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Steinbach, le 30 avril 1993

Cher Monsieur,

je vous remercie beaucoup pour votre lettre du 28 mars 1993.  
A cause des vacances de Pâques, je ne parvenais pas à vous écrire plus tôt.

Entre-temps, j'ai obtenu une photo d' U37 que j'ajoute dans cette lettre. Malheureusement, ce n'est que la vue de la tour et ne pas la vue entière. La photo était prise le 18 avril 1940 à l'entrée au port de Lorient. On reconnaît le bateau U37 à cause de l'inscription à la tour: " Westward-Ho " (= "vers l'ouest-Ho" ). Ce mot est un ancien cri des Vikings. Il a été introduit par le commandant Werner Hartmann. Après, le commandant Niko Klausen a pris ce signe, et il en a orné aussi son deuxième bateau, l' U 182.

Maintenant, j'ai obtenu la deuxième brochure des "Mémoires de Douarnenez". Sur cela, j'écrirai à M. Mazéas séparément.

Malheureusement, il me faut vous dire qu'il n'y a pas de photos du "Brazza" et de l' "Uruguay". Des photos sur lesquelles on peut voir l'encoulement d'un bateau, en rapport avec U 37, n'existent qu'avec le "Maria José" du 29.5.1940 et avec le "Samala" du 30.9.1940. Si vous en êtes intéressés, vous pourriez m'informer, et je les demanderais aussitôt.

Mes meilleurs compliments,

*R. Wiczkorek*



# I-Boat Uniforms 1939-45 (2)

BRIAN LEIGH DAVIS  
Paintings by KEVIN LYLES

Part 1 of this article, in 'MI' No. 4, described and illustrated insignia of branch, rank and proficiency, and award badges; and the headgear worn by officers and men with service and working dress. In Part 2, service uniform, and hot weather dress are described and illustrated.

## THE BLUE JUMPER UNIFORM

The uniform prescribed for Seamen and Petty Officers of the Kriegsmarine, including those who served on U-Boats, consisted of navy-blue Melton cloth with matching trousers.

U-60 — the day U-60 was commissioned and took her place in the Emsbootsflottille 'Emsboote' later, the 5.U-flottille. The commander, Oberleutnant Georg Scheue, and her first lieutenant zur See Adalbert Scheue, the importance of the U-Boat commands that both officers wore naval Frock Coats with rank and dress daggers; the members wear the full uniform Jacket. After the outbreak of war these were no longer worn but were retained for walk-around by some personnel who were not in uniform.

U-60 was a Type IIC boat, in service from 27 July 1939 to 27 July 1945 — but this is not as impressive as it sounds, since in the months of 1940 these boats were excellently seaworthy but with a very limited range — withdrawn from active service with training in the Baltic.

Georg Scheue held the command of U-60 until August 1940, when he was succeeded by his first lieutenant, Adalbert Scheue, who remained with the boat until August 1940, going on to command U-60, a Type VIIC with a range of 1000 miles at Brest. He was awarded the Knight's Cross on 30 April 1942, and the Oakleaf clasp on 30 April 1945, for sinking 100 tons of Allied shipping as holding an important position in Dönitz's staff. His last command was the first Type XXI U-boat, on an operational mission on 30 April 1945.

The plain cuffs were fastened with a single concealed button. The Jumper had a detachable 'collar' of cornflower-blue linen (a bright royal blue shade), trimmed with three parallel white stripes around the edges. Under the collar was worn a black 'silk', rolled and folded and tied at the front in a knot secured with white tapes.

The National Emblem was worn over the right breast in yellow thread on a navy-blue backing. Badges of rank and branch, if worn, were located on the left upper arm; they too were worked in gold-yellow thread. Specialist proficiency badges, if worn, were located below badges of rank and branch, and were worked in red on blue backing.

The blue jumper was worn with its matching blue trousers (see below) as a uniform in its own right. It could also be worn with the white trousers from the White Jumper Uniform. It was also worn under the Uniform Jacket with its collar outside (until the Uniform Jacket ceased to be issued at the outbreak of war); and under the Überzieher, with its collar inside.

## Trousers for Ratings and Petty Officers

The navy-blue Melton cloth trousers worn as an issue item by all Seamen and Petty Officers were of a special pattern, in keeping with the traditional naval patterns then worn by the navies of most



other nations. They formed part of the Blue Jumper Uniform, and were also worn with the White Jumper, the Uniform Jacket and the Überzieher.

The trousers had no frontal fly opening. Instead, a flap

across the front of the trousers was buttoned in position by four black horn buttons on the waist band; a vertical opening down each side of the flap allowed access to the two side pockets. A small metal buckle at each side of

the waist adjustment.

The legs were full but were not flared. However, the shape was attractive for





Grossadmiral Raeder presenting the award of the Iron Cross 1st Class to crew members of an unidentified U-Boat. All wear the Blue Jumper Uniform and the Brimless Naval Cap with the cap ribbon 'Kriegsmarine'. Medal ribbons and War Badges are pinned to the Jumper.

Überzieher were normally worn by U-Boat crews only on shore.

#### WARRANT OFFICERS' AND OFFICERS' 'SQUARE RIG'

Warrant Officers and Midshipmen wore a navy-blue double-breasted Reefer Jacket and straight matching trousers similar to the working

uniform worn by Commissioned Officers. Apart from the single-breasted summer White Jacket (which falls outside the scope of this article) this was their only uniform, and was worn for all normal duties.

There was a small breast pocket opening on the left breast; and two internal side pockets with external, straight, unbuttoned flaps set one in each side of the skirt. Two vertical rows of five large gilt uniform buttons were set down the front, the top button being left unfastened at all times. The National Emblem in gilt thread was positioned over the right breast in line with the top pair of buttons. Rank was displayed by the use of shoulder boards (Warrant Officers) and shoulder cords (Midshipmen). The former displayed their branch of service by emblems set on the shoulder boards; the latter, by emblems in gilt thread set on the forearms, and (in branches other than the Executive) by gilt emblems set on the shoulder cords.

#### Commissioned Officers

The most commonly worn uniform for Commissioned Officers during wartime, at sea and ashore, was a navy-blue Reefer Jacket identical in cut to that worn by Warrant Officers and Midshipmen. In place of shoulder boards and cords, however, they displayed their rank by means of gold braid sleeve rings around each forearm: one and two rings respectively for Leutnant and Oberleutnant zur See; two rings with a half-width ring between for Kapitänleutnant; three rings for Korvettenkapitän; three rings with a half-width ring between the first and second, for Fregattenkapitän; and four rings for Kapitän zur See. Branch of service was indicated by emblems embroidered in gilt thread and set above the sleeve rings. The National Emblem was usually hand-embroidered in gold wire.

The blue Reefer Jacket and trousers, worn with a white shirt and a black tie by all three rank ranges, were worn during wartime for parades



A young Seaman wearing the Bormütze, and the Überzieher with the plain cornflower-blue collar patches and unbraided collar of all rates below Petty Officer (Maat).



**Right:** Two Kriegsmarine prisoners in British hands, July 1941; both are Petty Officers, wearing the Überzieher with gold collar braiding and single braid bars across the collar patches. The left hand man wears the branch badge of Lautbahn IV(Fk) — Wireless Telegraphist.





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held ashore, as an Undress Uniform and for Walking Out. (Before the war this style of uniform was not permitted to be worn in Berlin, but this restriction was suspended for the duration.) The Reefer Jacket was worn at sea; given the conditions aboard a U-Boat the 'second best' uniform would normally be used, and photographs show that these often showed signs of heavy wear-and-tear.

#### Footwear

Ashore, formal footwear comprised black leather laced shoes for Officers and Warrant Officers, and laced ankle boots for junior ranks, both without separate toecaps. These were worn for parades, everyday duty and walking-out, with all blue and white uniform items. For full-dress parades Ratings wore the standard issue high Marching Boots, under the blue trousers. Officers, from April 1939, wore navy-blue breeches and black riding boots (with the Reefer Jacket and full-dress sword belt) for such occasions.

#### HOT WEATHER DRESS AT SEA

Normal dress for all ranks at sea was one or other of the working and/or protective outfits which will be described in the third part of this article. Since one of the variations used in hot weather comes logically under the heading of service dress, however, it seems convenient to deal with all hot weather rig in this part.

Large numbers of photographs showing crews on patrol in hot weather prove that the most common dress was a white singlet; and dark blue shorts, as used for sports wear ashore; and very often the shorts alone were worn. The singlet — normally of 'vest' — but very occasionally of 'T-shirt' shape — does not seem to have borne the large blue National Emblem across the chest normally associated with sports wear ashore, however. Crews are usually bare-headed, or wear the blue Bordmütze; occasional photos show watch-keepers

wearing the 1940 model Tropical Helmet, apparently with the usual light olive cloth surface. Photographs showing the white Bordmütze are very uncommon. Officers are quite often seen wearing the blue shorts with white pullover Aertex-type tennis shirts with open collars and short sleeves, without insignia.

Occasional photographs show the use (e.g. by the crew of U-67) of captured French Navy undershirts: white, long-sleeved, collarless garments patterned with horizontal blue stripes.

In all seasons officers in particular seem to have enjoyed complete freedom in the choice of shirts while at sea. Various military and civilian types in white, pale blue and grey are seen in photographs; and brightly checkered civilian shirts were very popular, even being worn with the Reefer Jacket. The shirt, and on rare occasions the jacket, of the Tan Tropical Uniform seem also to have been worn on an individual basis, irrespective of season or location, as comfortable, convenient everyday wear.

#### The Tan Tropical Uniform

The lightweight tan/khaki coloured uniform for tropical wear, issued from 1943, consisted of a shirt, jacket, shorts and long trousers. These were issue garments available for wear by crews of vessels operating in tropical waters.

The garments were identical in cut to the tropical issue clothing of the German Army, but in light tan or khaki instead of olive. The jacket was an open-collar type with four box-pleated patch pockets with three-point flaps and exposed buttons, and plain round cuffs. The shirt had two similar breast pockets. The quality and cut of these items were the same for both Officers and Ratings.

The four uniform buttons worn on the front of the jacket, and the four pocket buttons, were in gilt with the usual fouled-anchor design,

though painted in blue. The buttons were plain, and the composition was the same for both Officers and Ratings. The four uniform buttons worn on the front of the jacket, and the four pocket buttons, were in gilt with the usual fouled-anchor design, the jacket



**Right:**

Home from a patrol, the crew of a U-Boat catch up on the latest news. The Army mountain troop's Edelweiss badge sewn to the left side of the Bordmütze identifies U-124; it was one of a wide range of non-regulation insignia adopted by crews of individual boats or, as was more frequent later in the war, by a whole flotilla. These badges were tolerated, as being good for morale and esprit-de-corps. They very often matched insignia painted on the boat's conning tower. U-124, commanded by Kapitänleutnant Wilhelm Schulz and later by Kapitänleutnant Johann Mohr, was a Type IXB boat based at Lorient with the 2.U-flottille. It was the fourth most successful boat of the war. (These individual U-Boat badges will be the subject of a more detailed article in a future issue.)



**Above right:**

Officers, too, frequently wore boat badges, usually attached to the front left side of the band of the Schirmmütze. They were usually produced on board, or in shore workshops, from scrap white- or yellow-metal sheet, although some were coloured; and a few — like the two illustrated in this article — were regulation Army insignia. This death's-head appears to be that officially worn as an additional tradition badge by elements of the 17. Infanterie-Regiment and 13. Kavallerie-Regiment in commemoration of the Brunswick insignia of the Napoleonic Wars. Here it is believed to be worn by Korvettenkapitän von Mannstein, commander of U-753, a Type VIIC boat of the 3.U-flottille at La Rochelle. He is being interviewed by a Japanese radio reporter; note the Kriegsmarine War Reporter in the middle, with anchor devices set on the corners of his collar.



**Chief Petty Officers and Petty Officers**

Badges of rank and branch combined were worn on the upper left sleeve of the Jumper uniforms and the Überzieher; rank range was indicated by collar lace, and rank by collar patches, on the Überzieher. The arm badges took the basic form of an anchor, combined with the appropriate branch emblem, for Petty Officers; and the same above a small chevron for Chief Petty Officers. These badges were embroidered in yellow thread on dark blue oval patches; for use on the Überzieher only, gilt metal versions could also be privately purchased.

One unusual form of rank range insignia, which photographs show to have been widely favoured by U-Boat personnel of these ranks when serving on board, was displayed on the collar points of work and (less frequently) of leather clothing. It is not known who first devised it or

when it was first used, but it was probably first produced on a boat at sea. Metal chevrons, cut from thin aluminium sheet and punched to take stitching, were sewn to the collars in imitation of collar lace. They seem to have been most popular on Denim Work Uniform. (But at least one published photograph shows Petty Officers of a crew returning from patrol sporting what seems to be a version of conventional collar lace all round the collars of their denim blouses.)

Seamen's Ranks were displayed in the form of chevron badges on the upper left arm of the Jumper and Überzieher, in yellow or gold on blue uniforms; and rank range by collar patches on the Überzieher.

Examples of rank insignia will be found in the illustrations, and further details will be found in the sections on the various specific uniform items.

**Branch Badges**

Branch badges were worn throughout the Kriegsmarine by all ranks:

Commissioned Officers wore small gold embroidered devices on the cuffs of their Reefer Jackets above the sleeve rank rings. The Executive Officer branch wore a five-point star; the Engineer Officer branch, a six-spoked cogwheel. In branches other than the Executive these devices also appeared as small gilt metal emblems mounted centrally on the shoulder straps.

Warrant Officers displayed small gilt metal emblems of their branch centrally on their shoulder boards.

Midshipmen wore embroidered branch emblems stitched to the forearms of their uniform tunics in the same way as commissioned officers. In branches other than the Executive they also displayed gilt metal emblems mounted centrally on their distinctive narrow, silver-coloured shoulder cords.

Chief Petty Officers and Petty Officers wore — as mentioned above — combined badges of rank and branch on their left upper sleeves.

Seamen wore embroidered emblems of their branch of service on circular cloth patches sewn to the left upper sleeve of Jumpers and Überzieher, above any badges of rank. Those rates identified by chevrons wore insignia combining the branch device with the chevrons.

**Proficiency Badges**

Seamen, Petty Officers and Chief Petty Officers with specialist skills wore emblems distinctive of their proficiency, often incorporating small chevrons to indicate grade achieved, on the left sleeve of their Jumpers and Überzieher below their Laufbahn emblems and rank badges. These specialist badges were worked in red on (for blue uniforms) blue oval patches. More than one might be worn.

**Right centre:**

Oberleutnant zur See Jobst, commander of U-2326, salutes as he surrenders his boat in Loch Foyle, Scotland, on 14 May 1945. U-2326, one of the latest Type XXIII 'Elektroboot' design, was one of six at sea in British waters when the war ended. It is noticeable that while Jobst wears the U-Boat War Badge awarded for at least two patrols, his First Watch Officer at left (IWO, pronounced 'Eins-WO') does not. Both officers wear the grey-green work denims, Jobst over the dark blue issue sweater with a fall collar and buttoned neck.



## AWARD BADGES

There were only three basic War Badges (Kriegsabzeichen) that could be awarded to U-Boat personnel, and of these three badges there were two further variations. Despite this seemingly meagre provision, this was in fact a larger number than that available for award to any other branch of the Kriegsmarine; and considering the relatively small size of the U-Boat arm, this is a reflection of the efforts and achievements of U-Boat personnel.

### The U-Boat War Badge (U-Boots-Kriegsabzeichen)

A War Badge for German U-Boat crews had first been instituted by Kaiser Wilhelm II in January 1918. On 13 October 1939 the badge was re-instituted by Grossadmiral Raeder with the approval of Adolf Hitler.

Officers, Warrant Officers, Petty Officers and Seamen who had completed two operational sea voyages were eligible for the award of the badge; the two-patrol requirement might be waived in the case of personnel wounded during a patrol. The decision to present the Badge rested with the boat commander. The Badge was in one class only — gilt. (Early specimens were made of bronze metal; later issues of zinc with a gold wash.)

On the 1939 award the Nazi eagle and swastika National Emblem replaced the former Imperial Crown, and the U-Boat — shown in profile and surrounded by a laurel wreath — was of more modern design. The Badge was worn pinned to the Reefer Jacket, the White Jumper, the blue or white Jumper, the Überzieher and the working blouse at the base of the left breast pocket or in the equivalent position on those garments without breast pockets. Where the pin-back Iron Cross 1st Class was also worn, the War Badge was worn below it.



### The U-Boat War Badge with Diamonds (U-Boots-Kriegsabzeichen mit Brillanten)

There were two other versions of the U-Boat War Badge:

(1) A unique version awarded by Grossadmiral Raeder, as Commander-in-Chief of the German Navy, to Admiral Karl Dönitz, commanding admiral of the U-Boat arm. It was of the same design as the gilt metal U-Boat War Badge, but in solid gold, and with small diamonds set into the arms of the swastika and around the wreath. Dönitz was the only recipient. He always wore it above his Iron Cross 1st Class rather than in the conventional position below the medal.

(2) A small number (exactly how many is not certain, but, it is thought, at least 29) of a special gold-plated silver U-Boat War Badge were manufactured and awarded late in the war. Each arm of the swastika was set with two small diamonds, and a single diamond was set in the centre of the swastika — a total of nine Brillanten.

This version was instituted by Grossadmiral Dönitz for

#### Above left:

A U-Boat Kapitänleutnant wearing, on his left breast from top, the U-Boat Combat Clasp in silver; the 1939 Iron Cross 1st Class; the U-Boat War Badge; and — presumably from a previous posting — the High Seas Fleet War Badge awarded to personnel of major surface vessels. Below the National Emblem on his right breast is the German Cross in Gold in the cloth version. The ribbon of the 1939 Iron Cross 2nd Class is worn through the second buttonhole of his Reefer Jacket.

#### Left:

Grossadmiral Karl Dönitz. Clearly shown is his unique U-Boat War Badge in gold set with diamonds, worn above his Imperial German Iron Cross 1st Class with its Third Reich 'bar', and below these his Imperial German U-Boat War Badge.



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Officers of U-249, with their commander, Kapitänleutnant Kock (in white-covered cap, back to camera) after this Type VIIC boat of the 5. U-Flottille surrendered to the British at Portland in May 1945. All wear U-Boat leathers except for the Lieutenant at right, in grey-green working denims. Note the rear details of Kock's leather coat, e.g. the seam-in half-belt.

This photo clearly shows the naval officer's Schirmmütze, which is strikingly different in outline from the peaked caps of other services. The young Lieutenant in the centre is wearing the version with a patent leather peak, as worn by Midshipmen and Warrant Officers; but a strip of sheet brass 'braiding' appears to have been added, to up-grade it — perhaps marking promotion while at sea?

#### HEADGEAR

##### The Naval Peaked Cap (Schirmmütze)

The peaked cap was an issue item for wear by naval personnel from the rank of

Fähnrich up to and including Grossadmiral. It differed from the caps worn by other organisations both in its shape, and in the fact that it did not feature coloured or metallic piping as indicators of branch of service or rank range.

All caps consisted of a fairly large crown or top of dark navy blue Melton cloth; a black mohair band; and a stiff peak. For Midshipmen and Warrant Officers the peak was in black patent leather with a narrow stitched edge. For all ranks above this the peak was covered in the same dark blue cloth as the crown.

The ranks of Leutnant zur See, Oberleutnant zur See and Kapitänleutnant were distinguished by a narrow, solid, 7 mm-deep band of gold braiding running round the edge of the peak, scalloped along its inner edge. The ranks of Korvettenkapitän, Fregattenkapitän

and Kapitän zur See wore a single row of interlocked gold-embroidered oakleaves, approximately 8 mm deep, round the edge of the peak. The rank of Kommodore, and the five grades of admiral's rank, were distinguished by a second row of oakleaves.

White linen covers were worn on the cap during the summer months (April to September) each year, and when the cap was worn in the tropics. Some caps were manufactured with a fixed white top, but the removable white linen cover was a cheaper and more convenient method.

It was, however, a rule that commanders of U-Boats, when under operational conditions, always wore a white cover on their caps regardless of season or geographical location. This was done in order to make the commander easily recognisable to

other crew members at all times, given the low light conditions inside an operational U-Boat.

The cap insignia were of the same design and colouring for all peaked caps. On the band was set a wreath of oakleaves, open at the top, in either gold bullion thread or — as an economy version — in yellow thread. Set in the centre of the wreath was the national cockade in black, silver and red (centre), embroidered in bullion thread as a raised circular boss. Sewn to the front of the crown above the wreath and cockade was the eagle and swastika National Emblem, usually embroidered in gold bullion thread. Where a removable white cover was used a pin-back gilt metal National Emblem was substituted.

The chin strap was the same for all ranks, being in black leather and attached by two small gilt buttons.

##### The Brimless Naval Cap (Blaue Mütze)

The brimless cap was worn by all grades below the rank of Warrant Officer until 1939. Thereafter it was generally kept for shore leave and ceremonial duties (although some photos taken early in the war confirm its continued use for some months aboard U-Boats at sea).

The cap was made in two parts: the upper part being a shallow cloth 'beret'; the lower part, in effect, a 5 cm-deep stiffened dark blue cloth oval ring. The crown or 'beret' appeared in interchangeable dark blue Melton cloth or white linen versions. The rim of the crown was gently stretched over the upper rim of the stiffened band until the edge of the crown engaged in a groove just below the upper edge of the band. When correctly assembled the whole gave the appearance of a single item. The design allowed for the change-over between the dark blue top worn during winter months in home waters and temperate climates, and the white top worn during the summer (20 April to 20 September) or when in the tropics.

The National Emblem and the Reichskokarde, in gilt metal and black/silver-white/red metal respectively, were constructed as a single badge linked by a shaped strip of brass sheet invisible from the front, and were pinned to the front centre of the crown part of the cap.

The headband of the cap had a 3.3 cm-deep section over which was laid the naval cap tally. This black silk ribbon, 3.2 cm deep and 116 cm long, was secured to the band of the cap by being slipped under a series of black cotton threads. These held the ribbon to the sides of the cap band; and at the rear centre an arrangement of vertical and diagonal threads retained the ribbon and held the folded-over ends in such a way that they lay flat down the wearer's back.

##### Cap Tallies (Mützenbander)

Tallies worn during the period of the Third Reich

were, almost without exception, of one style: a black silk band with machine-woven gold wire Gothic lettering. A second type with machine-woven yellow silk lettering had the advantage of not tarnishing in salt-laden air.

Pre-war cap tallies displayed either the name of the vessel on which the seaman served; the title of the shore establishment at which he was based; or — where the vessel was too small to have an individual name — the word 'Kriegsmarine'.

There were no tallies for individual U-Boats. Pre-war cap tallies worn by U-Boat crews bore the name of the Unterseebootsflottille at Kiel or Wilhelmshaven to which the boat was assigned. Other designs of tally were worn by personnel whose duties involved supplying and servicing the U-Boat arm, and by personnel undergoing training as submariners. The following examples of tally lettering have been listed from items in collections — others may exist:

'Unterseebootsflottille	" Weddingen'
"	" Saltzwedel'
"	" Lohs'
"	" Emsmann'
"	" Hundius'
"	" Wegener'
'Unterseebootstender	" Acheron'
"	" Mosel'
'Unterseebootsbegleitschiff	" Saar'
"	" Donau'
"	" Memel'
"	" Weichsel'
"	" Lech'
"	" Isar'

'Unterseebootsschule'  
'Unterseebootsflottille'  
'Unterseebootsabwehrschule'

With the outbreak of war and the obvious need for security, U-Boat personnel adopted (though not universally and immediately) the 'Kriegsmarine' tally as a general service insignia.

##### The Naval Forage Cap (Bordmütze)

Although the brimless cap had been worn by U-Boat crews at sea throughout the First World War, it was decided in 1939 that a more



Two U-Boat officers salute Grossadmiral Dönitz, May 1943. Each wears the Reefer Jacket with the 'piston rings' of Oberleutnant zur See, the U-Boat War Badge, and the ribbon and medal of the Iron Cross 2nd and 1st Class respectively. It is interesting that the right hand man also wears — on his left breast — the Luftwaffe's Observer's Badge, and the Operational Flying Clasp for reconnaissance, air/sea rescue and weather squadrons, marking at least 20 flying missions.



**Below right:**

Although not a U-Boat officer, this Oberleutnant zur See does usefully display uniform items occasionally seen aboard U-Boats in tropical waters. He wears the white version of the Bordmütze, without gilt-thread piping, but with a gold-on-blue National Emblem and (in this case) the metal National Cockade taken from a Blaue Mütze. The jacket and shorts are those of the Tan Tropical Uniform, with applied shoulder straps of rank, and the gilt metal pin-back National Emblem on the right breast.



**Above:**

The Reefer Jacket was worn as seagoing uniform, though in this case it has been posed with full decorations for the photographer in harbour. This holder of the Knight's Cross with Oakleaf cluster is Kapitänleutnant Hardegen, who commanded U-123, a Type IXB boat of the 2.U-flottille at Lorient. It became the war's sixth most successful U-Boat; and Hardegen was particularly successful during Operation 'Drum Roll' off the North American coast in the opening months of 1942, when he sunk nine ships totalling 53,173 tons. He was awarded the Oakleaves that April.



*continued from p. 11.*

the shirt and jacket was in gold-yellow thread on a mid-brown backing. Officers seem sometimes to have attached instead the gilt metal pin-back version of the National Emblem worn on the White Jacket.

A tan tropical version of the Bordmütze was issued, and is very occasionally seen

in photographs of U-Boat personnel. The tan peaked Field Service Cap and Schirmmütze for appropriate ranks, which were photographed being worn by naval personnel ashore in some theatres of operations, do not seem to have been worn by U-Boat crews.

This tan tropical uniform is

known to have been worn by some U-Boat crews on patrol in the Indian Ocean, in the Mediterranean during summer months, in the Caribbean and off the coast of South America. Wartime intelligence reports stated that survivors from a sunken U-Boat picked up in the North Atlantic wore this uniform. These survivors were in all probability returning from a patrol in warmer waters, and this incident should not suggest that use of the tropical clothing in the North Atlantic was commonplace: indeed, use of this uniform at all by U-Boat crews should be considered the exception rather than the rule. MI

**To be continued:** Part 3 of this article will describe and illustrate seagoing working and protective clothing.

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Officers of U-249 with their commander, Kapitänleutnant Kock (in white-covered cap, back to camera) after this Type VIIC boat of the 5.U-flottille surrendered to the British at Portland in May 1945. All wear U-Boat leathers except for the Lieutenant at right, in grey-green working denims. Note the rear details of Kock's leather coat, e.g. the sewn-in half-belt.

This photo clearly shows the naval officer's Schirmmütze, which is strikingly different in outline from the peaked caps of other services. The young Lieutenant in the centre is wearing the version with a patent leather peak, as worn by Midshipmen and Warrant Officers; but a strip of sheet brass 'braiding' appears to have been added, to up-grade it — perhaps marking promotion while at sea?

## HEADGEAR

### The Naval Peaked Cap (Schirmmütze)

The peaked cap was an issue item for wear by naval personnel from the rank of

Fähnrich up to and including Grossadmiral. It differed from the caps worn by other organisations both in its shape, and in the fact that it did not feature coloured or metallic piping as indicators of branch of service or rank range.

All caps consisted of a fairly large crown or top of dark navy blue Melton cloth; a black mohair band; and a stiff peak. For Midshipmen and Warrant Officers the peak was in black patent leather with a narrow stitched edge. For all ranks above this the peak was covered in the same dark blue cloth as the crown.

The ranks of Leutnant zur See, Oberleutnant zur See and Kapitänleutnant were distinguished by a narrow, solid, 7 mm-deep band of gold braiding running round the edge of the peak, scalloped along its inner edge. The ranks of Korvettenkapitän, Fregattenkapitän

and Kapitän zur See wore a single row of interlocked gold-embroidered oakleaves, approximately 8 mm deep, round the edge of the peak. The rank of Kommodore, and the five grades of admiral's rank, were distinguished by a second row of oakleaves.

White linen covers were worn on the cap during the summer months (April to September) each year, and when the cap was worn in the tropics. Some caps were manufactured with a fixed white top, but the removable white linen cover was a cheaper and more convenient method.

It was, however, a rule that commanders of U-Boats, when under operational conditions, always wore a white cover on their caps regardless of season or geographical location. This was done in order to make the commander easily recognisable to

other crew members at all times, given the low light conditions inside an operational U-Boat.

The cap insignia were of the same design and colouring for all peaked caps. On the band was set a wreath of oakleaves, open at the top, in either gold bullion thread or — as an economy version — in yellow thread. Set in the centre of the wreath was the national cockade in black, silver and red (centre), embroidered in bullion thread as a raised circular boss. Sewn to the front of the crown above the wreath and cockade was the eagle and swastika National Emblem, usually embroidered in gold bullion thread. Where a removable white cover was used a pin-back gilt metal National Emblem was substituted.

The chin strap was the same for all ranks, being in black leather and attached by two small gilt buttons.



Two U-Boat officers salute Grossadmiral Dönitz, May 1943. Each wears the Reffer Jacket with the 'piston rings' of Oberleutnant zur See, the U-Boat War Badge, and the ribbon and medal of the Iron Cross 2nd and 1st Class respectively. It is interesting that the right hand man also wears — on his left breast — the Luftwaffe's Observer's Badge, and the Operational Flying Clasp for reconnaissance, air/sea rescue and weather squadrons, marking at least 20 flying missions.



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## 'No Easy Grace': The Great War of Charles Sargeant Jagger

JULIAN FREEMAN

The wealth of pictorial response to the Great War by British painters and draughtsmen was not balanced by a comparable body of sculptural work. In truth, it was never likely — for purely practical reasons — that anything approaching parity might be achieved: but the imbalance is still striking. The official committees working at various levels to supervise artistic records of the war, and later to commission war memorials, were largely responsible for this. Nevertheless, the lack is perhaps the more surprising in view of the striking impact of such truly monumental work as the Royal Artillery Memorial at Hyde Park Corner in London; the Hoylake and West Kirby Memorial on the Wirral; or the Tank Corps Memorial at Louverval, France. These works, and others, were executed by Charles Sargeant Jagger.

Jagger's figures, whether in bronze or stone, are largely naturalistic; and, in their suggestion of the very limits of masculine emotion under the stress of war, they are so powerful as to be unforgettable. Even today, Jagger's giants are as emblematic of the suffering and the dignity of the fighting men of the Great War as the most horrifying photographs.

Jagger was not one of those memorialists whose creations were cast and re-cast in bronze, to appear on public plinths in towns all over Britain. His figure types might often display similar characteristics; but they were never cloned. Each was designed for a specific purpose, and for a predetermined site. Moreover, like his peer Jacob Epstein (1880-1959), Jagger was by instinct a stone-carver rather than a



modeller. That instinct led him to search back through the ages for the ideal method of expressing himself as a war memorialist, and carried him beyond the portal and columnar monuments of Roman antiquity. If his work reflects classical concerns, then it contains as many elements from that ancient Assyrian civilisation whose bas-reliefs and winged beasts deeply influenced his perceptions.

**THE** Jagger  
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## VI. ... Décorations



25 « Knapp, vous portez le béret comme un bonnet de coton! » Le radio M... inspecte le tenue des braves qui sont au premier rang pour la remise des décorations.



26 Lui-même, le radio, se tient fièrement debout devant le front de la petite troupe, car le chef de flotille, un commandant de sous-marin, glorieux et déjà porteur de la croix de chevalier, lui épingle sur la poitrine la Croix de première classe.



27 Le Knapp, l'honnête vaillant de cœur, se réjouit à son tour lorsque le chef de flotille lui délivre, devant l'équipage, le ruban de deuxième classe et le filigrane officiellement. Son commandant (à gauche), qui porte déjà la croix de première classe et les décorations d'Espagne, lui honore comme lui, avec lui.



28 Le soir, fête insolite. Au foyer des sous-marins, tout l'équipage est rassemblé. Il y a à boire et à manger en abondance. On chante, et le concert improvisé par les camarades est tour à tour salué de sifflets joyeux et d'applaudissements.



29 Encore une récompense après la longue croisière: le chef sous-marin, le maître cuisinier et le maître de timonerie sont en tenue de sortie, et même de permissionnaires... Les camarades attendent. Une partie de l'équipage demeure employée à bord. Sans leur rendre.



Anglais → Français ▼



## Sous-marin allemand U-37 (1938)

Le **sous-marin allemand U-37** était un sous-marin de type IXA <sup>[ 3 ]</sup> de la marine allemande ( *Kriegsmarine* ) pendant la Seconde Guerre mondiale . <sup>[ 1 ]</sup> Le sous-marin a été posé le 15 mars 1937 au chantier naval DeSchiMAG AG Weser à Brême , lancé le 14 mai 1938 et mis en service le 4 août 1938 sous le commandement du *Kapitänleutnant* Heinrich Schuch dans le cadre de la 6e flottille de sous-marins . <sup>[ 1 ]</sup>

Entre août 1939 et mars 1941, l'U-37 a mené onze patrouilles de combat, coulant 53 navires marchands, pour un total de 200 063 tonnes de jauge brute (GRT) ; et deux navires de guerre, le sloop britannique de classe *Hastings* HMS *Penzance* et le sous-marin français *Sfax* (Q182). <sup>[ 1 ]</sup> L'U-37 a ensuite été retiré du service de première ligne et affecté à des unités d'entraînement jusqu'à la fin de la guerre. Le 8 mai 1945, le sous-marin a été sabordé dans la baie de Sonderburg , au large de Flensburg . <sup>[ 1 ]</sup> L'U-37 a été le sixième sous-marin le plus efficace de la Seconde Guerre mondiale. <sup>[ 4 ]</sup>

## Conception

En tant que l'un des huit sous-marins originaux de type IX , plus tard désigné IXA, l'U-37 avait un déplacement de 1 032 tonnes (1 016 tonnes longues) en surface et de 1 153 tonnes (1 135 tonnes longues) en plongée. <sup>[ 5 ]</sup> Le sous-marin avait une longueur totale de 76,50 m (251 pieds), une longueur de coque pressurisée de 58,75 m (192 pieds 9 pouces), une largeur de 6,51 m (21 pieds 4 pouces), une hauteur de 9,40 m (30 pieds 10 pouces) et un tirant d'eau de 4,70 m (15 pieds 5 pouces). Le sous-marin était propulsé par deux moteurs diesel MAN M 9 V 40/46 à quatre temps et neuf cylindres suralimentés produisant un total de 4 400 chevaux métriques (3 240 kW ; 4 340 shp) pour une utilisation en surface, et par deux moteurs électriques à double effet Siemens-Schuckert 2 GU 345/34 produisant un total de 1 000 chevaux métriques (740 kW ; 990 shp) pour une utilisation en immersion. Il avait deux arbres et deux hélices de 1,92 m (6 pi) . Le sous-marin était capable d'opérer à des profondeurs allant jusqu'à 230 mètres (750 pi). <sup>[ 5 ]</sup>



Le sous-marin avait une vitesse maximale en surface de 18,2 nœuds (33,7 km/h ; 20,9 mph) et une vitesse maximale en immersion de 7,7 nœuds (14,3 km/h ; 8,9 mph). <sup>[ 5 ]</sup> En immersion, le sous-marin pouvait naviguer sur 65 à 78 milles nautiques (120 à 144 km ; 75 à 90 mi) à 4 nœuds (7,4 km/h ; 4,6 mph) ; en surface, il pouvait parcourir 10 500 milles nautiques (19 400 km ; 12 100 mi) à 10 nœuds (19 km/h ; 12 mph). *L'U-37 était équipé de six tubes lance-torpilles de 53,3 cm (21 pouces) (quatre montés à l'avant et deux à l'arrière), de 22 torpilles , d'un canon naval SK C/32 de 10,5 cm (4,13 pouces) , de 180 obus et d'un canon antiaérien C/30 de 3,7 cm (1,5 pouce) ainsi que de 2 cm (0,79 pouce)* . Le sous-marin avait un effectif de quarante-huit personnes. <sup>[ 5 ]</sup>

## Historique de service

### Première patrouille

L'U-37 quitta *Wilhelmshaven* , avec *le Kapitänleutnant* Heinrich Schuch à son commandement, le 19 août 1939. Le sous-marin opéra pendant près de quatre semaines dans l' *Atlantique Nord* , revenant au port le 15 septembre 1939. <sup>[ 6 ]</sup>

### Deuxième patrouille



U-37 à Lorient en 1940

	<b>Histoire</b>
	<b>Allemagne nazie</b>
<b>Nom</b>	<i>U-37</i>
<b>Ordonné</b>	29 juillet 1936
<b>Constructeur</b>	<b>DeSchiMAG AG</b> Weser , Brême
<b>Numéro de cour</b>	942
<b>Couché</b>	15 mars 1937
<b>Lancé</b>	14 mai 1938
<b>Commandé</b>	4 août 1938
<b>Destin</b>	Sabordé le 8 mai 1945



<b>Caractéristiques générales</b>	
<b>Classe et type</b>	Sous-marin de type IXA
<b>Déplacement</b>	1 032 t (1 016 tonnes longues ) en surface 1 153 t (1 135 tonnes longues) submergées
<b>Longueur</b>	76,60 m (251 pi 4 po) au-dessus du sol Coque sous pression de 58,75 m (192 pi 9 po)
<b>Faisceau</b>	6,51 m (21 pi 4 po) au-dessus et au-dessous Coque à pression de 4,40 m (14 pi 5 po)
<b>Hauteur</b>	9,40 m (30 pi 10 po)
<b>Brouillon</b>	4,70 m (15 pi 5 po)
<b>Puissance installée</b>	4 400 ch (3 200



	<p>kW<span> </span>; 4 300 ch) (diesel) 1 000 ch (740 kW ; 990 ch) (électrique)</p>
<b>Propulsion</b>	<p>2 arbres 2 x <a href="#">moteurs diesel</a> 2 x <a href="#">moteurs électriques</a></p>
<b>Vitesse</b>	<p>18,2 nœuds (33,7 km/h<span> </span>; 20,9 mph) en surface 7,7 nœuds (14,3 km/h<span> </span>; 8,9 mph) en plongée</p>
<b>Gamme</b>	<p>10 500 <a href="#">milles marins</a> (19 400 km<span> </span>; 12 100 milles) à 10 nœuds (19 km/h<span> </span>; 12 mph) en surface 65–78 milles marins (120–144 km<span> </span>; 75–90</p>







<p>sous-marins</p> <p>1er avril 1938 – 31 décembre 1939</p> <p>2e flottille de sous-marins</p> <p>1er janvier 1940 – 30 avril 1941</p> <p>26e flottille de sous-marins</p> <p>1er mai 1941 – 31 mars 1942</p> <p>22e flottille de sous-marins</p> <p>1er avril 1942 – 30 juin 1944</p> <p>4e flottille de sous-marins</p> <p>1er juillet 1944 – 5 mai 1945</p>	
Codes	M 21 204
d'identification :	
Commandants :	<i>Capitaine de vaisseau</i> Heinrich Schuch



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4 août 1938 – 24  
septembre 1939

*Capitaine de*

*corvette Werner  
Hartmann*

25 septembre

1939 – 6 mai  
1940

*Capitaine de*

*vaisseau Victor  
Oehrn*

6 mai – 26

octobre 1940

*Capitaine de*

*vaisseau Asmus*

*Nicolai Clausen*

26 octobre 1940 –

2 mai 1941

*Capitaine de*

*vaisseau Ulrich  
Folkers*

3 mai – 15

novembre 1941

*Ob/t.zS Gustav-*

*Adolf Janssen*

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16 novembre 1941  
– 30 juin 1942

*Obt.zS Albert*  
Lauzemis

1er juillet 1942 – 3  
janvier 1943

*Obt.zS Hinrich*  
Kelling

4 janvier – 19  
novembre 1943

*Obt.zS Peter*  
Gerlach

20 novembre 1943  
– 8 janvier 1944

*Obt.zS Wolfgang*  
Seiler

9 janvier – 21  
décembre 1944

*Capitaine de*  
*vaisseau*

Eberhard von  
Wenden

22 décembre  
1944 – 5 mai  
1945

---



**Opérations :**

11 patrouilles :

1ère patrouille :

19 août – 15

septembre 1939

2ème patrouille :

5 octobre – 8

novembre 1939

3ème patrouille :

28 janvier – 27

février 1940

4ème patrouille :

30 mars – 18 avril

1940

5ème patrouille :

15 mai – 9 juin

1940

6ème patrouille :

1 – 12 août 1940

7ème patrouille :

17 – 30 août 1940

8ème patrouille :

24 septembre –



22 octobre 1940	
9ème patrouille :	
28 novembre 1940	
– 7 janvier 1941	
10ème patrouille :	
30 janvier – 18 février 1941	
11ème patrouille :	
27 février – 22 mars 1941	
Victoires :	53 navires marchands coulés (200 063 GRT )
	2 navires de guerre coulés (2 404 tonnes)
	1 navire marchand endommagé (9 494 GRT )

*U-37* left Wilhelmshaven on 5 October 1939 to conduct [operations](#) in the North Atlantic now under the command of *[Korvettenkapitän Werner Hartmann](#)*. During this patrol she sank eight ships: four British, two Greek, one French and one Swedish, including the British steam freighter *Yorkshire* which was traveling with the Allied [convoy HG-3](#), sailing from [Gibraltar](#) to [Liverpool](#), England. Hartmann returned his boat to port on 8 November after nearly five weeks at sea.<sup>[7]</sup>



## Third patrol

On 1 January 1940 *U-37* was reassigned to the [2nd U-boat Flotilla](#) based at Wilhelmshaven. On 28 January 1940 the U-boat departed for the North Atlantic, with Werner Hartmann in command. As on his previous patrol, Hartmann sank eight ships, this time three British, two Norwegian, one Danish, one French and one Greek. Of these ships, two were in convoy at the time. *U-37* returned to Wilhelmshaven on 27 February.<sup>[8]</sup>

The crew of *U-37* departing the submarine after reaching Wilhelmshaven on 18 April 1940

## Fourth patrol



*U-37* docking at Wilhelmshaven on 18 April 1940

*U-37* departed Wilhelmshaven on 30 March for Werner Hartmann's third consecutive patrol, this time around Norway. Again, Hartmann proved successful, sinking three ships; the Norwegian *Tosca*, the Swedish *Sveaborg* and the British *Stanciffe*. After patrolling for over two weeks, the U-boat returned to Wilhelmshaven on 18 April.<sup>[9]</sup>

## Fifth patrol

Under a new captain, *Kapitänleutnant Victor Oehrn*, *U-37* departed from Wilhelmshaven on 15 May for a patrol around Portugal and Spain. *U-37* had her most successful mission, hitting eleven ships, sinking ten of them. Three French ships were sunk, two Greek, two British, one Swedish, one Argentinian, one Finnish; one British ship was damaged. After three and a half weeks at sea, *U-37* returned to Wilhelmshaven on 9 June.<sup>[10]</sup>

The neutral Argentinian ship was *Uruguay*, sailing from [Rosario](#) to [Limerick](#) with a cargo of maize. *U-37* surfaced and stopped *Uruguay* and examined her papers, then sank her with scuttling charges. Her crew of 28 were left in their lifeboats. Fifteen died, 13 survived.<sup>[11]</sup>



Argentine merchant ship SS  
*Uruguay*, sunk by U-37

## Sixth patrol

*U-37* sailed from Wilhelmshaven on 1 August, again with Victor Oehr in command. This week and a half long patrol in the Atlantic off the west coast of Ireland resulted in the sinking of a single British ship, *Upwey Grange*. *U-37* returned to port on 12 August, but rather than head back to Wilhelmshaven, she made for **Lorient** in France, where the *2nd U-boat Flotilla* was now based.<sup>[12]</sup>

## Seventh patrol

For the first time, *U-37* began a patrol from a location other than Germany, in Lorient on 17 August, with Victor Oehr in command once more. It was to focus on operations off the south-west coast of Ireland. Seven ships were sunk during this voyage; five of which were British, one Norwegian, and one Greek. Of these ships, one was from **convoy OA 220**, the British *Brookwood*, traveling from Britain to the Australia, two were from **convoy SC 1**, the British sloop *HMS Penzance (L28)* and *Blarimore*, sailing from Sydney, Nova Scotia, Canada, to the United Kingdom. After two weeks at sea, *U-37* returned to Lorient on 30 August.<sup>[13]</sup>

## Eighth patrol

On 24 September, *U-37* departed Lorient on Victor Oehr's fourth patrol, in which he would sail to the North Atlantic. During this month-long operation *U-37* sank six ships, four of which were in convoy at the time of attack, all of which were British. Five of these six ships were sailing under the British flag, while the sixth was from Egypt. The British ship *Corrientes* was sunk as part of **OB-217**, sailing from



Liverpool to North America. *Heminge* was sailing as part of **OB-220**, also sailing from Liverpool to North America. *British General* was sunk while sailing as part of **convoy OA 222**, sailing from Britain to North America. The fourth ship sunk was the *British Stangrant*, sailing as part of **convoy HX 77** from Halifax to the United Kingdom. The U-boat returned to Lorient on 22 October.<sup>[14]</sup>

## Ninth patrol

After over a month in port, *U-37* departed with a new captain, *Oberleutnant zur See Asmus Nicolai Clausen* on 28 November for operations around north-west Africa and Spain. Seven ships were sunk during this patrol; two French, two Swedish, two British and one Spanish. Of these seven ships, three were in convoy at the time of their sinking. The Swedish *Gwalia* and *Daphne* and the British *Jeanne M* were sailing as part of **convoy OG 46** from Britain to Gibraltar. The French vessels, the oiler *Rhône* and the submarine *Sfax* belonged to *Vichy France* and were sunk in error. After five weeks on the high seas, *U-37* returned to Lorient on 14 January 1941.<sup>[15]</sup>

## Tenth and eleventh patrols

*U-37* left Lorient on 30 January 1941 to patrol off the coast of Portugal. On 8 February she spotted Convoy HG-53. The next day, *U-37* sank two British ships, *Courland* and *Estrellano*. The third merchant vessel that *U-37* sank on her tenth patrol was the British ship *Brandenburg*, on 10 February. The U-boat then returned to Lorient on 18 February after spending 20 days at sea and sinking 4,781 GRT of shipping.<sup>[16]</sup>

Leaving Lorient for the final time on 27 February 1941, *U-37*'s last patrol took her to the waters south of **Iceland**. There she sank two vessels, the Greek cargo ship *Mentor* on 7 March, and the Icelandic trawler *Pétursey* on the 12th. After spending 24 days at sea, *U-37* entered the port of **Kiel** on 22 March.<sup>[17]</sup>

## Training boat



On 1 May 1941 *U-37* was reassigned to the **26th U-boat Flotilla**, based at **Pillau** (now Baltiysk, Russia) as a training U-boat. She was transferred to the **22nd U-boat Flotilla**, based at **Gotenhafen** (now Gdynia, Poland) on 1 April 1942, and finally to the **4th U-boat Flotilla** on 1 July 1944, where she remained until the end of the war.

She was scuttled by her crew on 8 May 1945.<sup>[1]</sup>

## Film Portrayals

The British war propaganda film *49th Parallel* (1941) uses the name **U-37** for the German submarine whose crew comes ashore in Canada during WW2. The craft is shown being blown up in Hudson Bay. The film was released shortly after the real *U-37* was removed from active service.

In the 1943 war film *Action in the North Atlantic*, the U-boat in the opening scenes is titled U-37.

## Summary of raiding history

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Date	Name of Ship	Nationality	Tonnage <sup>[Note 1]</sup>	Fate <sup>[18]</sup>
8 October 1939	<i>Vistula</i>	Sweden	1,018	Sunk
12 October 1939	<i>Aris</i>	Greece	4,810	Sunk
15 October 1939	<i>Vermont</i>	France	5,186	Sunk
17 October 1939	<i>Yorkshire</i>	United Kingdom	10,183	Sunk
24 October 1939	<i>Ledbury</i>	United Kingdom	3,528	Sunk
24 October 1939	<i>Menin Ridge</i>	United Kingdom	2,474	Sunk
24 October 1939	<i>Tafna</i>	United Kingdom	4,413	Sunk
30 October 1939	<i>Thrasylvoulos</i>	Greece	3,693	Sunk
4 February 1940	<i>Hop</i>	Norway	1,365	Sunk
4 February 1940	<i>Leo Dawson</i>	United Kingdom	4,330	Sunk
10 February 1940	<i>Silja</i>	Norway	1,259	Sunk
11 February 1940	<i>Togimo</i>	United Kingdom	290	Sunk
15 February 1940	<i>Aase</i>	Denmark	1,206	Sunk
17 February 1940	<i>Pyrrhus</i>	United Kingdom	7,418	Sunk
18 February 1940	<i>Elin</i>	Greece	4,917	Sunk
18 February 1940	<i>P.L.M. 15</i>	France	3,754	Sunk
10 April 1940	<i>Sveaborg</i>	Sweden	9,076	Sunk
10 April 1940	<i>Tosca</i>	Norway	5,128	Sunk
12 April 1940	<i>Stancliffe</i>	United Kingdom	4,511	Sunk
19 May 1940	<i>Erik Frisell</i>	Sweden	5,066	Sunk
22 May 1940	<i>Dunster Grange</i>	United Kingdom	9,494	Damaged
24 May 1940	<i>Kyma</i>	Greece	3,994	Sunk
27 May 1940	<i>Sheaf Mead</i>	United Kingdom	5,008	Sunk



<b>Date</b>	<b>Name of Ship</b>	<b>Nationality</b>	<b>Tonnage</b> <sup>[Note 1]</sup>	<b>Fate</b> <sup>[18]</sup>
27 May 1940	<i>Uruguay</i>	Argentina	3,425	Sunk
28 May 1940	<i>Brazza</i>	France	10,387	Sunk
28 May 1940	<i>Julien</i>	France	116	Sunk
28 May 1940	<i>Maria Rosé</i>	France	2,477	Sunk
29 May 1940	<i>Telena</i>	United Kingdom	7,406	Sunk
1 June 1940	<i>Ioanna</i>	Greece	950	Sunk
3 June 1940	<i>Snabb</i>	Finland	2,317	Sunk
8 August 1940	<i>Upwey Grange</i>	United Kingdom	9,130	Sunk
22 August 1940	<i>Keret</i>	Norway	1,718	Sunk
23 August 1940	<i>Severn Leigh</i>	United Kingdom	5,242	Sunk
24 August 1940	<i>Brookwood</i>	United Kingdom	5,100	Sunk
24 August 1940	<i>HMS Penzance</i>	Royal Navy	1,025	Sunk
25 August 1940	<i>Blairmore</i>	United Kingdom	4,141	Sunk
25 August 1940	<i>Yewcrest</i>	United Kingdom	3,774	Sunk
27 August 1940	<i>Theodoros T</i>	Greece	3,409	Sunk
27 September 1940	<i>Georges Mabro</i>	Egypt	2,555	Sunk
28 September 1940	<i>Corrientes</i>	United Kingdom	6,863	Sunk
30 September 1940	<i>Heminge</i>	United Kingdom	2,499	Sunk
30 September 1940	<i>Samala</i>	United Kingdom	5,390	Sunk
6 October 1940	<i>British General</i>	United Kingdom	6,989	Sunk
13 October 1940	<i>Stangrant</i>	United Kingdom	5,804	Sunk
1 December 1940	<i>Palmella</i>	United Kingdom	1,578	Sunk
2 December 1940	<i>Gwalia</i>	Sweden	1,258	Sunk



Date	Name of Ship	Nationality	Tonnage <sup>[Note 1]</sup>	Fate <sup>[18]</sup>
2 December 1940	<i>Jeanne M.</i>	United Kingdom	2,465	Sunk
4 December 1940	<i>Daphne</i>	Sweden	1,513	Sunk
16 December 1940	<i>San Carlos</i>	Spain	223	Sunk
19 December 1940	<i>Rhône</i>	Vichy France	2,785	Sunk
19 December 1940	<i>Sfax</i> (Q 182)	Vichy French Navy	1,379	Sunk
9 February 1941	<i>Courland</i>	United Kingdom	1,325	Sunk
9 February 1941	<i>Estrellano</i>	United Kingdom	1,983	Sunk
10 February 1941	<i>Brandenburg</i>	United Kingdom	1,473	Sunk
7 March 1941	<i>Mentor</i>	Greece	3,050	Sunk
12 March 1941	<i>Petursey</i>	Iceland	91	Sunk

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- Merchant ship tonnages are in gross register tons. Military vessels are listed by tons displacement.

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