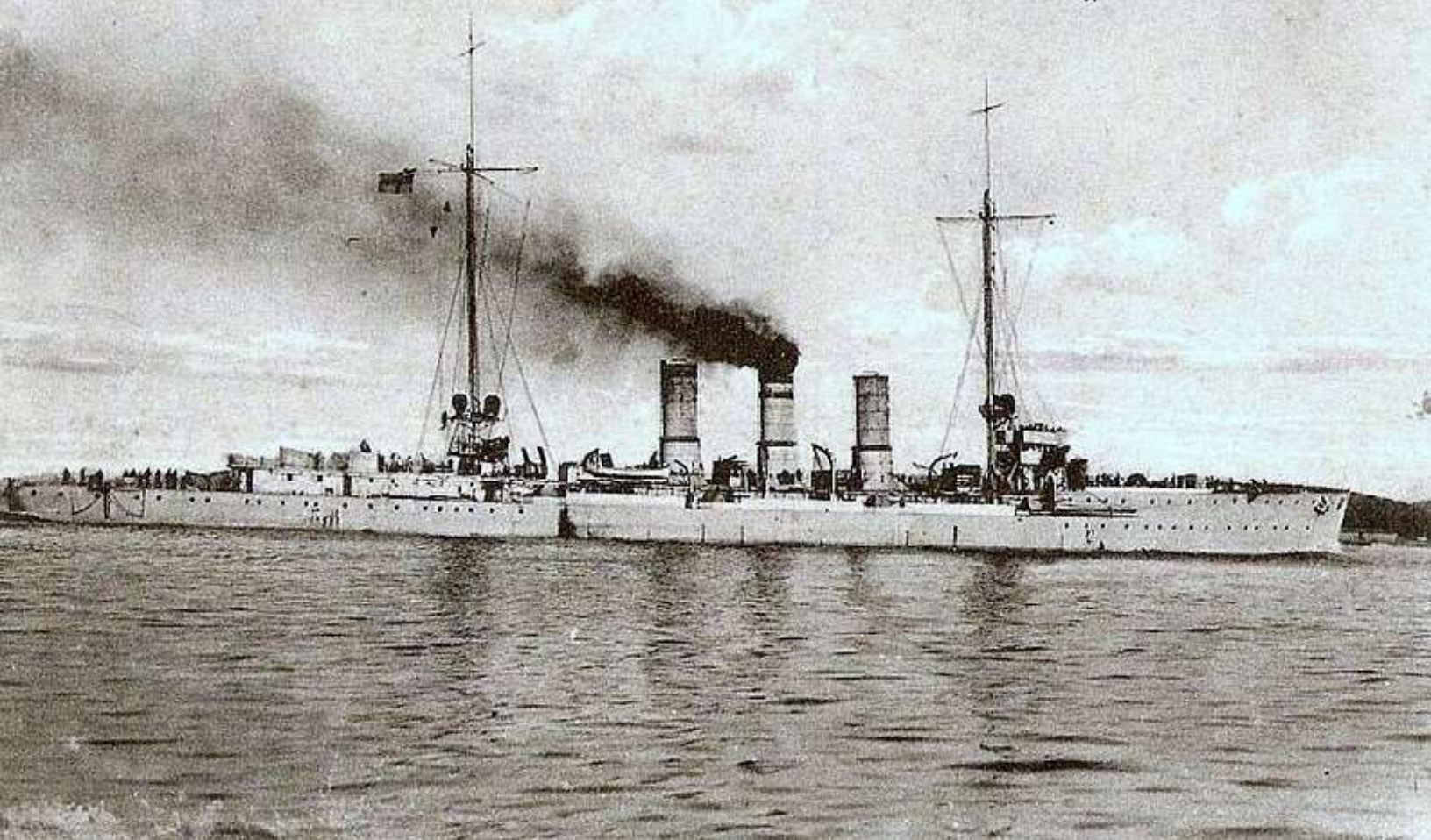


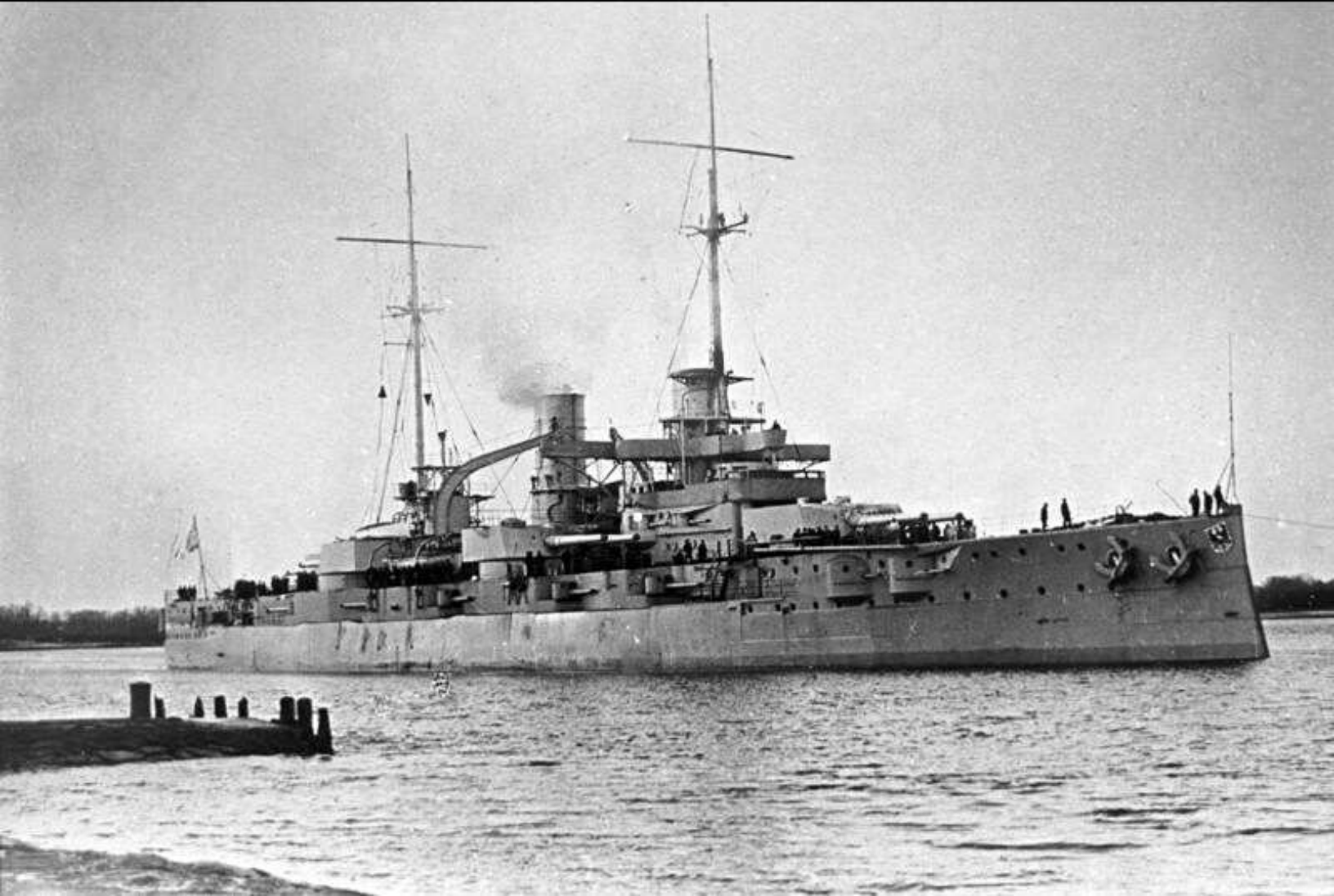


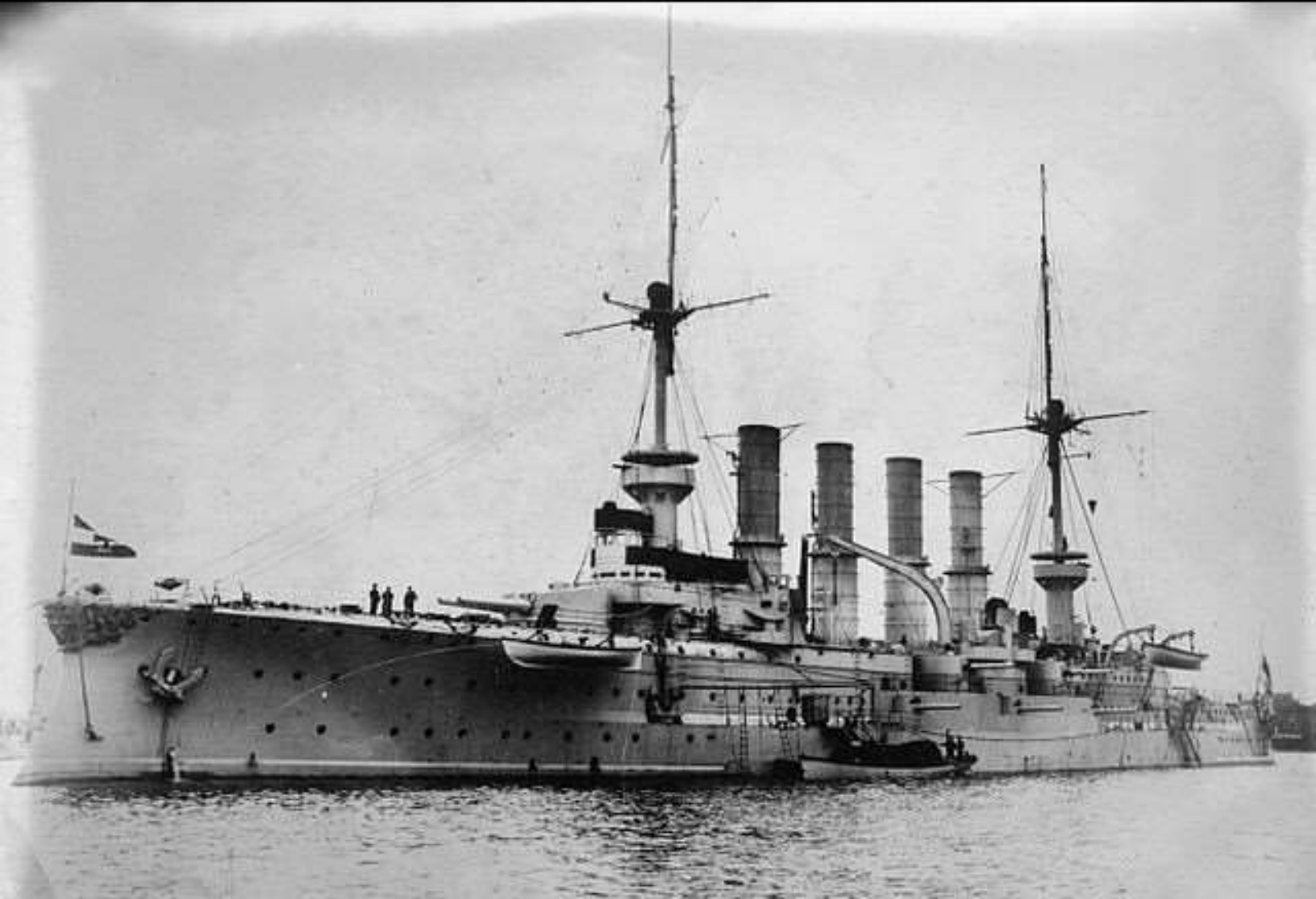


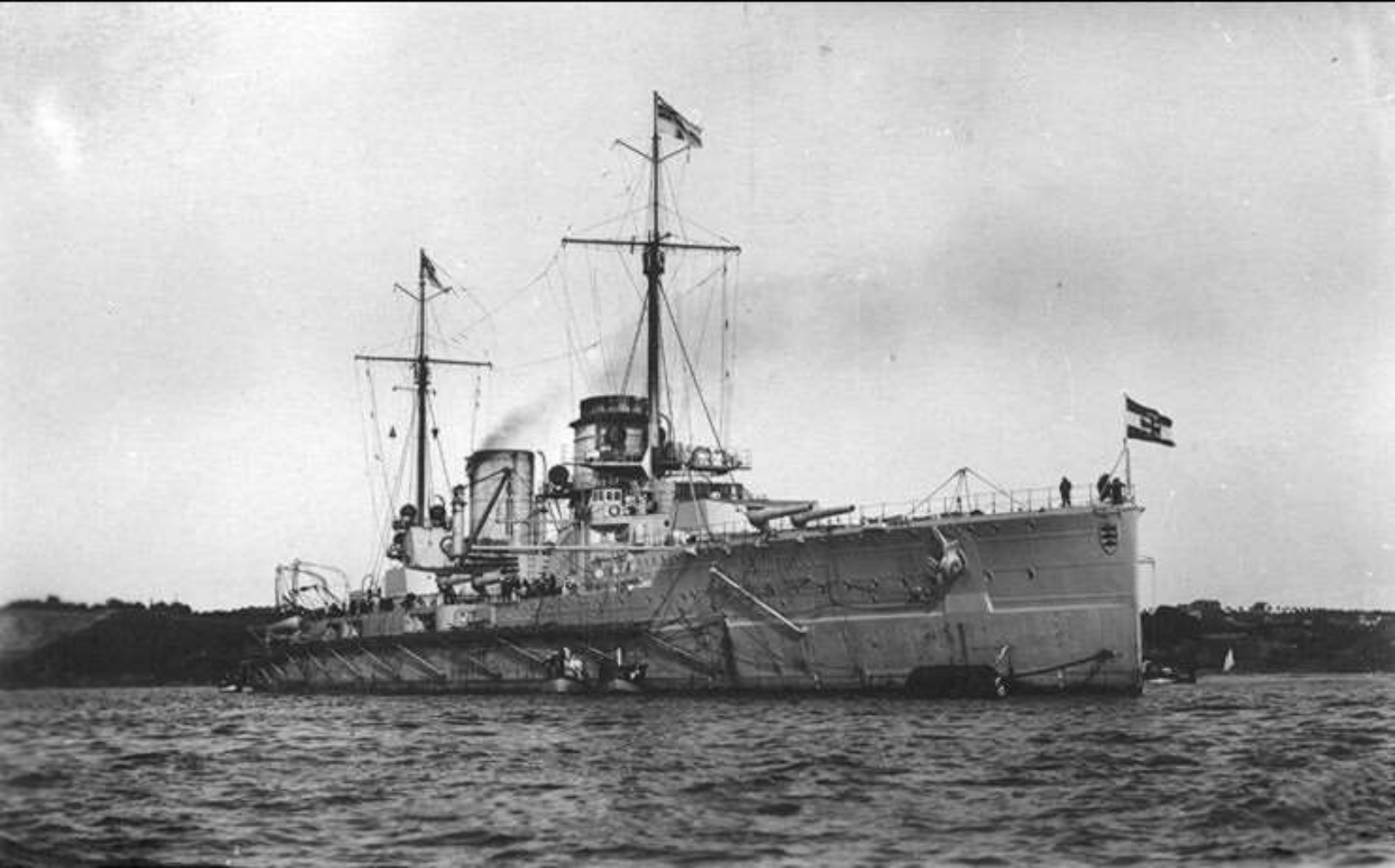


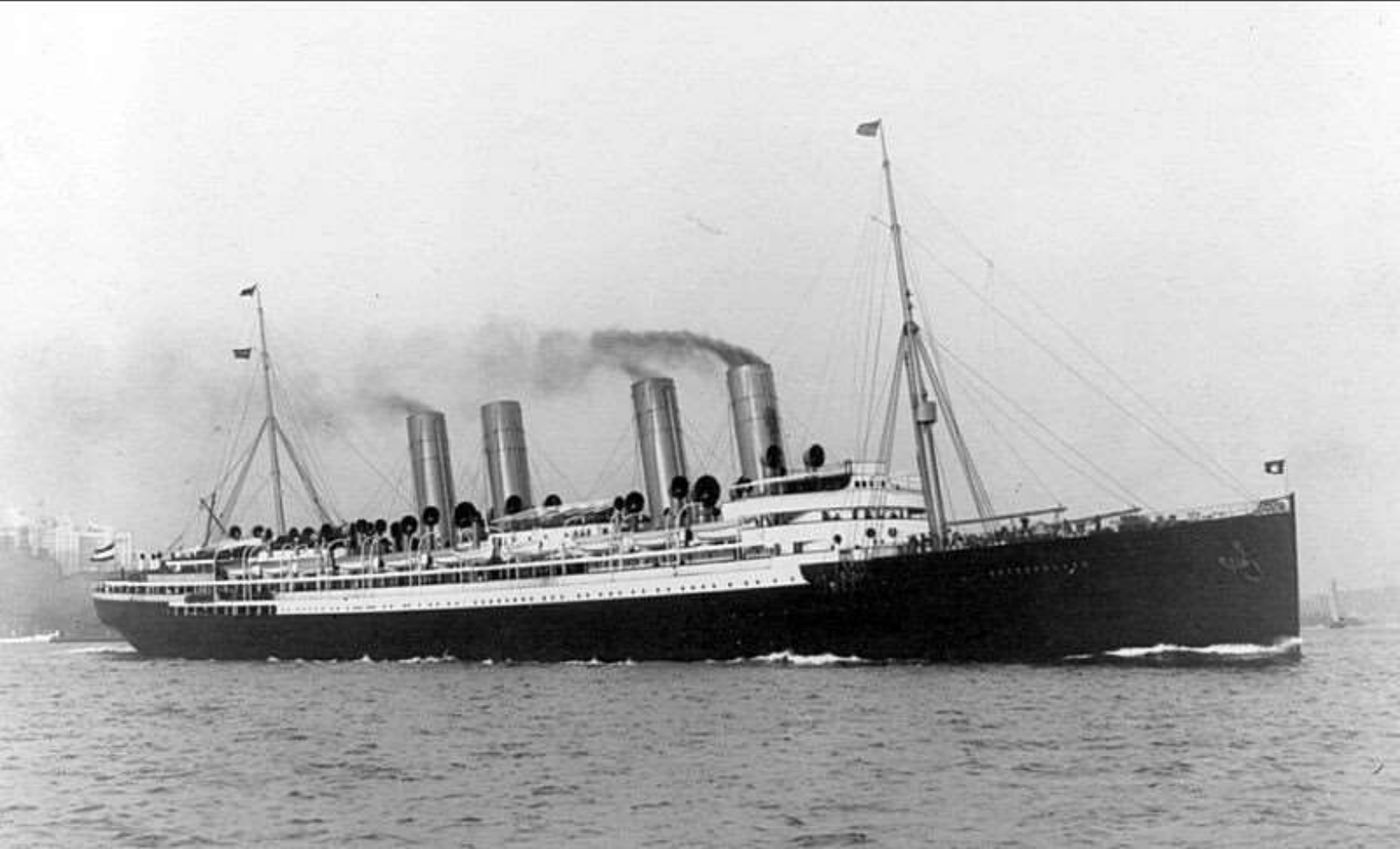




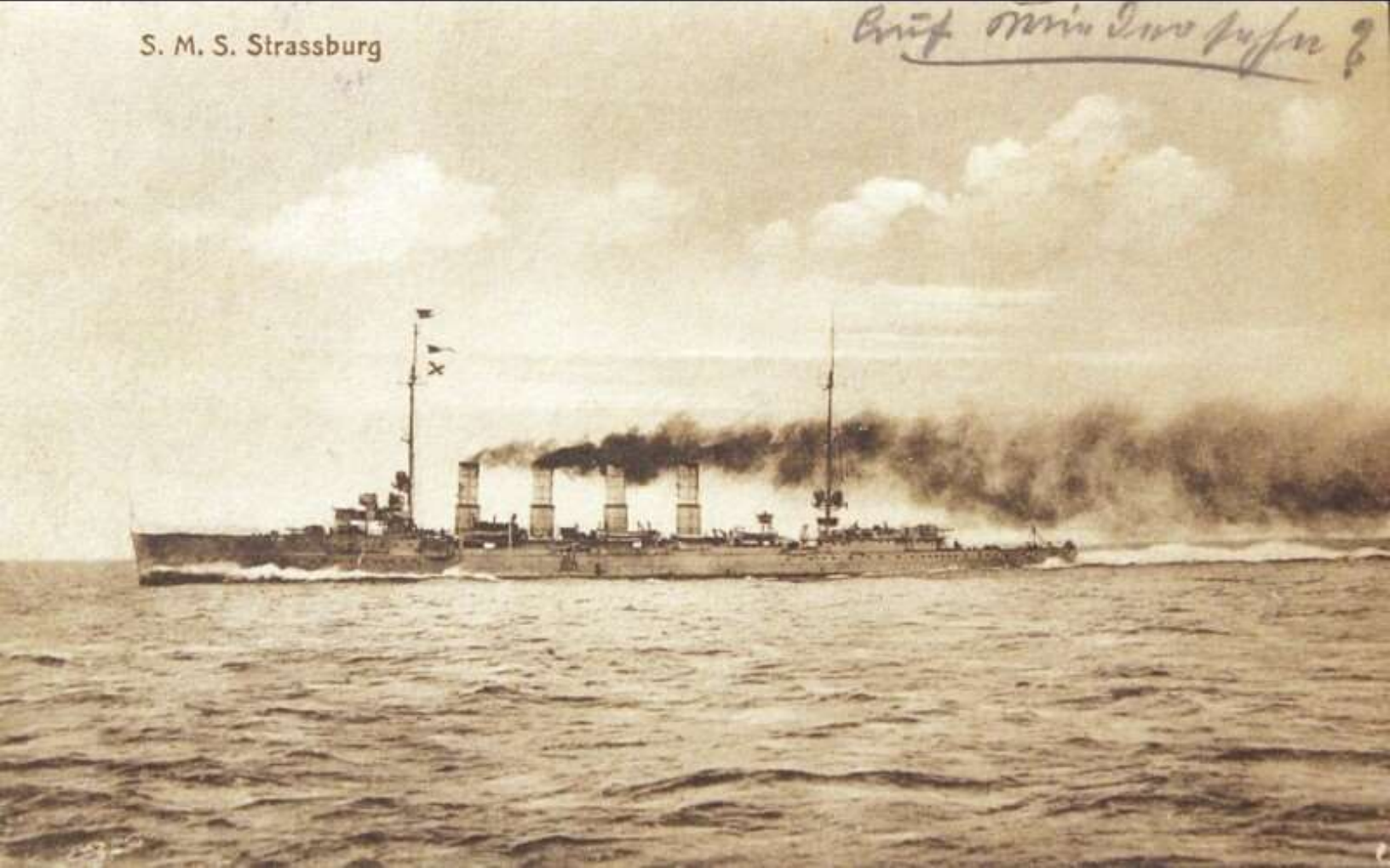


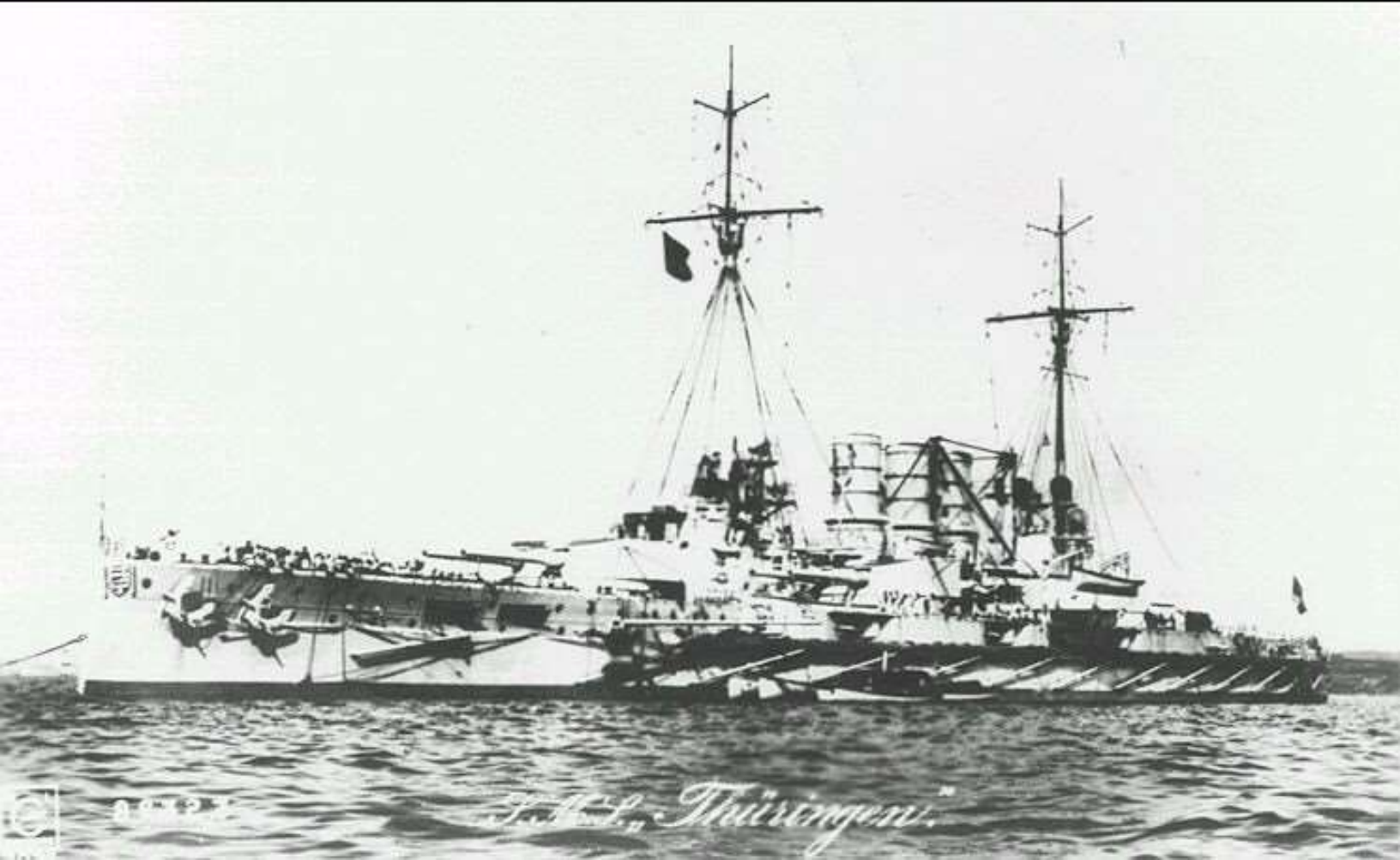






S. M. S. Strassburg




S.M.S. „Thüringen"