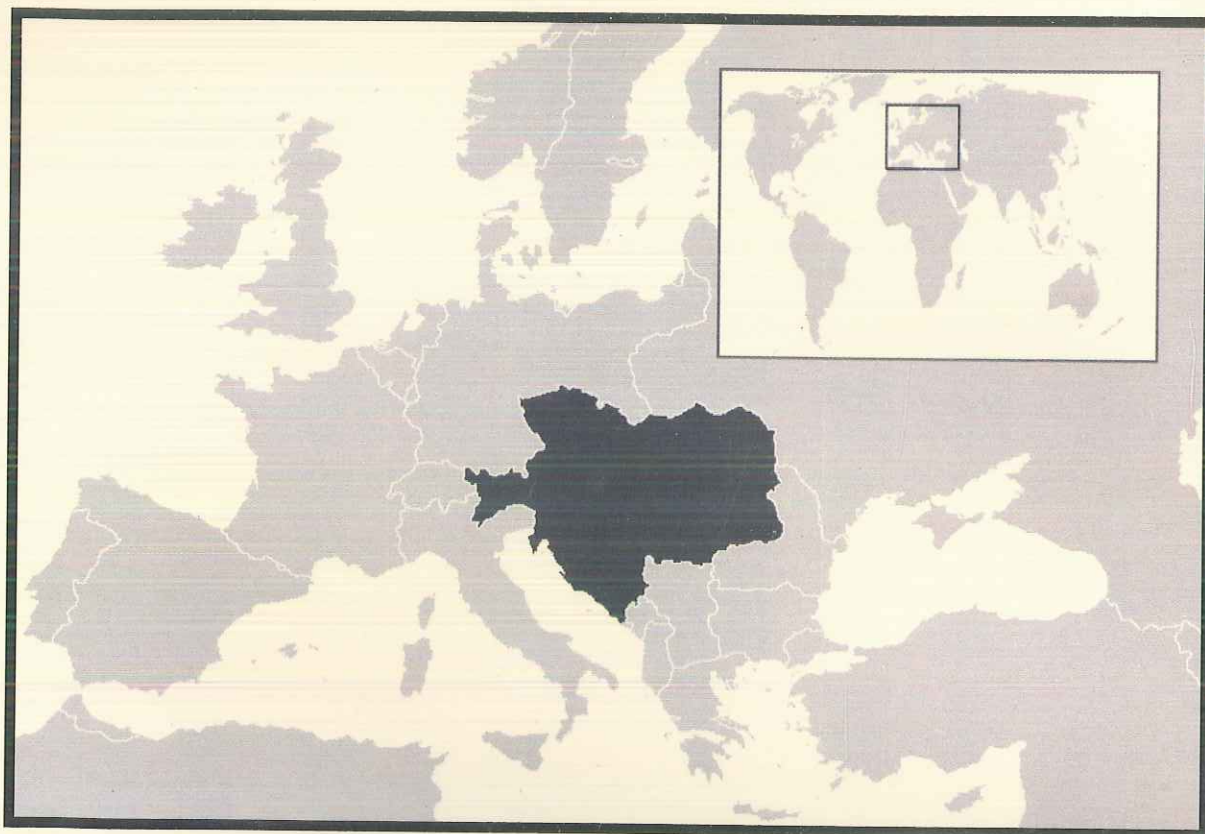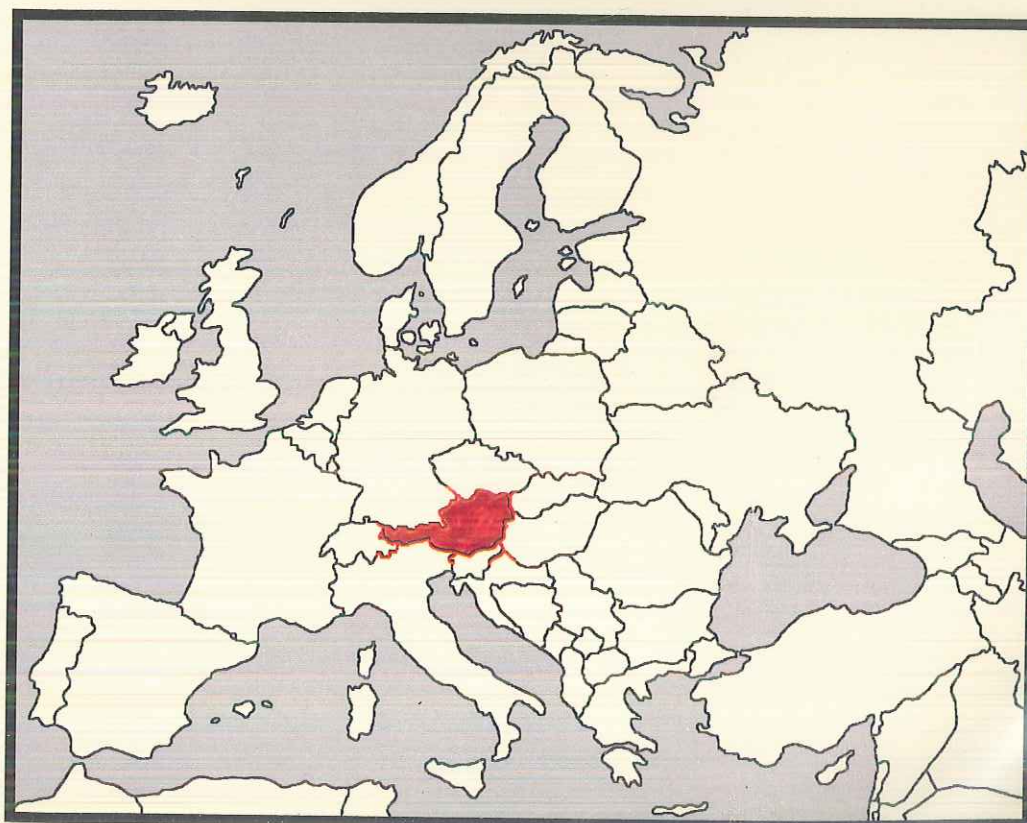# K.u.K.KRIEGSMARINE - THE AUSTRO-HUNGARIAN NAVY

The Austro-Hungarian Empire at the outset of World War I

Austria in 1919.

K.u.K.KRIEGSMARINE - THE AUSTRO-HUNGARIAN NAVY

The Austro-Hungarian Naval bases in the Adriatic

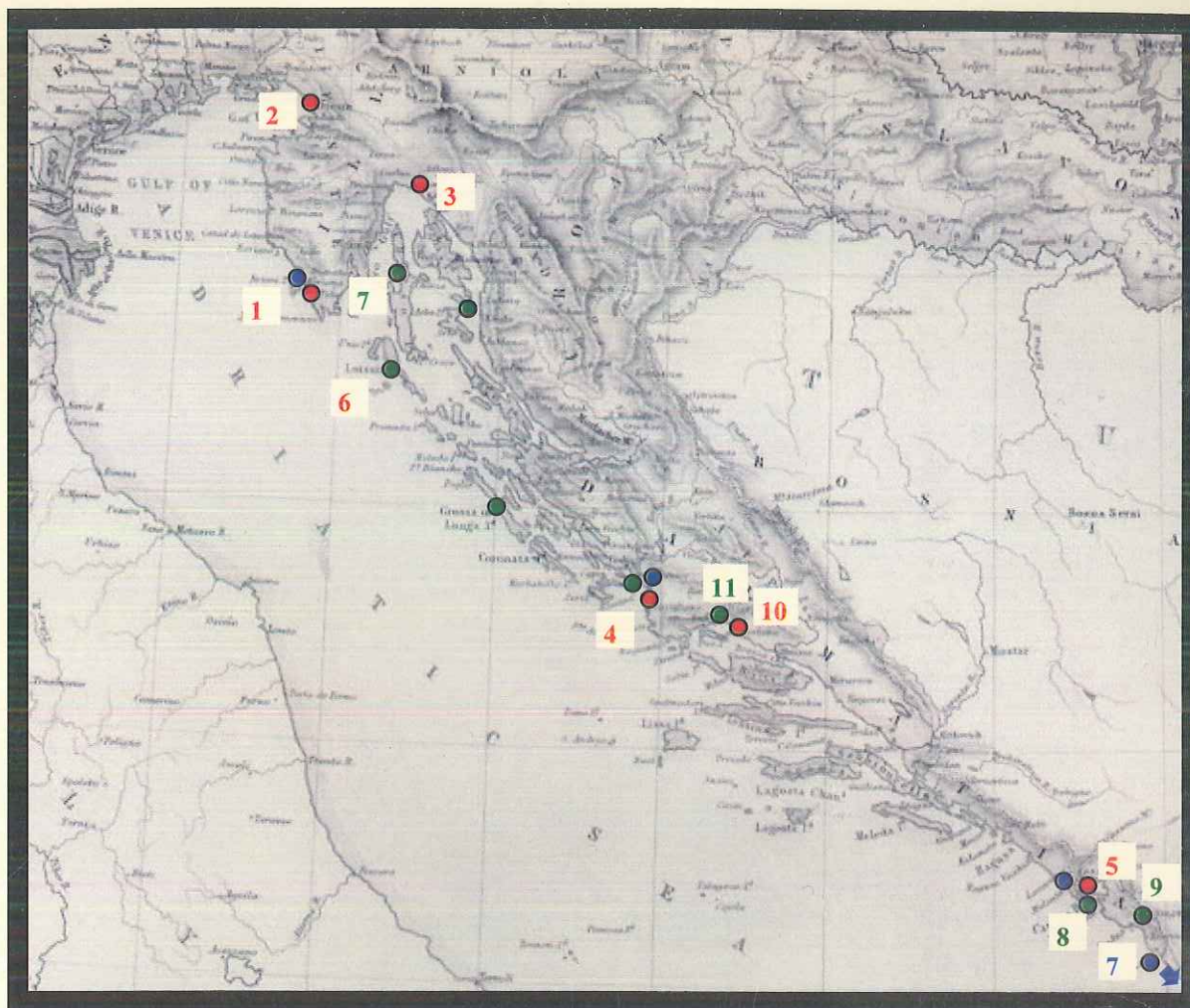|	
1	POLA - The Battle Fleet's main base
2	TRIESTE - The Empire's ship building powerhouse
3	FIUME - Home of the State Naval Academy
4	SEBENICO
5	CATTARO - The main submarine base
6	LUSSIN
7	DURAZZO (ALBANIA) - Submarine Base
8	LUSTICA
9	VIRPAZAR
10	SPALATO (SPLIT)
11	CASTELNUOVO

K.u.K.KRIEGSMARINE - THE AUSTRO-HUNGARIAN NAVY

The home port of the Austro-Hungarian Navy was the Seearsenal (naval base) at Pola (today Pula, Croatia), a role it took over from Venice where the early Austrian Navy had been based. Supplementary bases included the busy port of Trieste and the natural harbour of Cattaro (today Kotor, Montenegro) at the most southerly point of the Austro-Hungarian Empire.

POLA. PORTO DI GUERRA. KRIEGSHAFEN.

Both Trieste and Pola had major shipbuilding facilities. The naval installations at Pola contained one of the largest floating dry-docks in the Mediterranean. The city of Pola was also the site of the central church of the navy "Stella Maris" (k.u.k. Marinekirche "Stella Maris"), of the Austro-Hungarian Naval Observatory and the empire's naval military cemetery (k.u.k. Marinefriedhof).

In 1990, the cemetery was restored after decades of neglect by the communist regime in Yugoslavia.

S. M. S. Sanct Georg in Balance Dock.

S. M. Schiff „Lacroma"
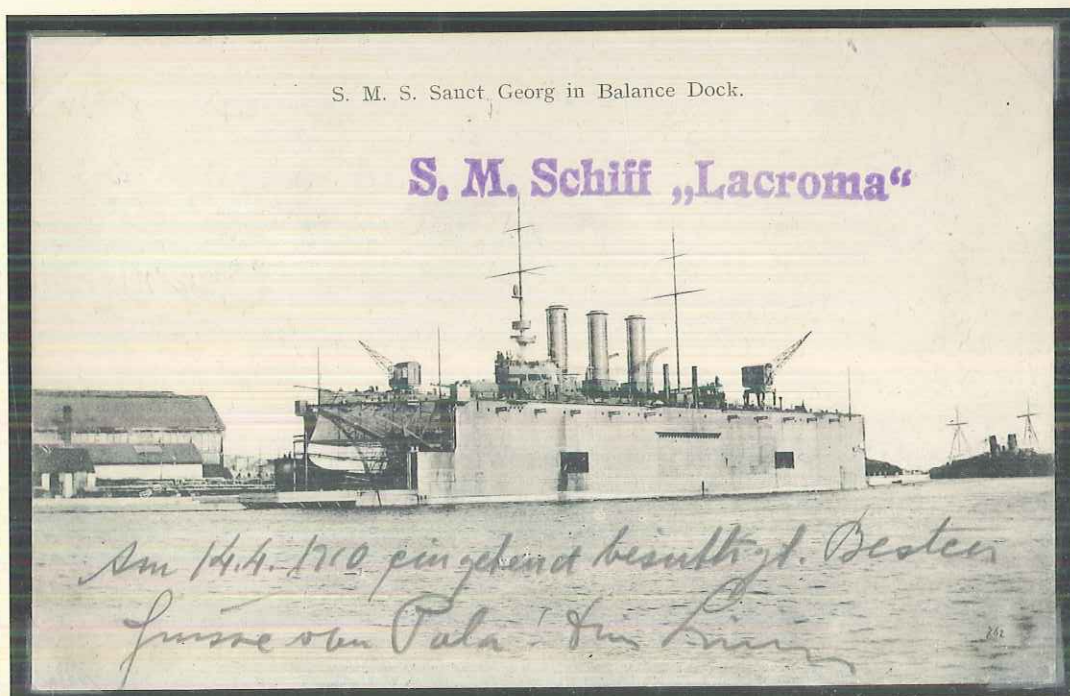
S.M.S. Sanct George in the dry dock at Pola.

The postcard bears the cachet of the ship S.M.S. Lacroma

The Austro-Hungarian Naval Academy (k.u.k. Marine-Akademie) was located in Fiume (today Rijeka, Croatia).

Trieste was also the headquarters of the merchant line Austrian Lloyd (founded in 1836 and, later, Lloyd Triestino), whose headquarters stood at the corner of the Piazza Grande and Sanita. By 1913 Austrian Lloyd had a fleet of 62 ships comprising a total of 236,000 tons.

K.u.K. KRIEGSMARINE - THE AUSTRO-HUNGARIAN NAVY

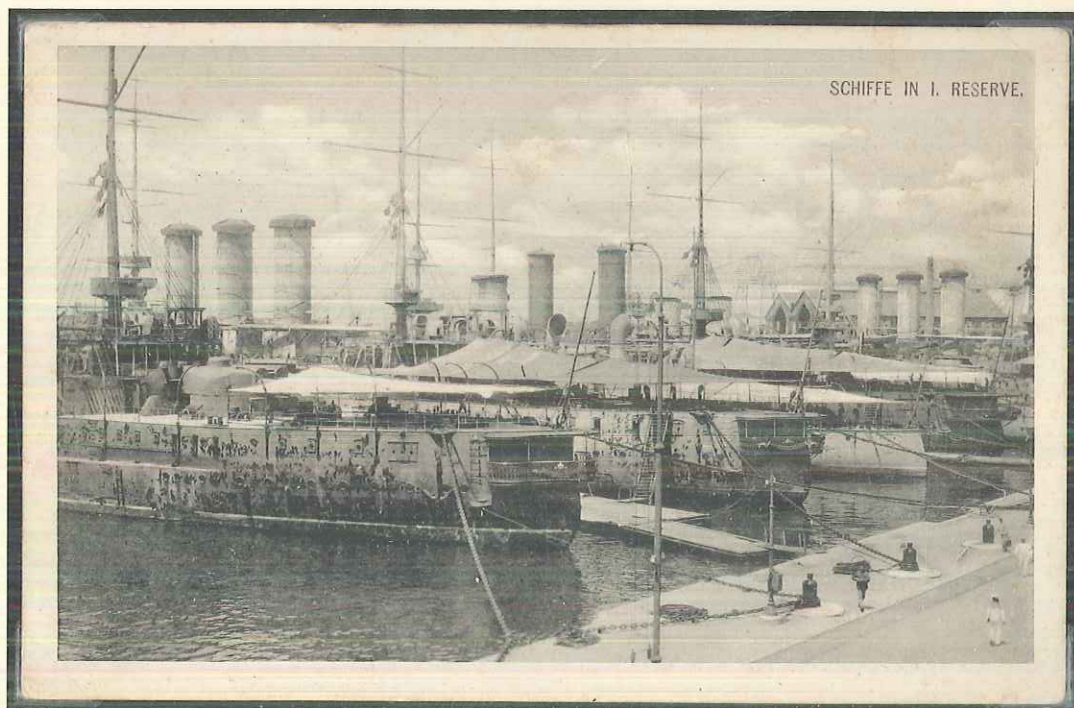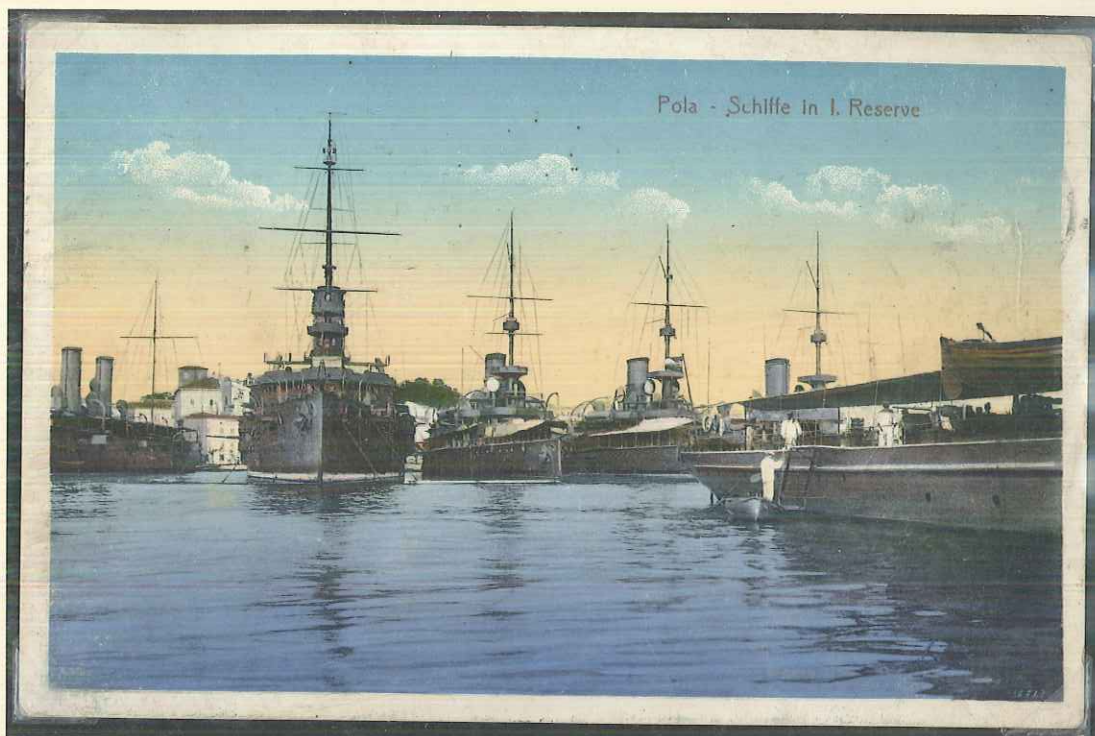

Luka Gruž.
Hafen Gravosa.

The naval base at Gravosa on the south Dalmatian coast. The view shows mainly small craft, torpedo boats etc..

PPC cancelled Rose 27/10/1918. It bears a cachet of the marine detachment at Kobila on the Gulf of Cattaro.
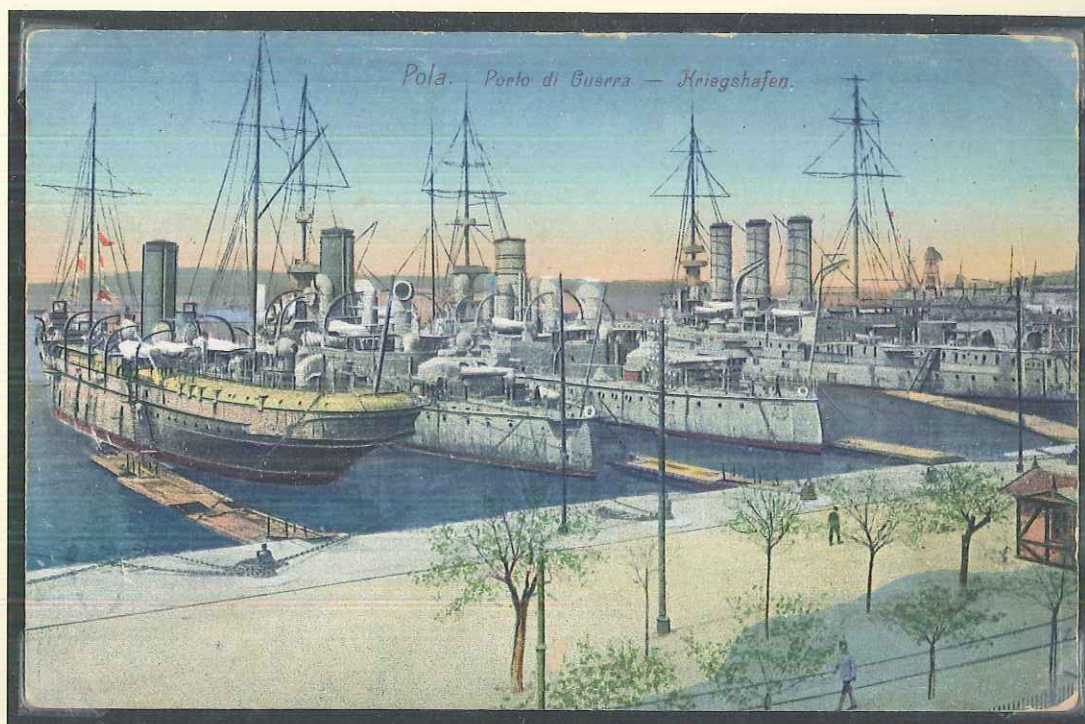
K.u.K.KRIEGSMARINE - THE AUSTRO-HUNGARIAN NAVY

Ships in reserve at Pola.

Pola - Schiffe in I. Reserve

SCHIFFE IN I. RESERVE.

K.u.K.KRIEGSMARINE - THE AUSTRO-HUNGARIAN NAVY

The Naval Base at Pola

Pola. *Porto di Guerra — Kriegshafen.*

Pola. *Grua più potente del mondo della portata di 300.000 kg.*
Der größte Krahn der Welt, Tragfähigkeit 300.000 kg.
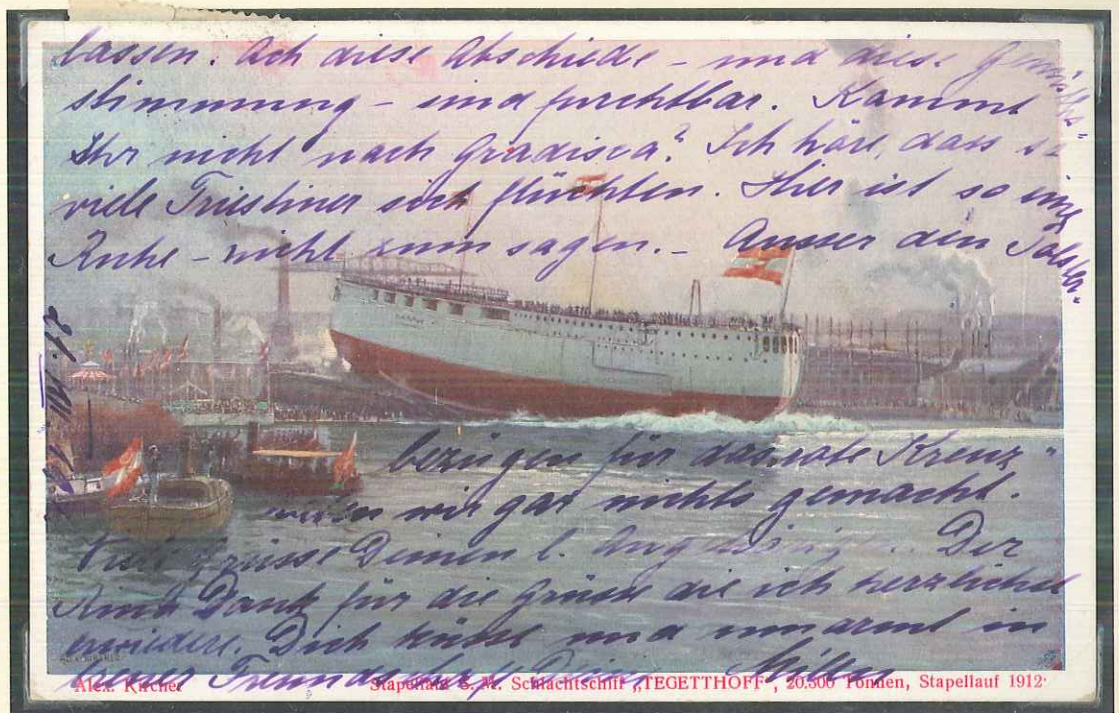
At that time. The largest crane in the world, lifting capacity 300,000kg

K.u.K.KRIEGSMARINE - THE AUSTRO-HUNGARIAN NAVY

Two launches from the yard in Trieste, the first the hull of the TEGETTHOFF in 1912

Stapellauf S. M. Schlachtschiff „TEGETTHOFF", 20.500 Tonnen, Stapellauf 1912.

Trieste. Un varo — Ein Stappellauf.

K.u.K.KRIEGSMARINE - THE AUSTRO-HUNGARIAN NAVY

Maschinenschule, Pola

POLA - MASCHINENSCHULE.

Cachet of the
Seearsenalkommando in Pola

LUSTICA
'Searchlight Station'

VIRPAZAR
'Ship Station Command'

K.u.K.KRIEGSMARINE - THE AUSTRO-HUNGARIAN NAVY

CATTARO
'Railway and Ship Station Command'

CATTARO
'Ship Station Command'

K.u.K. KRIEGSMARINE - THE AUSTRO-HUNGARIAN NAVY

SPALATO
'Railway and Ship Station
Command'

FIUME
'Marine Station Command'
Feldpost 406
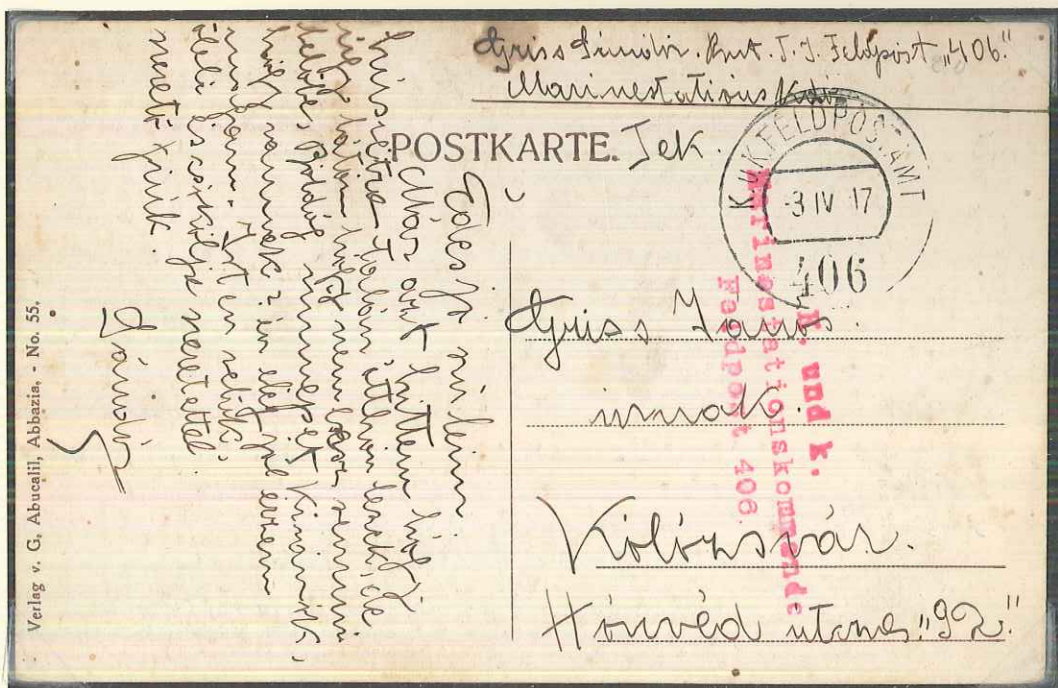
K.u.K. KRIEGSMARINE - THE AUSTRO-HUNGARIAN NAVY

CASTELNUOVO
'Naval Command Detachment'

Postkarte ✠ Feldpostkarte

No. 224 Purger & Co., München

Wohlgeboren
Frl. St Ertel

Wien,

VI. Aegydeg. 13

Absender
Wohnort

CASTELNUOVO
'Naval Command Detachment'

k. und k. Marinedetachement
in Castelnuovo.
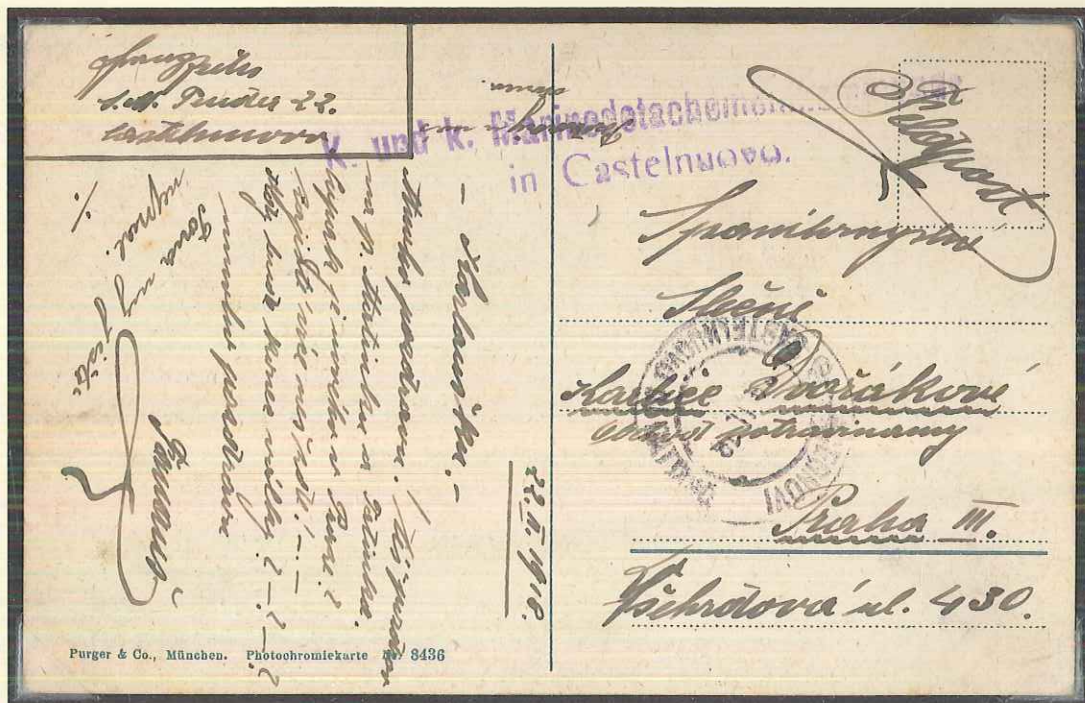
Purger & Co., München. Photochromiekarte No. 8436

K.u.K.Kriegsmarine - THE AUSTRO-HUNGARIAN NAVY
LAND-BASED UNITS

Naval Hospital Command

Fortress Hospital II

Fortress Field Railway - Construction Division

Naval District Command in Trieste

K.u.K.KRIEGSMARINE - THE AUSTRO-HUNGARIAN NAVY
LAND-BASED UNITS

Telegraph Bureau

Marine Telegraph Station

K.u.K.KRIEGSMARINE - THE AUSTRO-HUNGARIAN NAVY
LAND-BASED UNITS

Artillery Depot

Fortress Artillery BAttalion

K.u.K. KRIEGSMARINE - THE AUSTRO-HUNGARIAN NAVY
LAND-BASED UNITS

Reserve Medical Unit

Sea Battalion Infantry Company

Equipment Directorate

Conscripted Field Infantry Company

K.u.K.KRIEGSMARINE - THE AUSTRO-HUNGARIAN NAVY
LAND-BASED UNITS

Marine Land and Water Board

Fortress Artillery Regiment

K.u.K. KRIEGSMARINE - THE AUSTRO-HUNGARIAN NAVY
LAND-BASED UNITS

Conscripted Infantry Division

Railway Regiment

K.u.K. KRIEGSMARINE - THE AUSTRO-HUNGARIAN NAVY
LAND-BASED UNITS

Fortress Searchlight Division

Fortress Searchlight Division
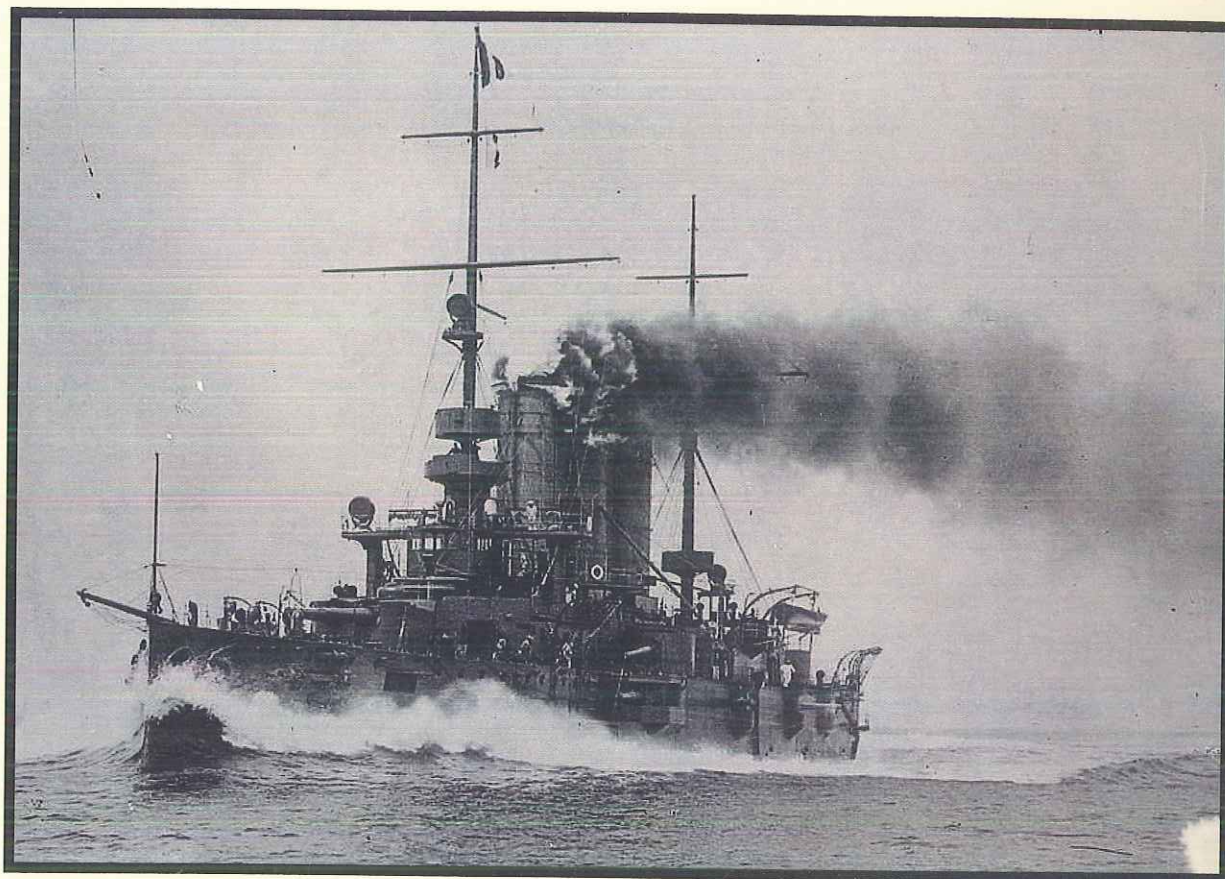
PRE-DREADNOUGHTS

Ship Name	Strength in August 1914	Wartime Additions	Lost	Compliment
Arpad	*			630
Babenberg	*			630
Habsberg	*			630
Erzherzog Ferdinand Max	*			769
Erzherzog Friedrich	*			769
Erzherzog Karl	*			769

S.M.S. "HABSBURG"
Pre-Dreadnought Battleship – Habsburg Class
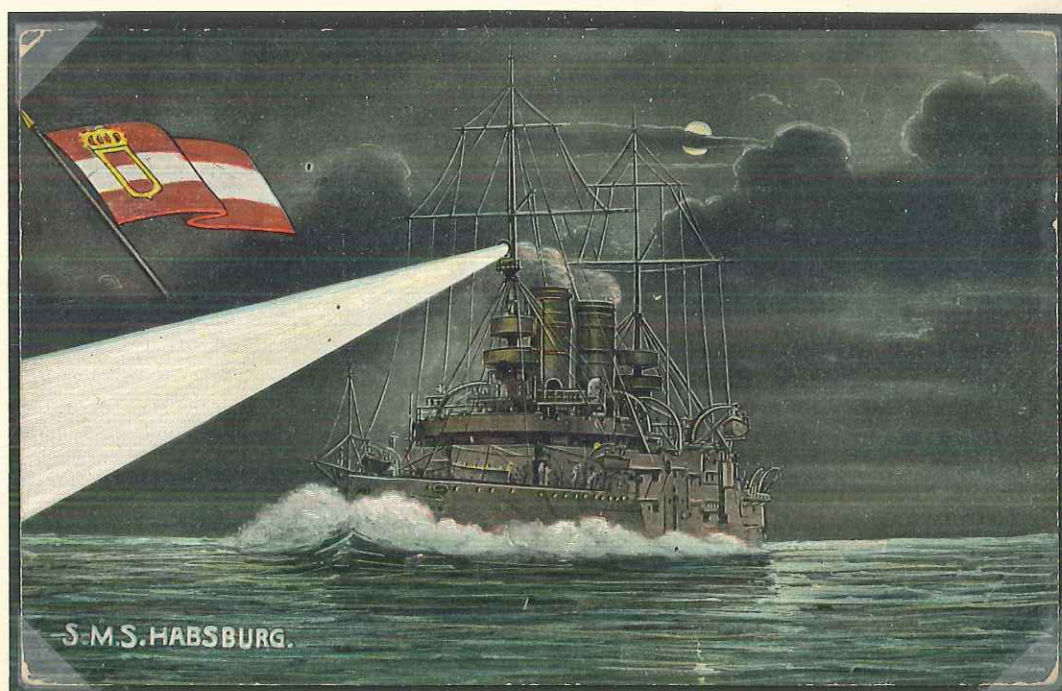
-S.M.S. HABSBURG.

SMS *Habsburg* was a pre-dreadnought battleship built by the Austro-Hungarian navy in 1899. The lead ship of the Habsburg-class, her hull was laid down on 13 March 1899 at the Stabilimento Tecnico Triestino shipyard in Trieste. Following a year and a half of construction, she was launched on 9 September 1900 and after the completion of final fitting-out work, she was commissioned into the Austro-Hungarian fleet on 31 December 1902.

In 1903 and 1904, the Habsburg and her sister ship Árpád conducted training exercises in the Mediterranean Sea. In 1906 and 1907, *Habsburg* was transferred to the 3rd Battleship Division. One of her superstructure decks was removed to reduce weight and to modernize the vessel in 1910.

For most of World War I, she remained in her home port of Pola, in present-day Croatia, except for two engagements. In 1914, she was part of the Austro-Hungarian flotilla sent to protect the escape of the German ships SMS Goeben and SMS Breslau from the British-held Mediterranean; she advanced as far as Brindisi before being recalled to her home port. Her sole combat engagement occurred in late May 1915, when she participated in the bombardment of the Italian port city of Ancona.

For the latter half of the war, Habsburg was decommissioned and re-purposed as a harbour defence vessel.

Her crew was transferred to the new U-boats and aircraft.

In 1918, she was re-commissioned as a training ship for the Austrian Naval Academy.

Following the war, the *Habsburg*, was awarded to Great Britain as a war prize. She was instead sold to Italy and broken up for scrap in 1921.

Letter sent 23/2/1917 to Vienna. Dated single circle cancel of the ship in black and base postmark of Pola.

S.M.S. "ARPAD"

Pre-Dreadnought Battleship - Habsburg Class

Pola am 29./4   S. M. Schiff „Árpád"

1776 Dep. M. Clapis, Pola

SMS Árpád was a pre-dreadnought battleship built by the Austro-Hungarian Navy in the early 20th century. Her hull was laid down on 10 June 1899 at the Stabilimento Tecnico Triestino shipyard in Trieste. Following more than two years of construction, she was launched on 11 September 1901 as the second of the three Habsburg-class battleships to be built.

Early in World War I, she was transferred to the Navy's IV Division after the first new Tegetthoff-class battleships came into service. Árpád, her sisterships the Habsburg and Babenberg and the remainder of the Austro-Hungarian Navy were mobilized to support the flight of SMS Goeben and Breslau from 28 July to 10 August 1914. The two German ships were stationed in the Mediterranean and were attempting to break out of the straits of Messina, which was surrounded by British vessels. The break out was successful and the Austro-Hungarian Navy was recalled. The fleet had by that time advanced as far south as Brindisi in south-eastern coast of Italy. As Italy had entered the war on the side of France and Great Britain, the Austrians bombarded several Italian port cities along the Adriatic coast. The Árpád took part in the bombardment of Ancona on 23 May 1915.

Due to a coal shortage, Árpád was decommissioned and re-purposed as a harbour defence ship for the latter half of the war. The crew was transferred to man the new U-boats and aircraft. After the war, the Árpád, along with her sisterships, were awarded to Great Britain as war prizes. They were later sold to Italy and broken up for scrap in 1921.

FPC mailed 30/11/1914. Dated ships cancel in black.

S.M.S. "ERZHERZOG FRIEDRICH"

Pre-Dreadnought Battleship - Erzherzog Karl Class

The ships of this class, like the Habsburg class before them and the Radetzky class after them were named after archdukes of the Austro-Hungarian Royal Family, specifically Archduke Charles Duke of Teschen, Maximilian I of Mexico and Archduke Friedrich, Duke of Teschen. The ships were all laid down at the Stabilimento Tecnico Triestino in Trieste between 1903 and 1905. They were commissioned into the Austro Hungarian Navy between 1905 and 1907. The first to be constructed was *Erzherzog Karl* and the last was *Erzherzog Friedrich*.
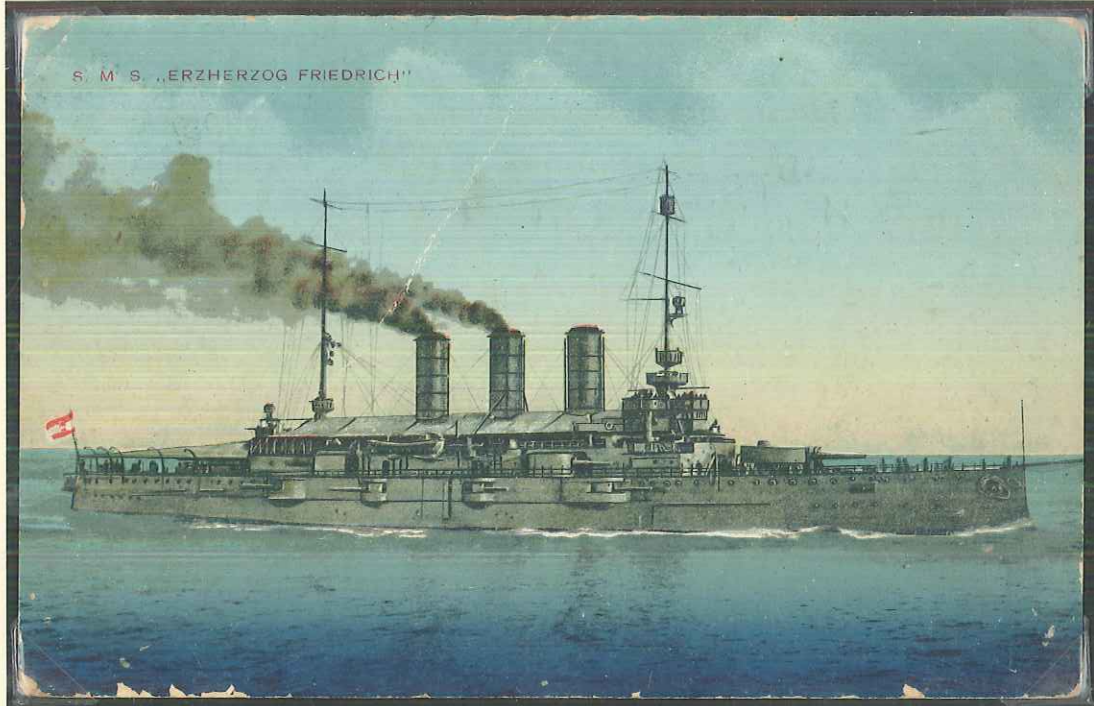
Due to limited dock size and Naval budgets, the three ships of this class were very compact and well protected. During the First World War, the ship served in the 3rd Division with her two sister ships. The Erzherzog Ferdinand Max class was mobilized on the eve of the war to support the flight of SMS Goeben and Breslau; The two German ships were attempting to break out of Messina, which was surrounded by British troops, and make their way to Turkey, the breakout succeeded. When the flotilla had advanced as far south as Brindisi in south eastern Italy, the Austro-Hungarian ships were recalled.

PPC, of Fasano near Brindisi in Italy, written in the early days of the war 26/09/1914 and sent to Budafok, a suburb of Budapest in Hungary. It bears a single circle, dated handstamp of the ship and a censor mark Zensuriert. The 5 heller stamp remains uncancelled and the customary senders address is not present.

The Erzherzog Friedrich also participated at the bombardment of Ancona and the quelling of a mutiny at Cattaro. Following the end of the war, the ship was awarded to the United Kingdom as a war prize in 1920; it was subsequently sold to the Italian breakers, La Spezia in Genoa.

S.M.S. "ERZHERZOG KARL"

Pre-Dreadnought Battleship - Erzherzog Karl Class

S. M. Linienschiff „Erzherzog Karl"
(Schwesterschiffe: „Erzherzog Friedrich", „Erzherzog Ferdinand Max")
Nach einer vom k. u. k. Kriegsministerium, Marinesektion, zur Verfügung gestellten Vorlage.
Fertigstellung: 1903.   Wasserverdrängung: 10 600 t.   Besatzung: 748.

SMS Erzherzog Karl was a pre-dreadnought battleship built by the Austro-Hungarian navy in 1902-03. She was the lead ship of the Erzherzog Karl-class, and was launched on 04 October 1903. Due to limited dock size and Naval budgets, the three ships of this class were very compact and well protected.

During the First World War, the ship served in the 3rd Division with her two sister ships. The Erzherzog Ferdinand Max class was mobilized on the eve of the war to support the flight of SMS Goeben and Breslau. The two German ships were attempting to break out of Messina, which was surrounded by British troops, and make their way to Turkey. The breakout succeeded. When the flotilla had advanced as far south as Brindisi in south eastern Italy, the Austro-Hungarian ships were recalled. The Erzherzog Karl also participated at the bombardment of Ancona and the quelling of a mutiny at Cattaro.

Following the end of the war, the ship was taken over by Yugoslavia, but was awarded to France as a war prize in 1920. However on her way to the scrapyard, she sank in Bizerta Lagoon/Sidi Abdallah, Tunisia. She was scrapped in situ in 1921.
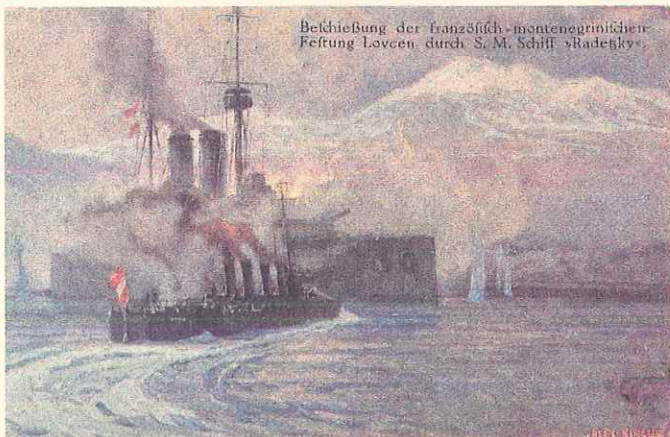

PPC sent 08/06/1918 to Vienna. Bozed ships censor mark in black and Ettappenpost 267 base cancel suggesting the ship was at this time in Cattaro.

S.M.S. "ERZHERZOG KARL"
Pre-Dreadnought Battleship - Erzherzog Karl Classss

PPC sent 14/05/1917 to Kladno in Bohemia. It bears violet boxed censor mark of the ship and a base postmark of Pola.

Shelling of the French fortress at Lovcen in Montenegro by the Radetsky.
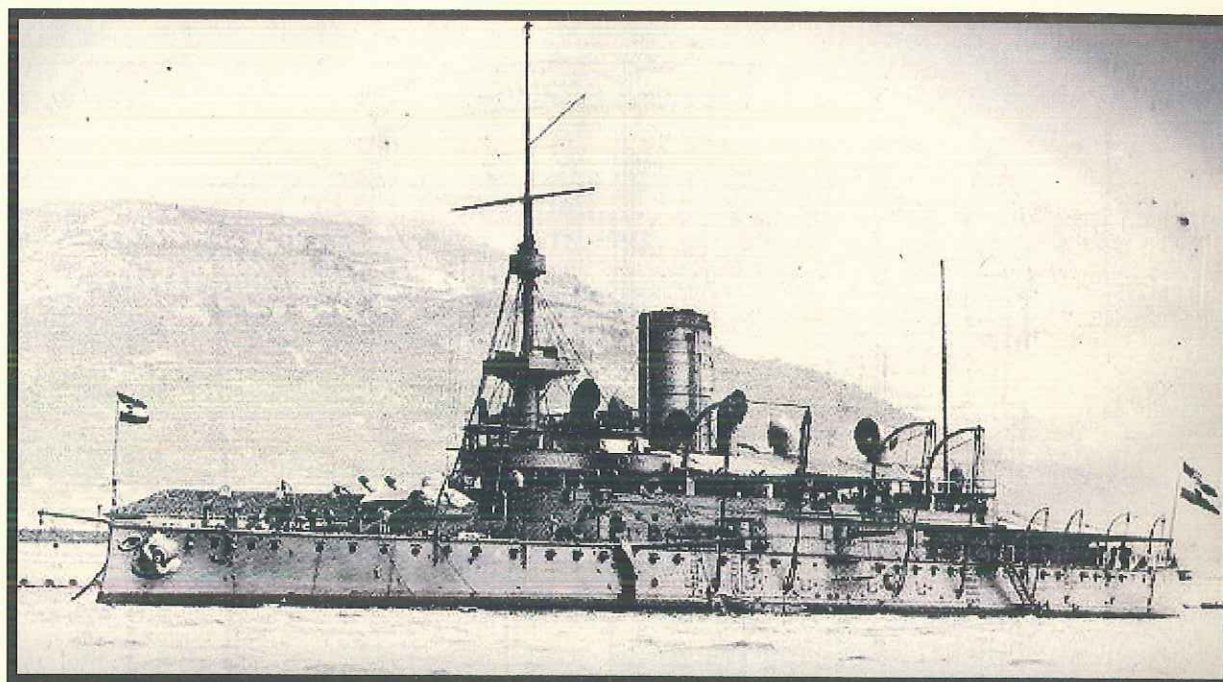

Marine Barracks in Pola

PPC mailed 11/09/1915, bearing a violet ships censor mark in violet and a base postmark of Pola

COASTAL DEFENCE SHIPS

Ship Name	Strength in August 1914	Wartime Additions	Lost	Compliment
Kronprinz Erzherzog Rudolf	*			450
Budapest	*			441
Monarch	*			441
Wien	*		*	441

S.M.S. "KRONPRINZ ERZHERZOG RUDOLPH"
Pre-Dreadnought Battleship - Erzherzog Karl Class

S. M. Schiff „Kr. E. H. Rudolf"
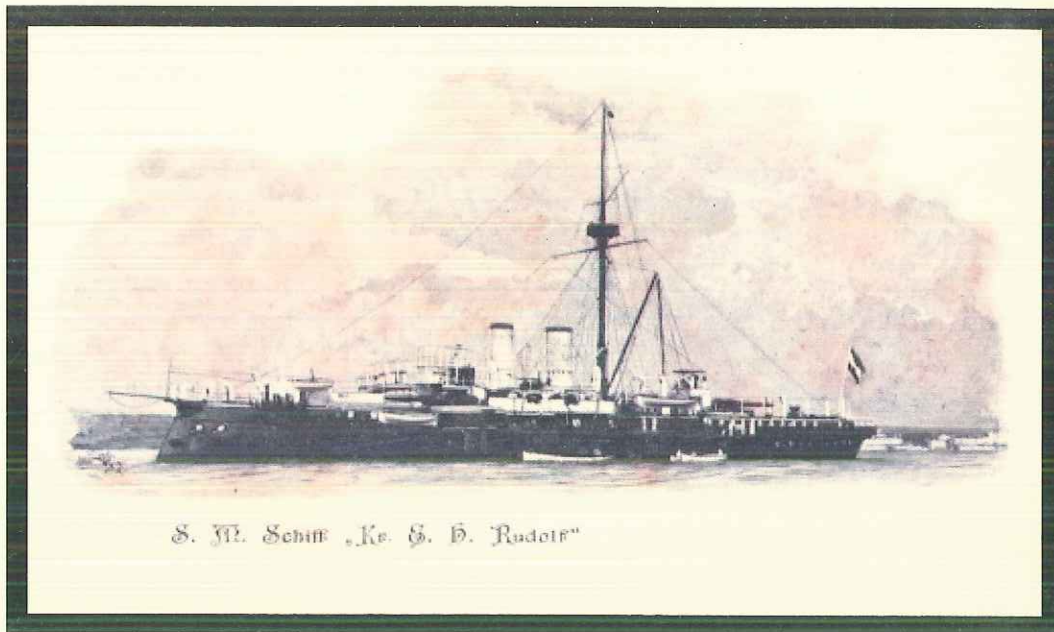
Built by the Seearsenal in Pola and launched in 1889, she served as a local defence ship in Cattaro Bay throughout the war. In 1919 she was awarded to Yugoslavia, renamed KUMBOR but scrapped in 1922.
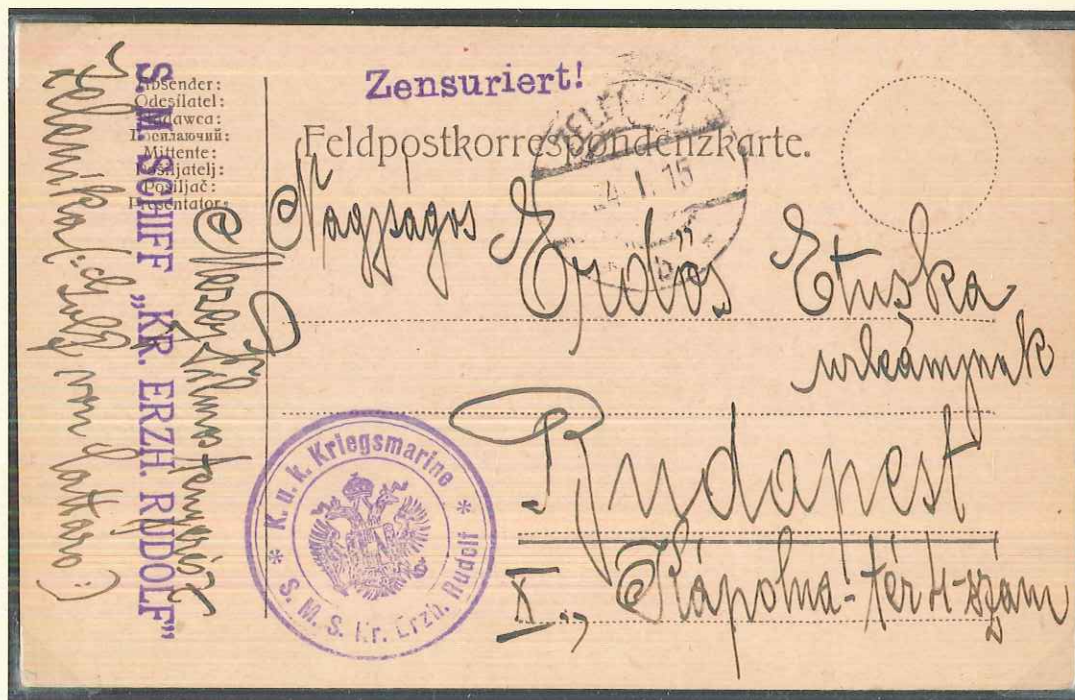
Censored FPCs sent to Budapest, 24 January 1915. Violet S/L and circular Red Ships cachets and Zelenika cancel in black.

S.M.S. "KRONPRINZ ERZHERZOG RUDOLPH"
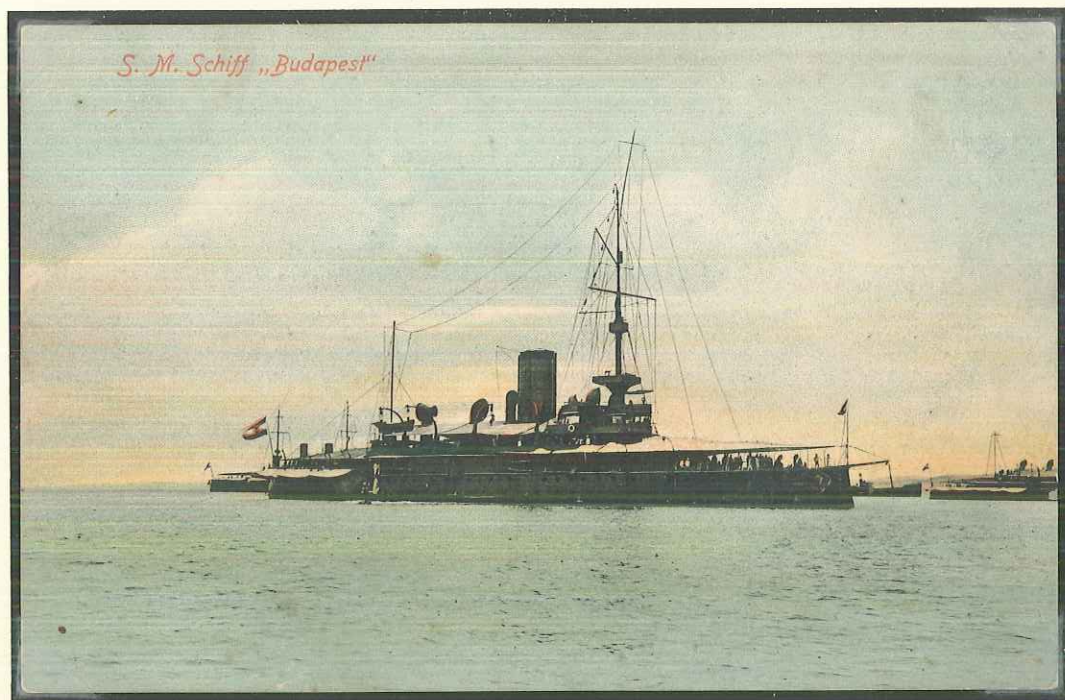## Pre-Dreadnought Battleship - Erzherzog Karl Class

PPC to Vienna, 18 May 1915. Circular ships cachet in violet and ROSE cancel.

PPC sent to 5 November 1917. Violet S/L Ships cachet and Zelenika cancel in black.

S.M.S. "BUDAPEST"
Pre-Dreadnought Battleship – Monarch Class

S. M. Schiff „Budapest"

SMS *Budapest* was a pre-dreadnought battleship and coastal defence ship of the Monarch class, constructed by the Austro-Hungarian Navy at the end of the 19th century. The *Budapest* was laid down in the Stabilimento Tecnico Triestino shipyards in Trieste on the same day as her sister ship the Wien, 16 February 1893. She was launched on 2 April 1896 and commissioned into the Austro-Hungarian Navy, on 12 May 1898.

After her commissioning, the Budapest, along with her sister ships the Monarch and the Wien, cruised the Adriatic and Aegean seas in a display of the Austro-Hungarian flag around the Mediterranean Sea. The three ships of the class formed the 1st Battleship Division until they were replaced by the newly commissioned Habsburg class at the turn of the century. Thereafter, as the Erzherzog Karl and Radetzky classes were commissioned, the Budapest and her sister ships were given increasingly diminished roles, so that by the beginning of World War I the Budapest was in the 5th Battleship Division, serving as a coastal defence ship.

During the war the Budapest initially served as floating battery, bombarding Mount Lovcen in 1914 and 1916. In late December of that year, she supported cruisers and destroyers in the raid on Durazzo, but the detachment returned to port without having opened fire on the enemy. .


PPC sent 19/9/1918 to Attnang. Straight line ship's cachet in violet and base postmark of Pola.

S.M.S. "BUDAPEST"
Pre-Dreadnought Battleship – Monarch Class

In late 1917, the Budapest and the Wien were sent to Trieste participate in the shelling of Italian troops in the Gulf of Trieste as well as bombarding other enemy positions in the northern Adriatic. On the night of 9–10 December 1917, while the ships were at anchor in Trieste, two Italian torpedo boats managed to penetrate the harbour defences undetected and fired several torpedoes at the two ships. The *Budapest* was not hit, but the *Wien* was struck and sank in less than five minutes, killing 46 of the 469 men on board.

The Budapest became of a floating barracks for U-boat trainees for the rest of the war. She was sold by Great Britain to Italy and was scrapped there between 1920 and 1922.
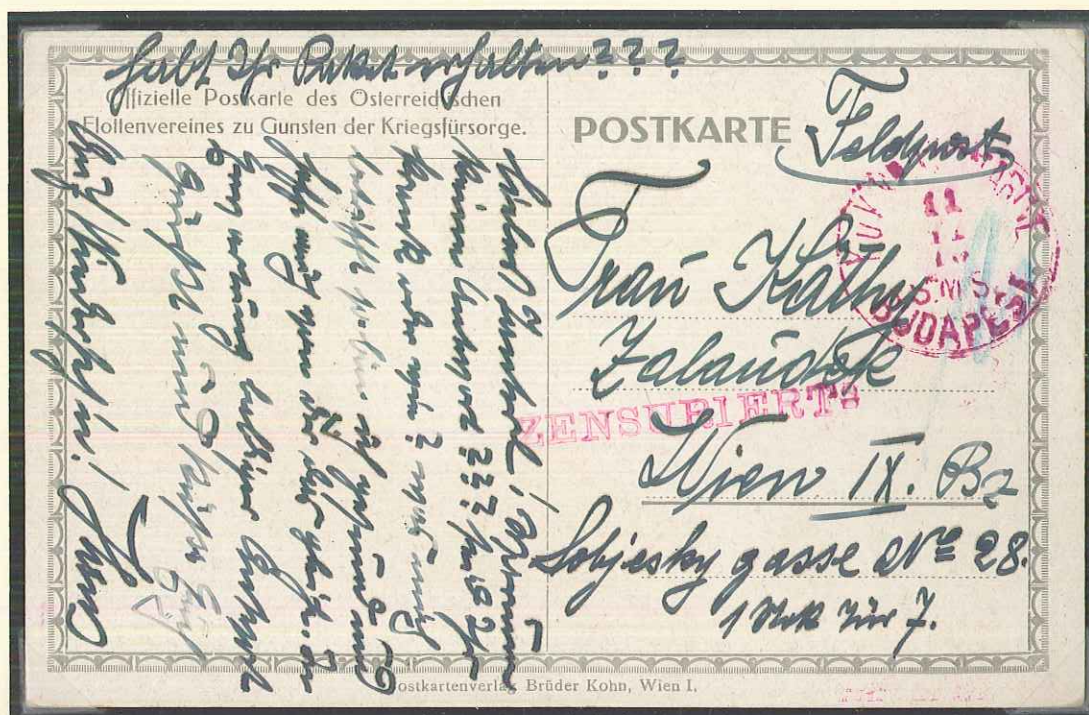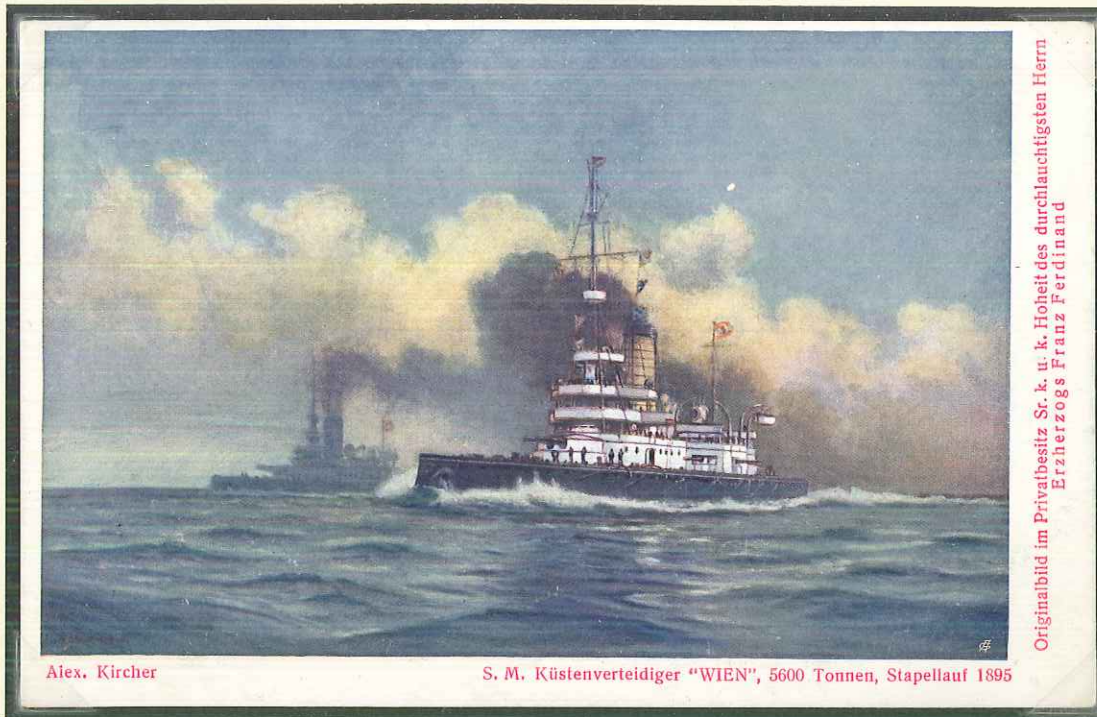

Censored PPC sent 11/11/1916 to Vienna. Dated single circle ship's cancel in violet and straight line censors cachet.

Sister ships, Budapest and Monarch, on manouevres.

S.M.S. "WIEN"
Pre-Dreadnought Battleship - Monarch Class

Alex. Kircher   S. M. Küstenverteidiger "WIEN", 5600 Tonnen, Stapellauf 1895

Originalbild im Privatbesitz Sr. k. u. k. Hoheit des durchlauchtigsten Herrn Erzherzogs Franz Ferdinand

SMS Wien was one of three Monarch-class coastal defence ships built for the Austro-Hungarian Navy in the 1890s. After her commissioning, the ship participated in an international blockade of Crete during the Greco-Turkish War of 1897. Wien and the two other Monarch-class ships made several training cruises in the Mediterranean Sea in the early 1900s. They formed the 1st Capital Ship Division of the Austro-Hungarian Navy until they were replaced by the newly commissioned Habsburg class pre-dreadnought battleships at the turn of the century. In 1906 the three Monarchs were placed in reserve and only recommissioned for annual summer training exercises. After the start of World War I, Wien was recommissioned and assigned to 5th Division together with her sisters.

The division was sent to Cattaro in August 1914 to attack Montenegrin and French artillery that was bombarding the port and they remained there until mid-1917. Wien and her sister Budapest were sent to Trieste in August 1917 and bombarded Italian fortifications in the Gulf of Trieste. On the night of 9–10 December, while Wien and Budapest were at anchor in Trieste, two Italian torpedo boats managed to penetrate the harbour defences undetected and fired several torpedoes at the two ships. Budapest was not hit, but Wien was struck by two torpedoes and sank in less than five minutes with the loss of 46 of her crew. The wreck was salvaged sometime during the 1920s by the Italians.

PPC sent 06/01/1916 from Baosic to SMS ERZH. FRANZ FERDINAND in Pola.
Circular datestamp of both WIEN and Baosic and violet circular ship's cachet .
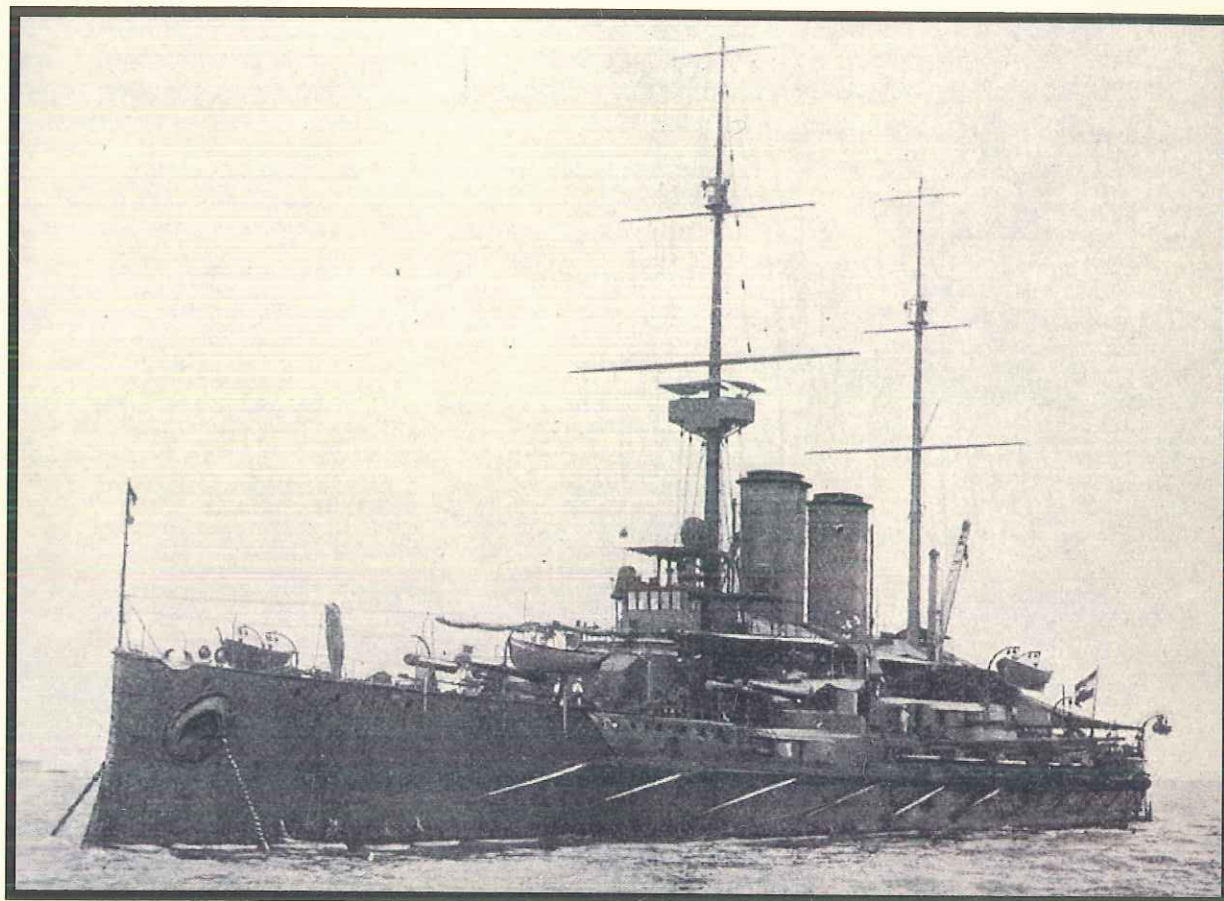
SEMI-DREADNOUGHTS

Ship Name	Strength in August 1914	Wartime Additions	Lost	Compliment
Erzherzog Franz Fedinand	*			890
Radetzky	*			888
Zrinyl	*			888

S.M.S. "RADETSKY"
Pre-Dreadnought Battleship - Radetsky Class
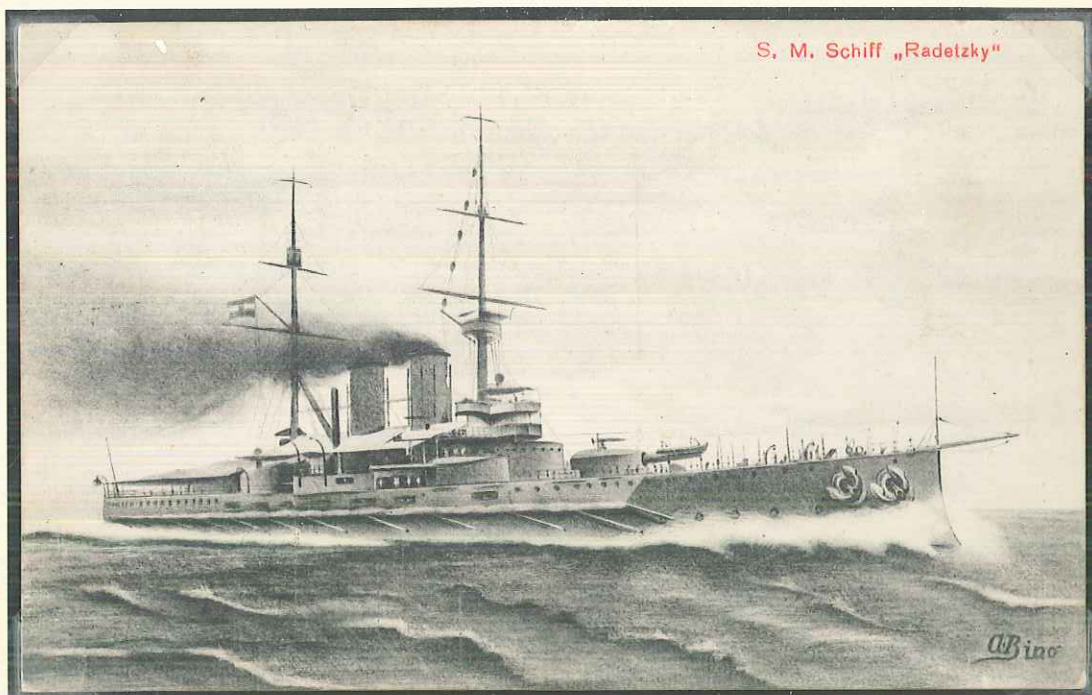
S. M. Schiff „Radetzky"

SMS Radetzky was the lead ship of the three Radetzky class of pre-dreadnought battleships (Schlachtschiff) named after the 19th century Austrian Field Marshal Joseph Radetzky von Radetz. The Radetzky and her sisters, Erzherzog Franz Ferdinand and Zrinyi, were the last pre-dreadnoughts built by the Austro-Hungarian Navy - they were followed by the larger and significantly more powerful Tegetthoff class dreadnoughts.

The Radetzky was built at the Stabilimento Tecnico in Trieste and commissioned into the fleet on 15 January 1911. The ship conducted training cruises in the Mediterranean Sea before the outbreak of World War I in mid-1914. During the war, she operated largely as a fleet-in-being alongside her two sisters and the four Tegetthoffs; in doing so, the ships tied down considerable naval forces from the Triple Entente. Radetzky did participate in some offensive operations, primarily shore bombardments in the Adriatic Sea against French, Montenegrin, and Italian targets.

With the war going against the Austrians by the end of 1918, Radetzky was prepared to be transferred to Yugoslavia. On November 10, 1918, just one day before the end of the war, Yugoslav navy officers sailed the old battleship out of Pola and eventually surrendered to a squadron of American submarine chasers. In the Treaty of Saint-Germain-en-Laye, the transfer was not recognized; instead, Radetzky was given to Italy and broken up for scrap.


One of three PPCs sent by Anton Steining to his girlfriend Fraulein Aurelia von Kesmarky in Vienna. The other two are over the page.

PPC sent 28/02/1917 to Vienna. Dated ships cancel in blue together with a Pola cancel of the same date in black.

S.M.S. "RADETSKY"
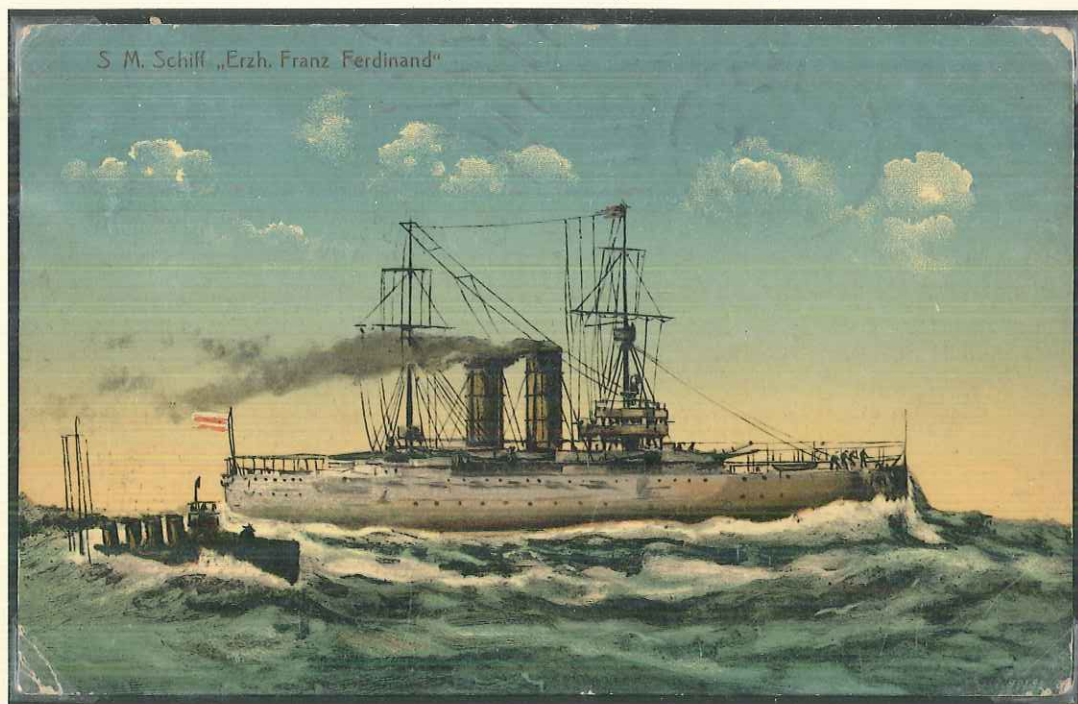## Pre-Dreadnought Battleship - Radetsky Class

PPC written 23/01/1918 and to the same Fraulein in Vienna. It bears violet boxed cachet of the ship and a base postmark of Pola.
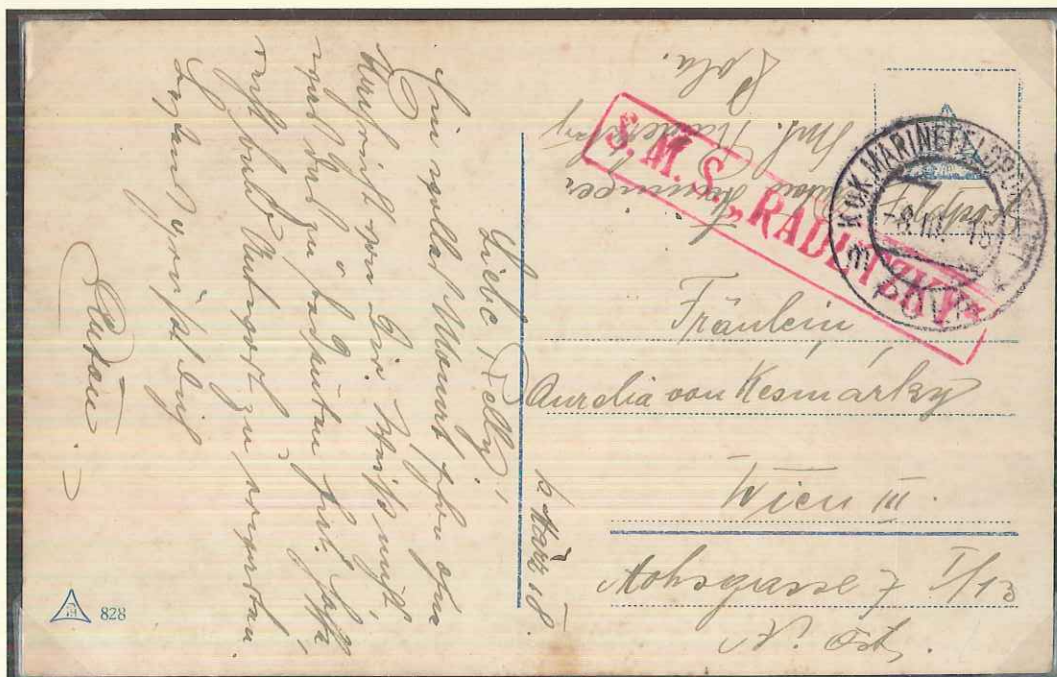
PPC this time written in March 1918. This time the ships cachet is in red.

S.M.S. "FRANZ FERDINAND"
## Pre-Dreadnought Battleship - Radetsky Class

SMS Erzherzog Franz Ferdinand was a Radetzky class pre-dreadnought battleship. The first ship of her class to be built, she preceded the Radetzky by more than six months. Her armament included four 30.5 cm (12 in) guns in two twin turrets and eight 24 cm (9.4 in) guns in four twin turrets.

She was built at the Stabilimento Tecnico Triestino dockyard in Trieste. She was launched from the slipway on September 8, 1908. The teak used on her deck was the only material the navy purchased abroad to build her. A month and a half after her launch, she was towed to the harbour in Muggia for completion. That night, in a severe storm, she broke lose from her moorings; with no crewmen aboard, she drifted for several hours before running aground just off Izola. The following morning the navy located her and started to re-float her. Completion was delayed by a welders' strike in 1908 and a riveters' strike in 1909. She was commissioned into the fleet on June 5, 1910. Radetzky followed on January 15, 1911, and Zrinyi exactly eight months after that, on September 15.

She took part in an international naval protest of the Balkan Wars in 1913, during which she helped enforce a blockade in Montenegro. She also was one of the first ships to deploy seaplanes for military use. During World War I, she saw limited service in the 2nd Division of the 1st Battle Squadron, including mobilization to assist the escape of the German ships SMS Goeben and SMS Breslau and the bombardment of Ancona in 1915.

At the end of the war, she was ceded to Italy as a war prize and was eventually broken up for scrap in 1926.
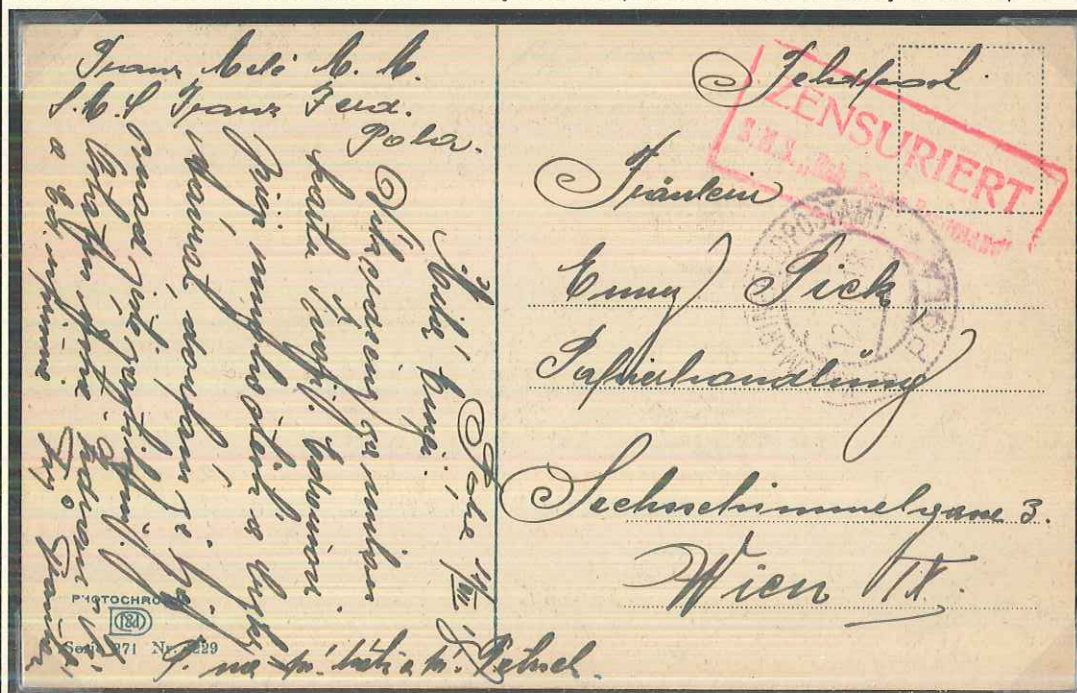
PPC sent 12/07/1918 to Vienna. Pola base cancel and boxed ships censor mark in red.
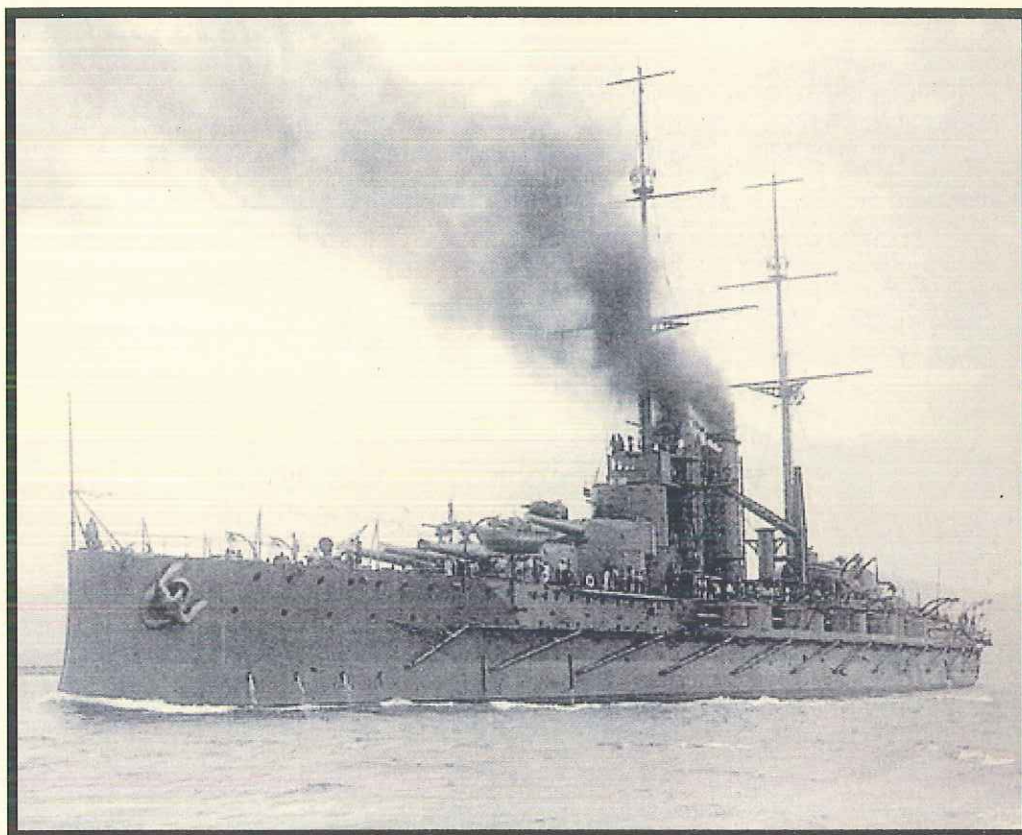
DREADNOUGHTS

| Ship Name	Strength in August 1914	Wartime Additions	Lost	Compliment
Prinz Eugen	*			1046
Tegetthoff	*			1046
Viribus Unitis	*		*	1046
Szent Istvan		*	*	1046

S.M.S. "PRINZ EUGEN"
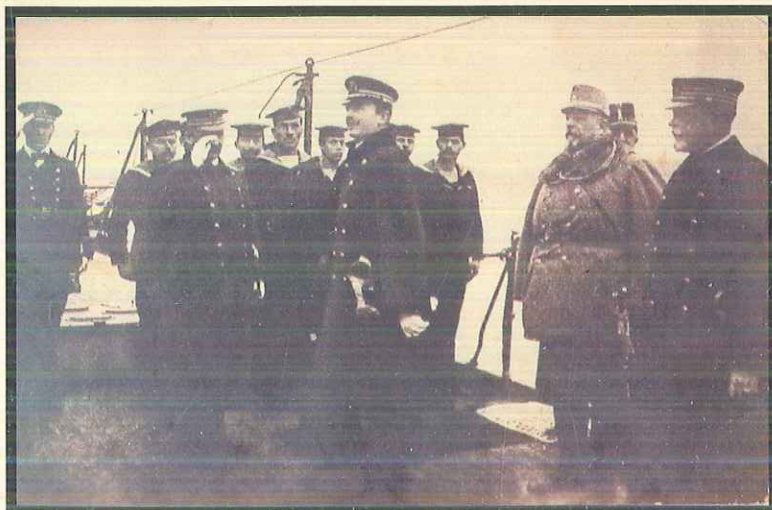
Dreadnought Battleship - Tegetthoff Class

SMS Prinz Eugen was an Austro-Hungarian dread-nought battleship of the Tegetthoff-class. Like Tegetthoff and Viribus Uni-tis before her, she was built at the Stabilimento Tecnico Triestino yard, Tri-este. She was laid down on 16 January 1912, launched at the end of No-vember in the same year, and commissioned into the navy on 8 July 1914.

Her service history mirrors that of her sister ships.

After the war, she was handed over to the French Navy, who used her as a gunnery target and sank her in 1922.
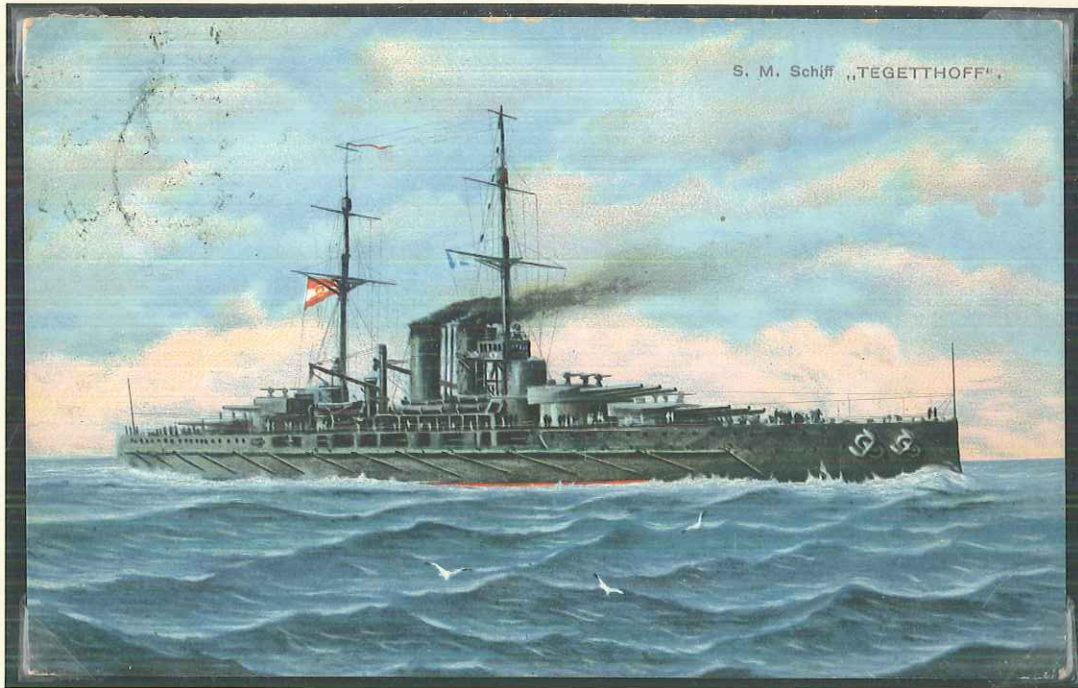

S. M. S. „Prinz Eugen"
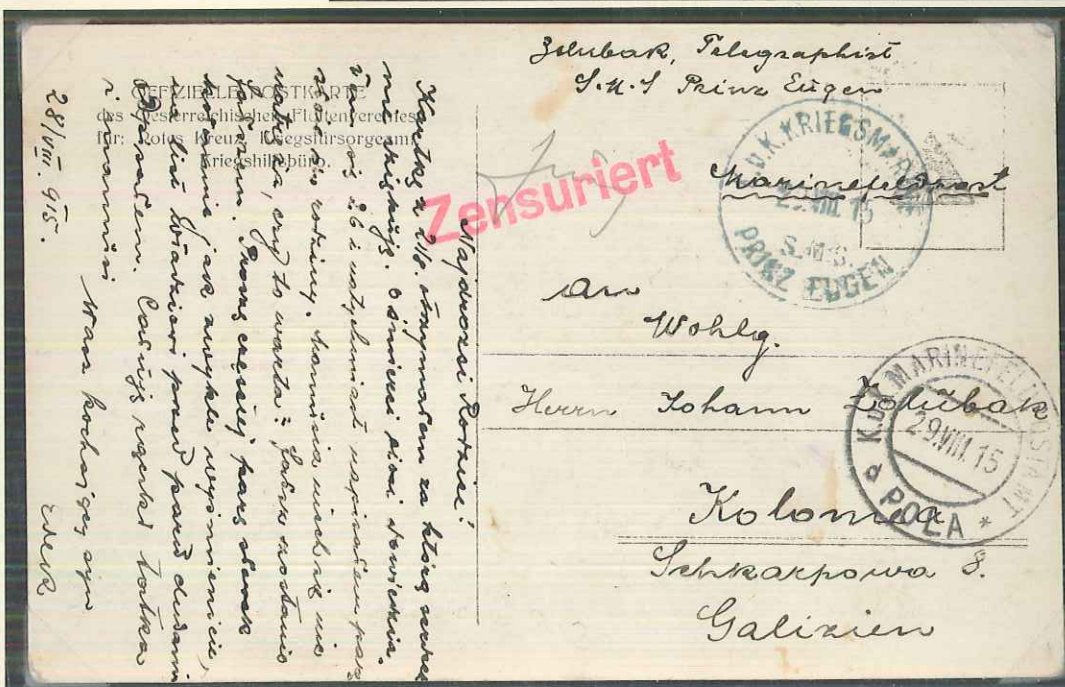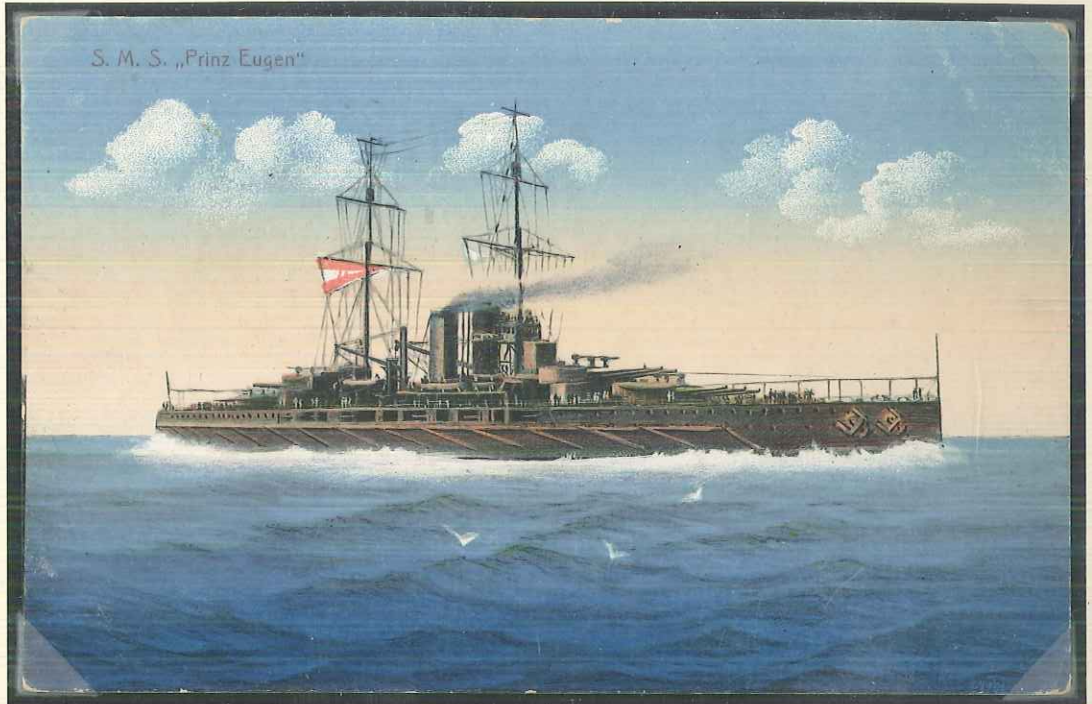
PPC (see below) mailed 29/08/1915 to Kolomea, Galicia. It bears a red Zensuriert cachet, a single circle dated ships cancel in blue and a Pola base cancel in black.

An unidentified dignitary - a young Franz Ferdinand or Maximillian on his way to Mexico ?

S.M.S. "TEGETTHOFF"
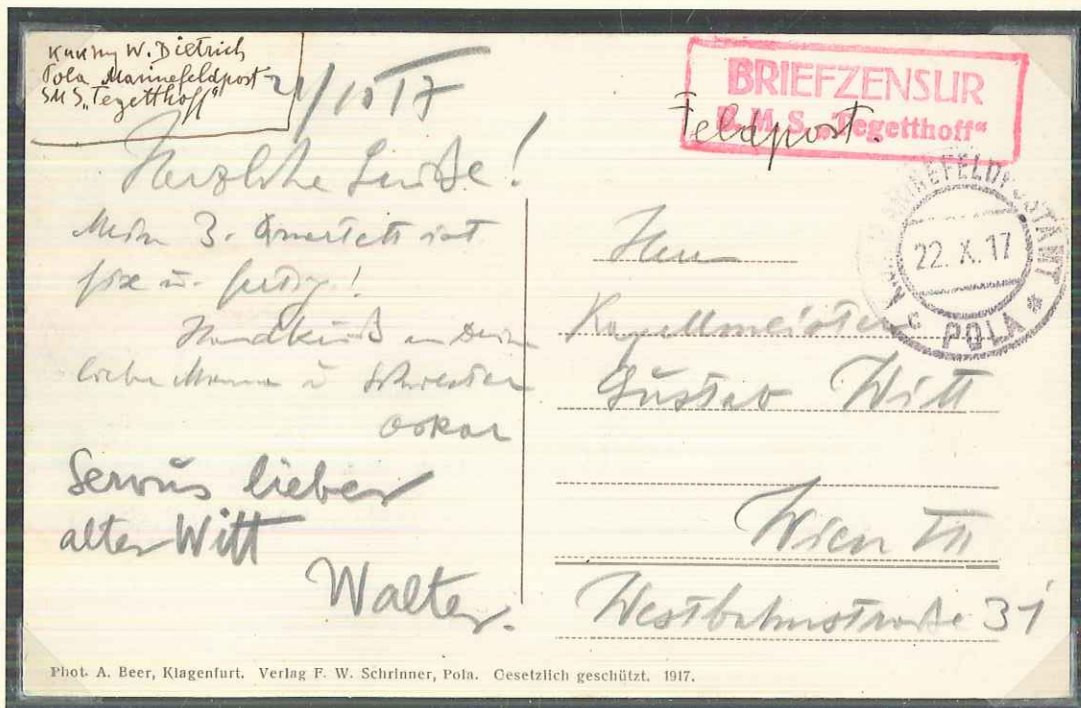
Dreadnought Battleship - Tegetthoff Class

SMS Tegetthoff was an Austro-Hungarian dreadnought battleship of the Tegetthoff-class named after Wilhelm von Teget-thoff, 19th-century Austrian admiral most notable for defeating the Italian Navy in the Battle of Lissa.

Tegetthoff was built at the Stabilimento Tecnico Triestino yard, Trieste. She was laid down on 24 September 1910, launched on 21 March 1912 and commissioned into the navy on 14 July 1913. After construction in 1912 an earlier armored battle-ship named SMS Tegetthoff was renamed SMS Mars.

The *Tegetthoff*, along with her sisters and the rest of the Austro-Hungarian Navy, was mobilized on the eve of World War I to support the flight of SMS Goeben and Breslau. After the Germans successfully broke out of Messina, the navy was recalled. The fleet had by that time advanced as far south as Brindisi in south eastern Italy. For the remainder of the war, they mainly stayed in reserve at Pola. The Tegetthoff and her sisterships did participate in the bombardment of Ancona, as well as sortie-ing with the Szent Istvan on June 9, 1918. On that day, two Italian torpedo boats attacked the Austrian formation and sank the *Szent Istvan* with two torpedoes. Torpedoes also hit the *Tegetthoff*, but they were duds.

After the First World War she was handed over to Italy, who had her broken up several years later at La Spezia, Livorno.

PPC sent 22/10/1917 to Vienna. Boxed ships censor mark in red and Pola base cancel, where the ship was laid up.

S.M.S. "TEGETTHOFF"
Dreadnought Battleship - Tegetthoff Class

Absender: J. Hallamassek S.M.S. Tegetthoff
Marine – Feldpostamt Pola

Önagysága
Hallamassek Gyuláné
úrnönek

Pécs (Ungarn)
Kaszárnya u. 14.

PPC written and mailed 16/04/1916 to the Pecs in Hungary. It bears violet cachet of the ship and a base postmark of Pola.

Alois Hrnčiř
SMS "Tegetthoff"
Marinefeldpost Pola.

Velectená slečna
Mařenka STĚPANOVA

Dlážanky

HOLEŠOV.
Morava.

Srdečný pozdrav s
milou vzpomínkou
zasílá
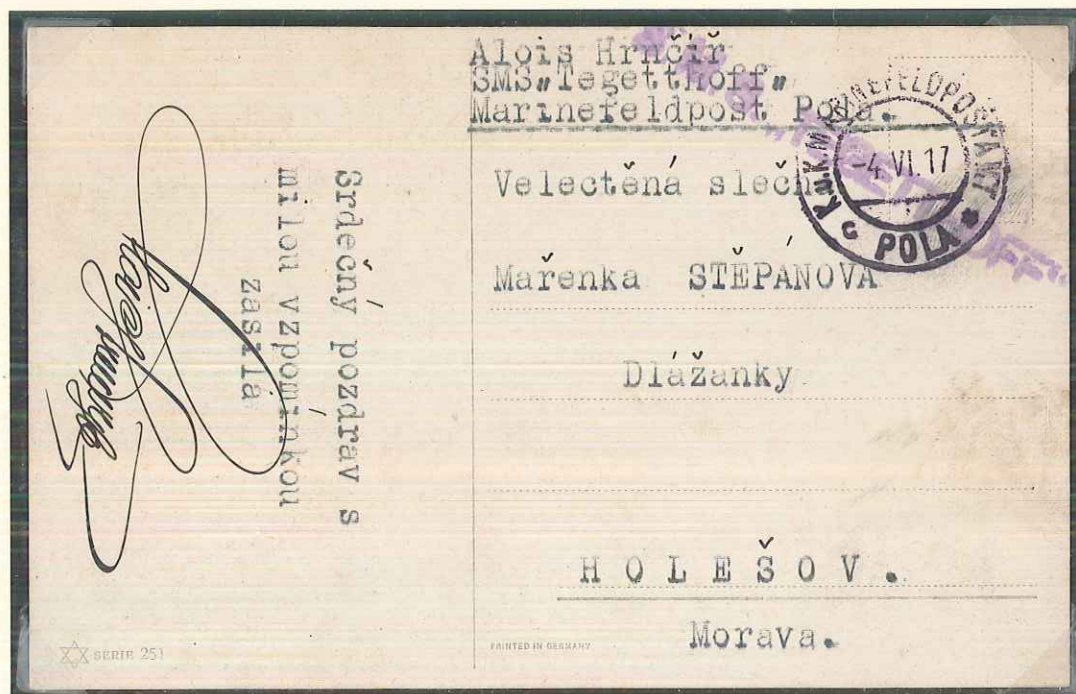
PPC tmailed 04/06/1917 to Holesov in Moravia, This time there is a straight-line ships cachet is in violet as well as the usual Pola base cancel.

S.M.S. "VIRIBUS UNITIS"
Dreadnought Battleship - Tegetthoff Class
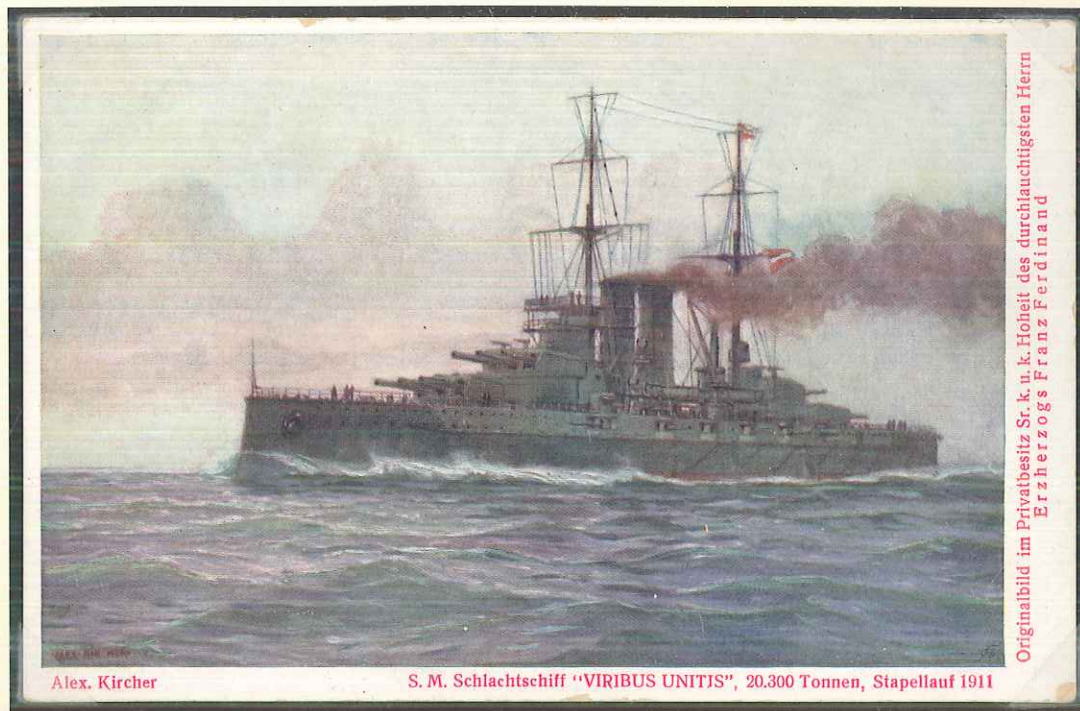
Alex. Kircher   S. M. Schlachtschiff "VIRIBUS UNITIS", 20.300 Tonnen, Stapellauf 1911

SMS Viribus Unitis was the first Austro-Hungarian dreadnought battleship of the Tegetthoff-class. Its name, meaning "With United Forces", was the personal motto of Emperor Franz Joseph I. She was ordered in 1908. As the first of the newly created Tegetthoff-class battleships, she was laid down in Stabilimento Tecnico Triestino shipyard in Trieste on 24 July 1910, launched from the shipyard on 24 June 1911 and was later formally commissioned into the navy on 5 December 1912.

Archduke Franz Ferdinand travelled aboard the Viribus Unitis in late June 1914 en route to Bosnia to observe military manoeuvres. On 25 June, he boarded the ship in Trieste Harbor and travelled to the mouth of the Narenta River, where he transferred to another vessel. On 30 June, two days later Ferdinand and his wife were killed by Gavrilo Princip in the Bosnian city of Sarajevo, Viribus Unitis transported their bodies back to Trieste.

Prior to the war, *Viribus Unitis* was assigned to the 1st Battleship Division of Austro-Hungarian Navy. During World War I, the battleship saw limited service due to the Otranto barrage which prohibited Austro-Hungarian battleships from leaving the Adriatic sea. As a result, she hardly ever left Pola.

Egyptian PPC sent prior to the war on 28/05/1914. It bears a straight-line FELDPOST cachet in black and a circular cships cancel also in black.. The sender gives Pola as his address.

S.M.S. "VIRIBUS UNITIS"
Dreadnought Battleship - Tegetthoff Class

Along with her sister ships the Tegetthoff, Prinz Eugen, and Szent István and the remainder of the Austro-Hungarian Navy, she was mobilized on the eve of World War I to support the flight of SMS Goeben and Breslau. She also participated in the bombardment of the Italian city of Ancona in May 1915. Following these operations Viribus Unitis remained in Pola for most of the remainder of the war

Her tenure in Pola was livened up by a visit from the new Emperor Karl I on 15 December 1916 and another by Kaiser Wilhem II on 12 December 19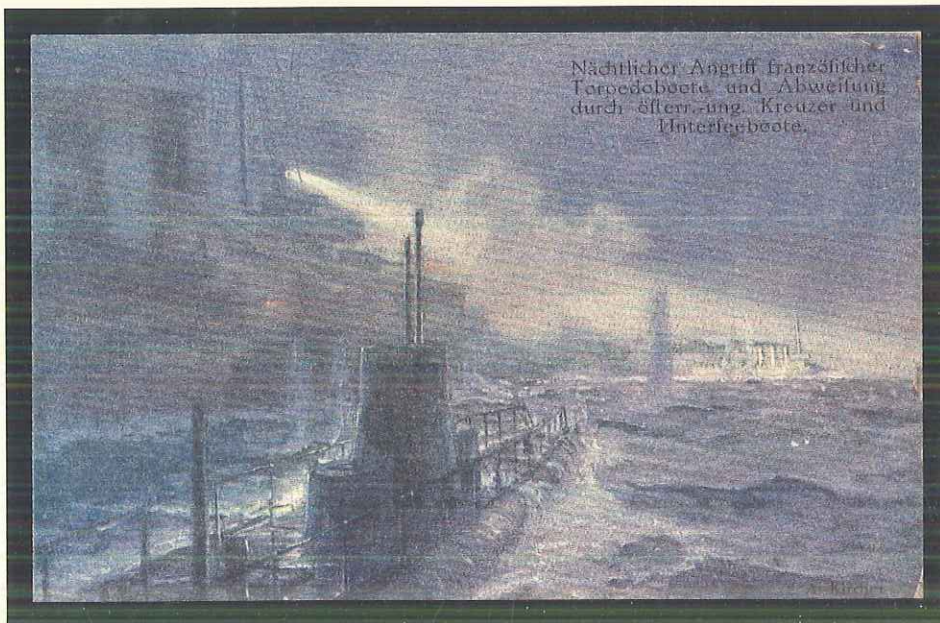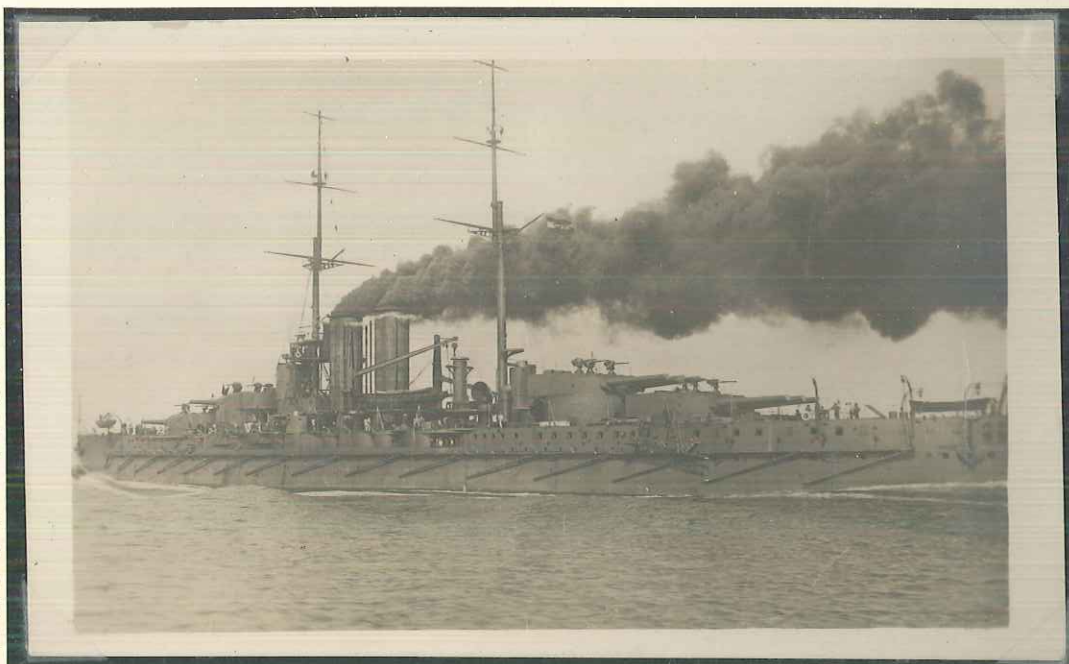17 during his inspection of the German submarine base there. The Italians conducted no less than eighty air raids on Pola between 1915 and 1917 which undoubtedly kept the crews of her anti-aircraft gun busy.

The Otranto Raid

By 1918, the new commander of the Austrian fleet, Admiral Horthy decided to conduct another attack on the Otranto Barrage to allow more German and Austro-Hungarian U-boats to safely get through the heavily defended strait. During the night of 8 June, Horthy left the naval base of Pola with the Viribus Unitis and the Prinz Eugen. The other two dreadnoughts, Szent István and Tegetthoff, along with one destroyer and six torpedo boats departed Pola on 9 June. At about 3:15 on the morning of 10 June, two Italian MAS boats, MAS 15 and MAS 21, spotted the Austrian fleet. The MAS platoon was commanded by Capitano di fregata Luigi Rizzo while the individual boats were commanded by Capo timoniere Armando Gori and Guardiamarina di complemento Giuseppe Aonzo respectively. Both boats successfully penetrated the escort screen and split to engage each of the dreadnoughts. MAS 21 attacked Tegetthoff, but her torpedoes failed.

Spot lights aide the repelling of a French Torpedoboat by a A-H Cruiser and submarine.

MAS 15 managed to hit the Szent István with her torpedoes at about 3:25 AM. Both boats were then chased away from the scene by the Austrian escort vessels.

Despite attempts to take the crippled Szent István into tow by the Tegetthoff, the ship continued to sink and the attempt was abandoned. A few minutes after 6:00 am the Szent István sank. Konteradmiral Miklós Horthy, commander of the proposed attack, cancelled the attempt because he thought that the Italians had discovered his plan; he ordered the ships to return to Pola. On the contrary the Italians did not even discover that the Austrian dreadnoughts had departed Pola until later on 10 June when aerial reconnaissance photos revealed that they were no longer there.

This was the last military operation that the Viribus Unitis was to take part in and she spent the rest of her career at port in Pola.

S.M.S. "VIRIBUS UNITIS"

Dreadnought Battleship - Tegetthoff Class

PPC (see previous page) written and mailed 28/08/1916 to Otocac in Croatia, bearing a single-scircle dated cancel of the ship as well as the usual Pola base cancel.

After it was clear that Austria-Hungary had lost World War I, the Austrian government decided to give the ship, along with much of the fleet, to the newly-formed State of Slovenes, Croats and Serbs. This move would have avoided handing the fleet to the Allies, since the new state had declared neutrality. Following the transfer of the Viribus Unitis to the State of Slovenes, Croats and Serbs, she was renamed the Yugoslavia.

Regardless of this move, on 1 November 1918, two men of the Regia Marina, Raffaele Paolucci and Raffaele Rossetti, rode a primitive manned torpedo (nicknamed the Mignatta or "leech") into the naval base at Pola. Using limpet mines, they then sank the Viribus Unitis as well as the freighter Wien.

Travelling down the rows of Austrian battleships, the two men encountered the Viribus Unitis at around 4:40 am. Rossetti placed one canister of TNT on the hull of the battleship, timed to explode at 6:30 am. He then flooded the second canister, sinking it on the harbour floor close to the ship. This second canister exploded close to the Austrian freighter Wien, resulting in her sinking. The men had no breathing sets, and therefore had to keep their heads above water. They were discovered and taken prisoner just after placing the explosives under the battleship's hull.

The Italians did not know of the handing over the most of the fleet to the newly-created State of Slovenes, Croats and Serbs. The two-man team were captured and taken aboard Viribus Unitis, where they informed the new captain of the battleship, Vukovic, what they had done but did not reveal the exact position of the explosives. Vukovic then arranged for the two prisoners to be taken safely to the sister ship Tegetthoff, and ordered the evacuation of the Viribus Unitis. The explosion did not happen at 6:30 as predicted and Vukovic returned to the ship with many sailors believing mistakenly that the Italians had lied. He remained on the ship and went down with her and 300–400 of her crew when the mines exploded shortly afterwards at 6:44; the battleship sank in less than 15 minutes.

The two Italian crew were interned for a few days until the end of the war and were honoured by the Kingdom of Italy with the Gold Medal of Military Valour.

The SMS Viribus Unitis was selected as the main motif of a high value collectors' coin: the SMS Viribus Unitis commemorative coin, minted on 13 September 2006. The obverse side shows the flagship Viribus Unitis as seen from the deck of an accompanying ship in the fleet. Two other ships of an older class can be seen in the background. The reverse of the coin is a tribute to the old Austro-Hungarian Imperial Navy, showing the SMS Viribus Unitis from a front angle. A naval biplane circles overhead and a submarine surfaces in the foreground. The coin commemorates not only the ship Viribus Unitis, but also the three main arms of the Austro-Hungarian Navy in the First World War. The coin was the last of the series "Austria on the High Seas".
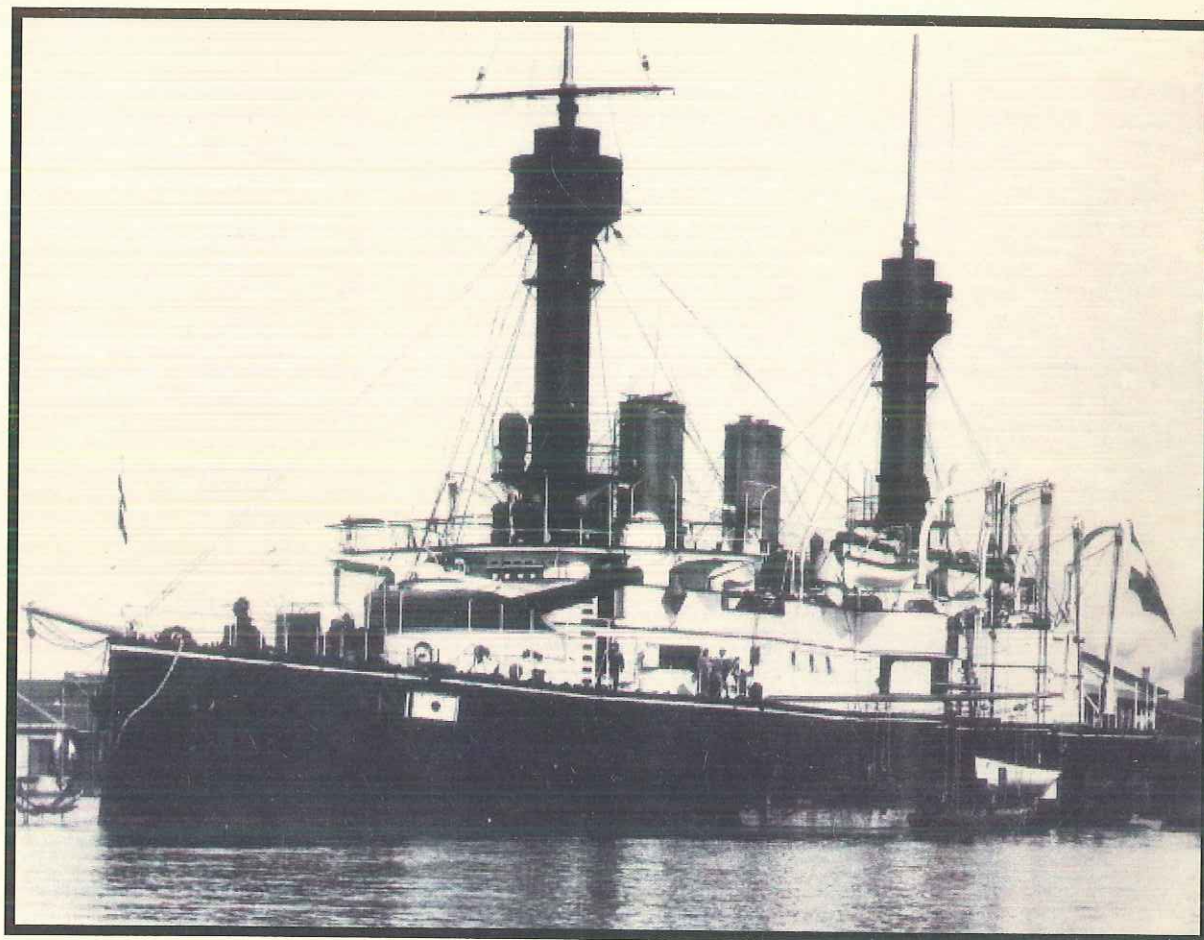
ARMOURED CRUISERS

| Ship Name	Strength in August 1914	Wartime Additions	Lost	Compliment
Kaiserin und Konigen Maria Theresa	*			504
Kaiser Karl VI	*			546
Sankt Georg	*			628

S.M.S. "SANKT GEORGE"

Armoured Cruiser

SMS Sankt Georg was an armoured cruiser built in Pola and launched in 1903. While unique enough that a case could be made of the ship qualifying as a "one-off," a comparison with it's immediate predecessor, the armoured cruiser Kaiser Karl VI, shows that although the Sankt George was marginally bigger and incorporated some improvements, the derivation is obvious, and the two ships came only 3 years apart. The case would seem to be stronger for considering them as a class, with improvements made in the later ship.

The 1893 ship, KuK Maria Theresia, clearly belonged to an earlier generation of armoured cruisers, and did not share obvious design features with the 2 later ships. Although the 3 ships formed a squadron together -- the First Cruiser Division -- they did not operate as a unit in wartime, the antiquated Maria Theresia acting as a floating dormitory for German U-boat crews while the 2 more modern ships operated with the fleet.

The adjacent postcard was issued with the compliments of The Prudential Insurance Company of America. The legend on the reverse states that cost of the build was $2,900,000.

AUSTRIAN CRUISER "SAINT GEORG"
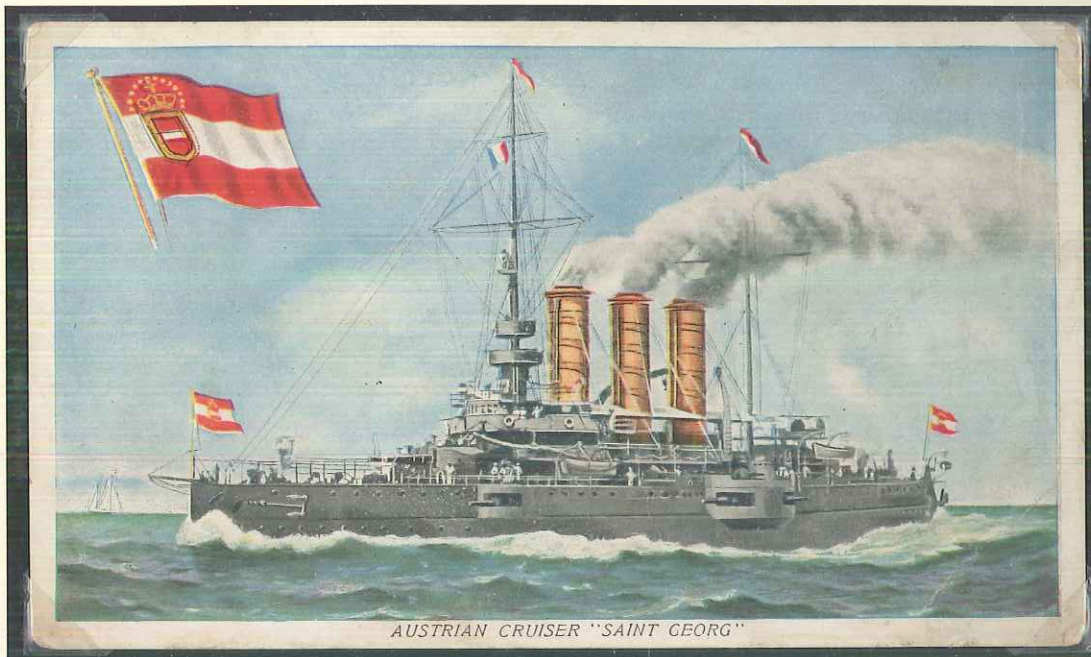
The Sankt Georg was a smallish vessel for the classification at 8,000 tons (the German Scharnhorst_and Gneisenau of 1908 were 11,400-ton ships; the larger British and American armored cruisers topped 14,000 tons). No speed demon, the ship typified the modest ambitions and concern with economy that characterized the Habsburg navy when she was constructed.

PPC, of Pola sent to Prague on 3/03/1915. It bears a single circle, dated handstamp of the ship in black.

The Sankt Georg and Karl VI were paired as the First Cruiser Squadron of the K.u.K. Kriegsmarine. They served with the Austrian fleet through WWI, often forming part of the screening forces. Sankt Georg took part in the bombardment of Ancona on May 24, 1915. Both ships covered the force attacking the Otranto Straits barricade in May 1917 and June 1918. In 1920, Sankt Georg was ceded to Great Britain as war reparations, and subsequently sold for scrap.