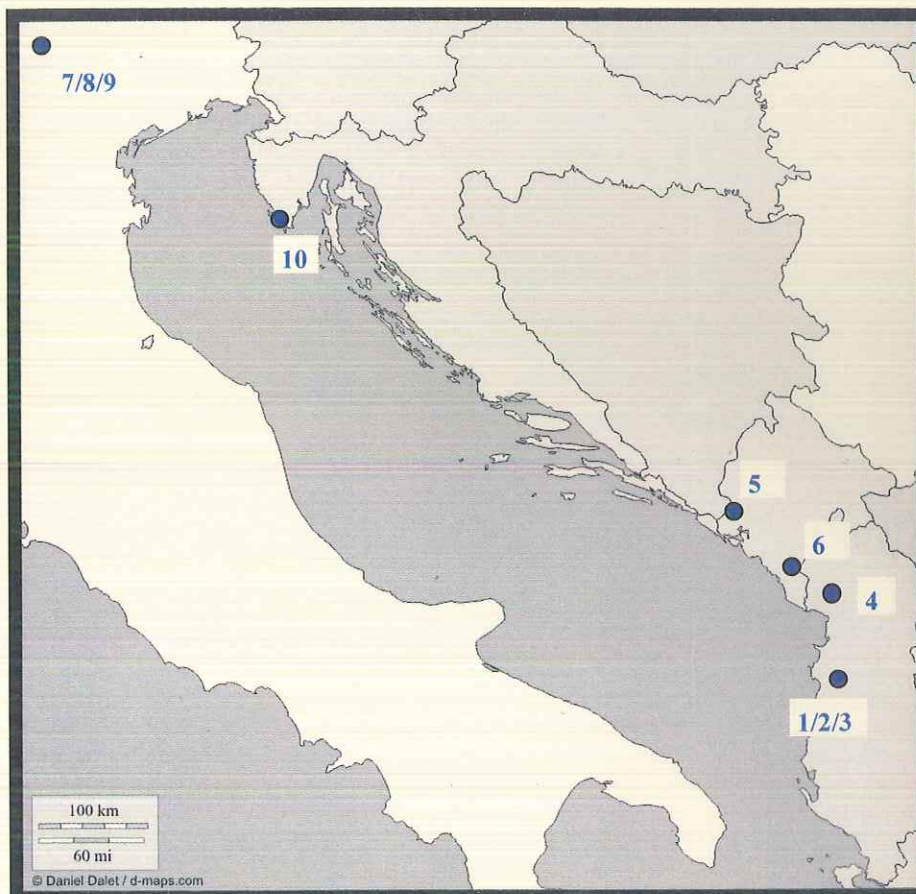


K.u.K.KRIEGSMARINE - THE AUSTRO-HUNGARIAN NAVY

NAVAL AIR ARM

In August 1916, the Imperial and Royal Naval Air Corps or K.u.K. Seeflugwesen was established. In 1917 it was rechristened the K.u.K. Seefliegerkorps. Its first aviators were naval officers who received their initial pilot training at the airfields of Wiener Neustadt in Lower Austria, where the Theresian Military Academy is also located. They were first assigned for tours aboard the battle-ships of the Tegetthoff class. Later, the k.u.k. Seefliegerkorps also served at the following airfields in Albania and southern Dalmatia: Berat, Kavaja, Tirana, Scutari and Igalo. They also had airfields at Podgorica in Montenegro.

- 1 Berat
- 2 Kavaia
- 3 Tirana
- 4 Scutari
- 5 Igalo
- 6 Podgorica
- 7 Feltre
- 8 Arsie
- 9 Fonzaso
- 10 Pola



Albatross D.III of the KuK Seefliegerkorps.

Absender:
Odesilatel:
Nadawca:
Посылающий:
Mittente:
Pošiljatelj:
Pošiljač:
Presentator:

Feldpostkorrespondenzkarte.



Absender:
Odesilatel:
Nadawca:
Посылающий:
Mittente:
Pošiljatelj:
Pošiljač:
Presentator:

S. M. S.
„PLANET“
Pola, Marine-
feldpostamt.

Jos. Krmpotić, Pola

S. M. S.
„BUDAPEST“
Pola, k.u.k. Marinefeldpostamt.

Muster Nr. 1. — Jos. Krmpotić, Pola.

Absender:
Odesilatel:
Nadawca:
Посылающий:
Mittente:
Pošiljatelj:
Pošiljač:
Presentator:

Feldpostkorrespondenzkarte



An
die löbl. Administration
der „Grazer - Tagespost“
Graz

Hempfergasse 14 y.

Absender:
Odesilatel:
Nadawca:
Посылающий:
Mittente:
Pošiljatelj:
Pošiljač:
Presentator:

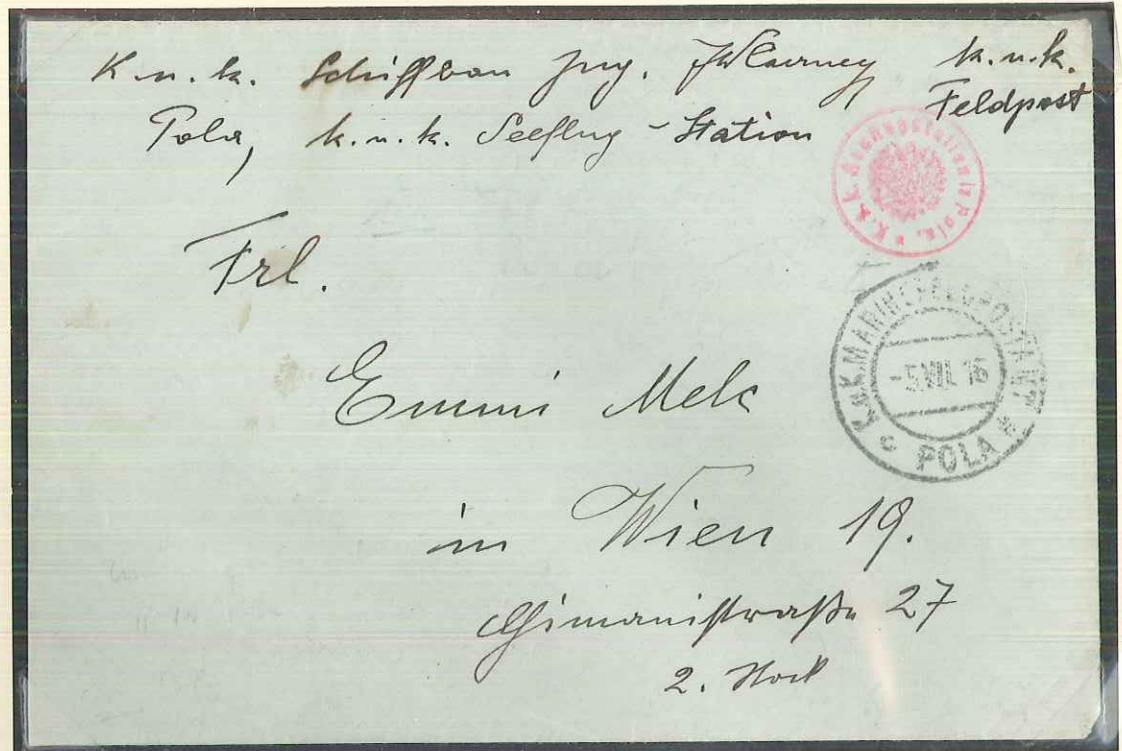
S. M. S. „Erz-
herzog Karl“
Pola, Marine-
feldpostamt.

Jos. Krmpotić, Pola

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

NAVAL AIR ARM

KuK SEEFLUGSTATION
POLA



KUK LUFTSCHIFFERABTEILUNG
FLIEGERKOMPAGNIE Nr. 8
POLA

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

NAVAL AIR ARM

Although all of the European powers were unprepared for modern air warfare in the beginning of the conflict, Austria-Hungary was one of the most disadvantaged due to the empire's traditionalist military and civilian leadership combined with a relatively low degree of industrialisation.

The Empire's agricultural economy mitigated against innovation. Such industry as it possessed was used wastefully for aircraft manufacture; instead of producing single types of aircraft from dedicated assembly lines, contracts were let to multiple factories, and individual factories were producing multiple types of aircraft. Shortage of skilled labor also hampered production. Technological backwardness was not limited to the usage of handcraft construction instead of assembly lines. For instance, the most widely used Austro-Hungarian fighter, the Hansa-Brandenburg D.I, lacked the gun synchronizer gear that would allow aiming the airplane's nose and firing its weaponry through the propeller arc.

Wartime production totaled 5,180 airplanes for four years of war; by comparison, Austria-Hungary's major foe, Italy, built about 12,000 in three years. Austro-Hungarian practice included inspection of completed aircraft by army officers before they left the factory.

Before the war, the army also operated four airships at Fischamend. Militärluftschiff III was destroyed in a mid-air collision with a Farman HF.20 on 20 June 1914. This ended the airship program.

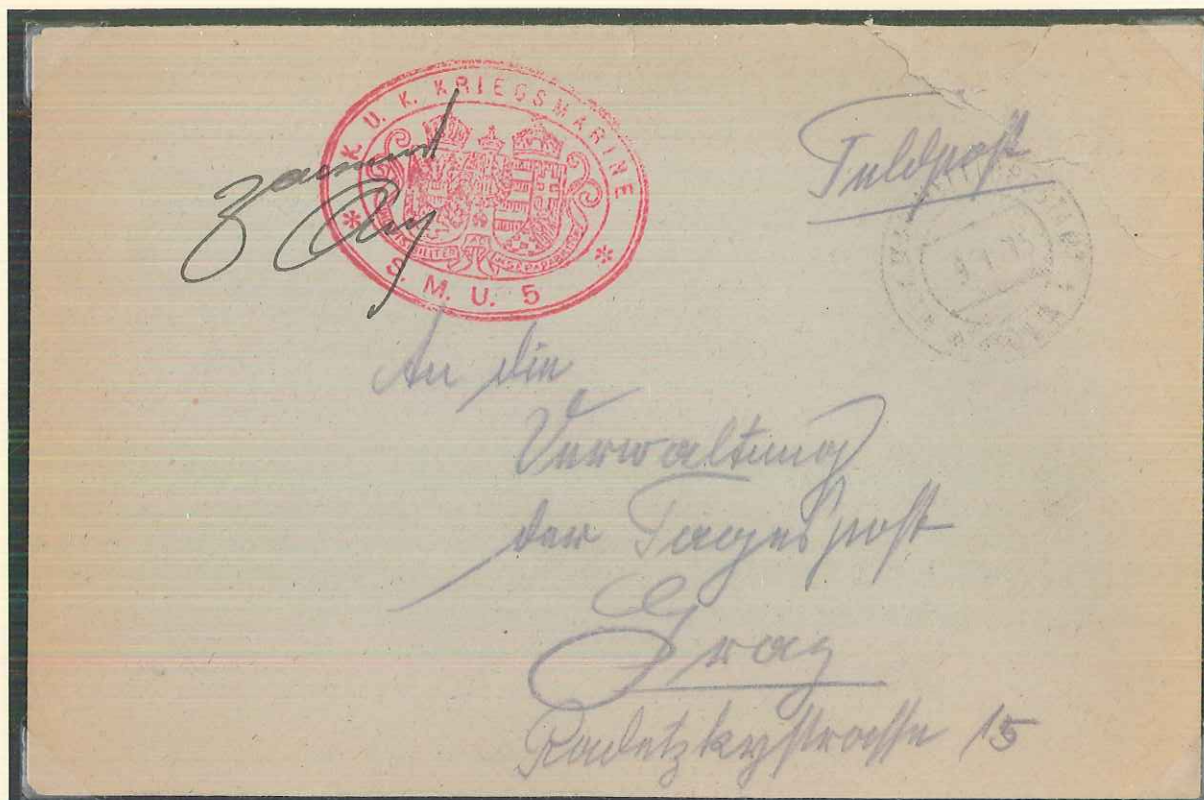
During the war the military expressed interest in purchasing Zeppelins from Germany but failed to acquire any. The navy ordered four to be locally manufactured in 1917 but none were completed before the armistice. They were scrapped by the Allies after the war.



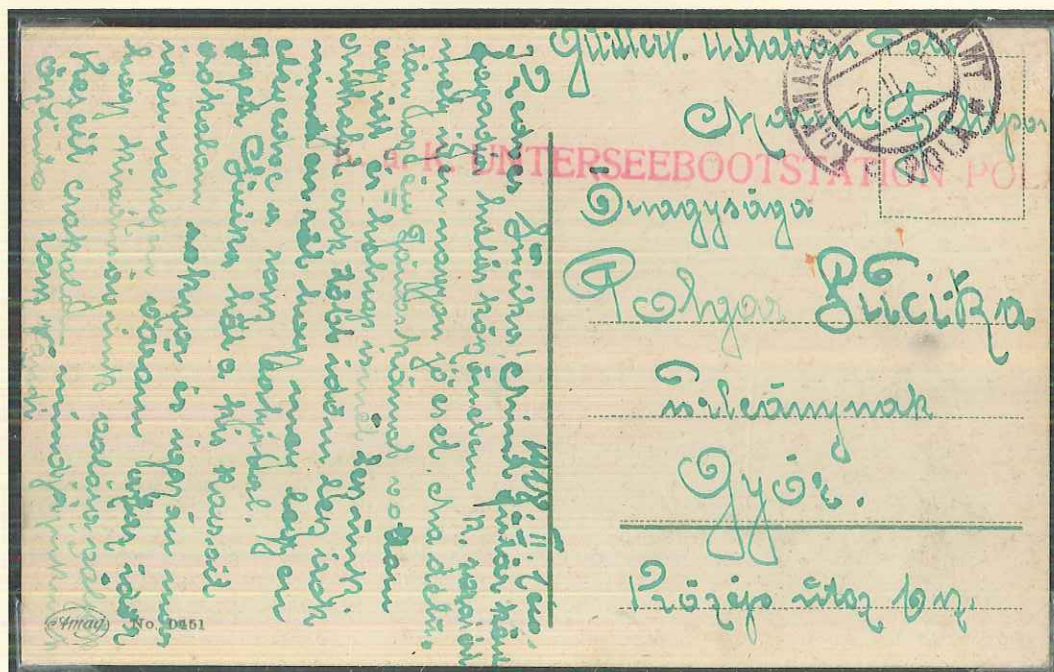
The destruction of the Italian airship, Citta di Ferrara, by the Austrian. Marine Aircraft Lohner L48 on June 8, 1915

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

SUBMARINES



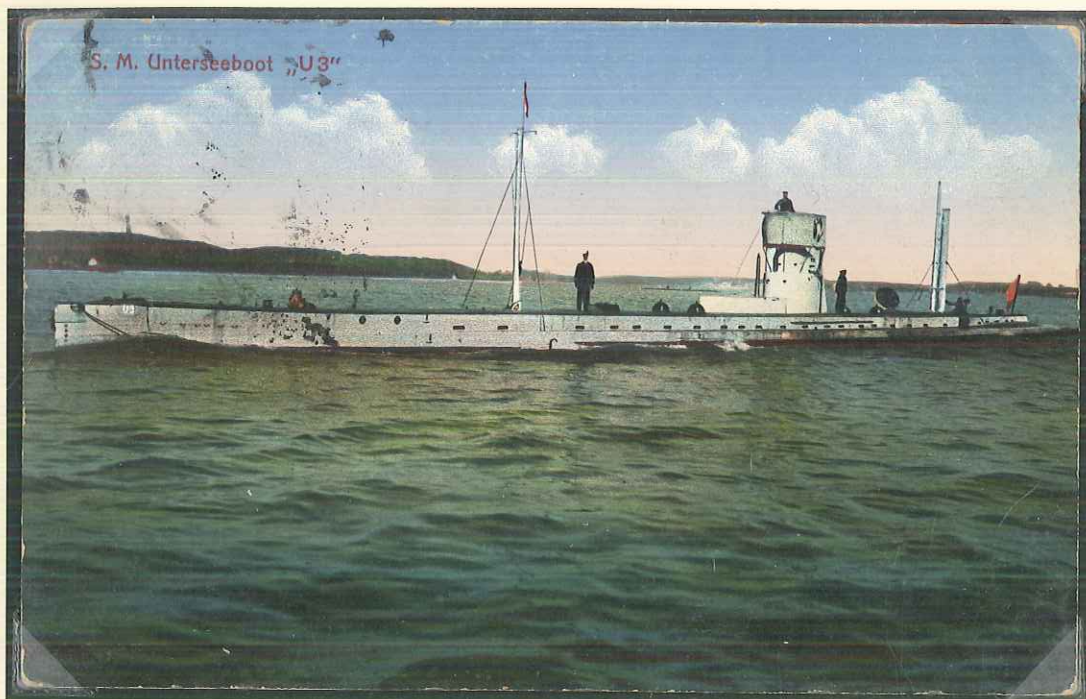
Georg Von Trapp's Boat SMU 5



'Kuk U-BOOTSTATION POLA'

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

SUBMARINES



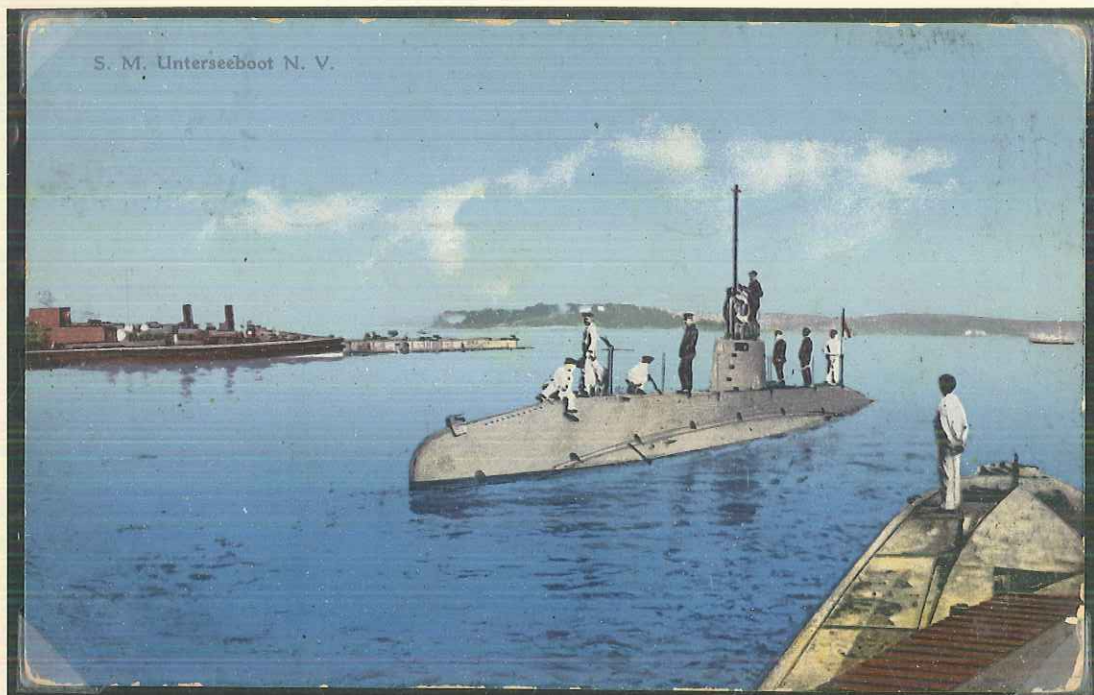
SMU 3



'K.u.K. U-BOOTSTATION POLA'

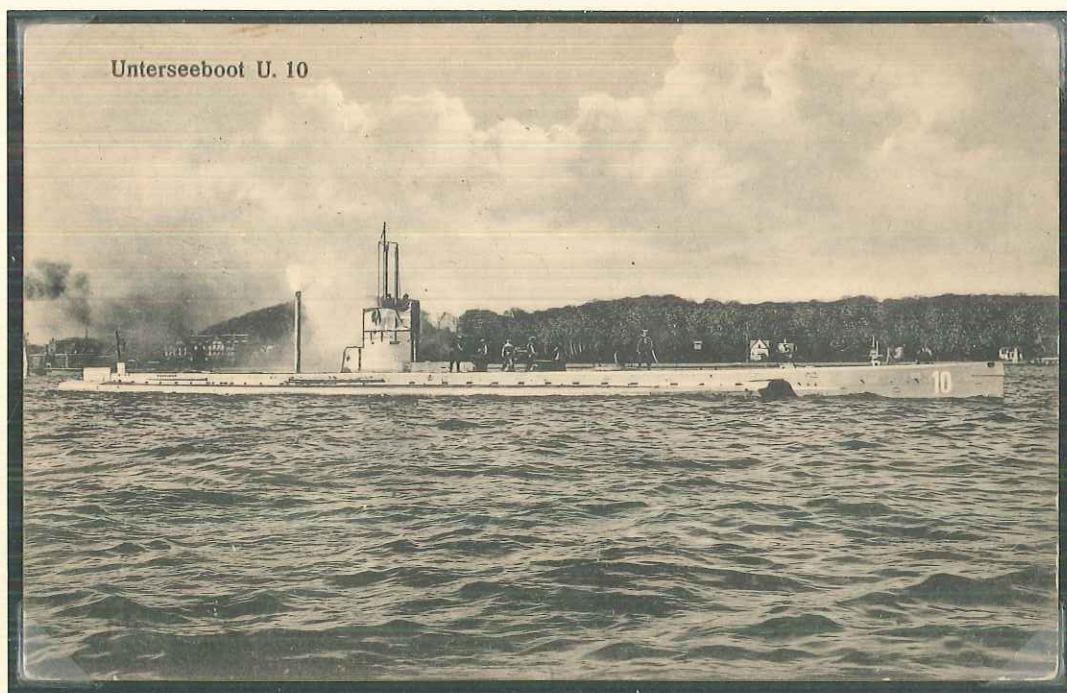
K.u.K. KRIEGSMARINE - THE AUSTRO-HUNGARIAN NAVY

SUBMARINES



'KuK UNTERSEEBOOTSTATION POLA'

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

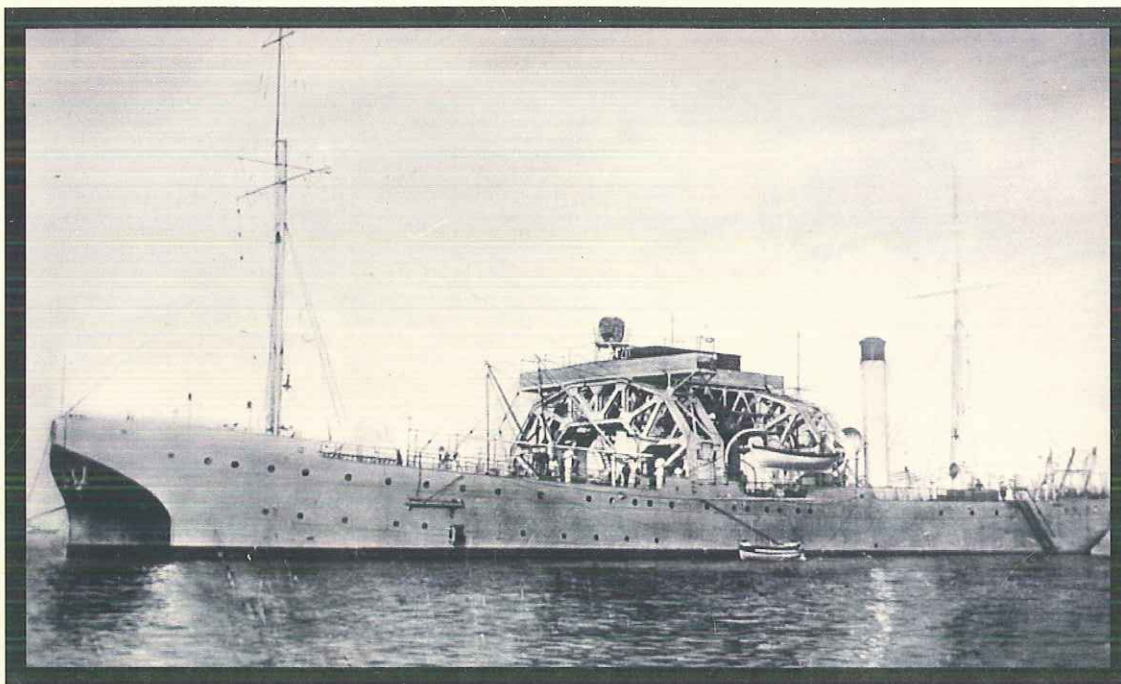


SUBMARINES

Ship Name	Strength in August 1914	Wartime Additions	Lost	Builder
U1	*			Seearsenal, Pola
U2	*			Seearsenal, Pola
U3	*		*	Germania, Kiel
U4	*			Germania, Kiel
U5	*			Whitehead, Fiume
U6	*		*	Whitehead, Fiume
U10		*	*	Ex German UB1
U11		*		Ex German UB15
U12		*	*	Whitehead, Fiume
U14		*		Ex French 'Curie'
U15		*		Bremen, Weserwerft
U16		*	*	Bremen, Weserwerft
U17		*		Bremen, Weserwerft
U20		*	*	Seearsenal, Pola
U21		*		Whitehead, Fiume
U22		*		Whitehead, Fiume
U23		*	*	Seearsenal, Pola
U27		*		DDSG Werit, Budapest
U28		*		DDSG Werit, Budapest
U29		*		Danubius, Fiume
U30		*	*	Danubius, Fiume
U31		*		Danubius, Fiume
U32		*		Danubius, Fiume
U40		*		DDSG Werit, Budapest
U41		*		DDSG Werit, Budapest
U43		*		Ex German UB43
U47		*		Ex German UB47

Those U-boats which survived the war were distributed between Italy and France and most were broken up almost immediately.

S.M.S. "VULKAN"
U-Boat Salvage Tug

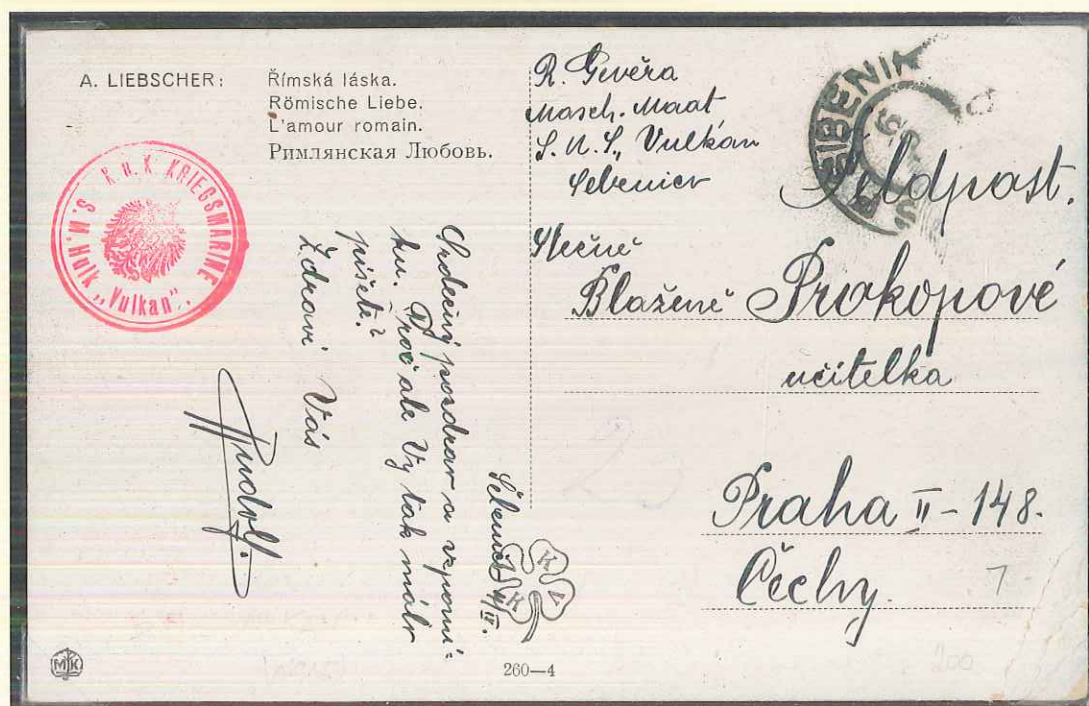


SMS Vulkan was a U-boat salvage tug laid down in 1907 and commissioned 1908. The ship displaced 1595 tons and had a top speed of 12 knots.

The famous U-boat ace Max Valentiner served as salvage officer on Vulkan in early 1911. On 17 January 1911, he and the crew saved all 30 men from U-3 by getting them out of the torpedo tube after it was sunk near Kiel harbour in Heikendorfer Bay because of an unclosed valve in the ventilation shaft. Amongst the saved crew was Otto Weddigen, the later commander of U-9 and Paul Clarendorf, the commander of U-boat-Abnahme-Kommando in Kiel which enlisted u-boat crews.

Vulkan is also famous for salvaging two U-boats, U-30 on 27 August 1915 and UC-45 on 17 September 1917.

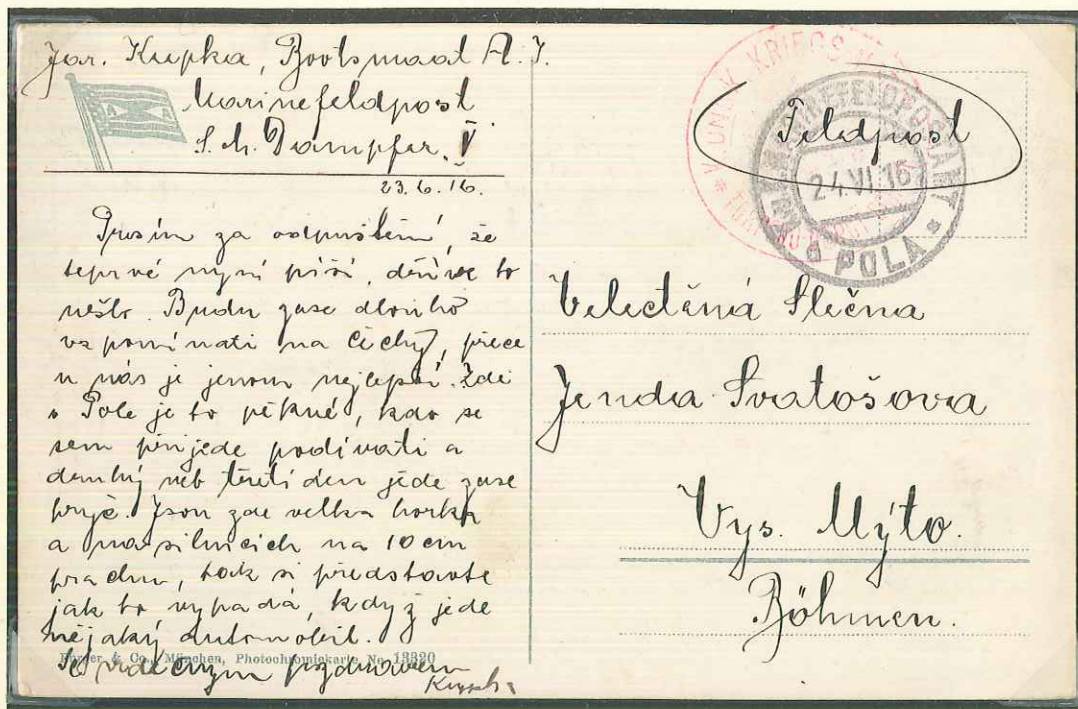
Vulkan was taken out of service 11 November 1918 and surrendered to the British forces together with the bigger salvage tug, SMS Cyclop. Being pulled to Harwich it was sunk 6 April 1919



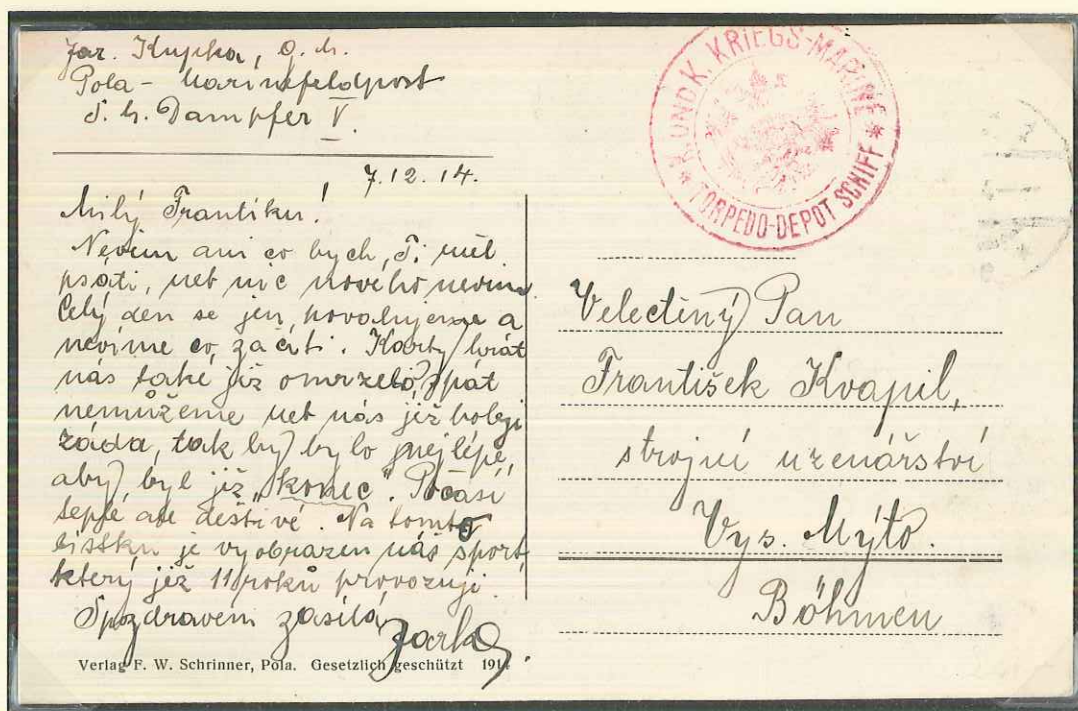
PPC sent 06/09/1915 from Sebenico to Prague. Circular datestamp of Sebenico and red circular ship's cachet .

S.M.S. DAMPFER V (LLOYD "CARNIOLIA")

TORPEDO DEPOT SHIP

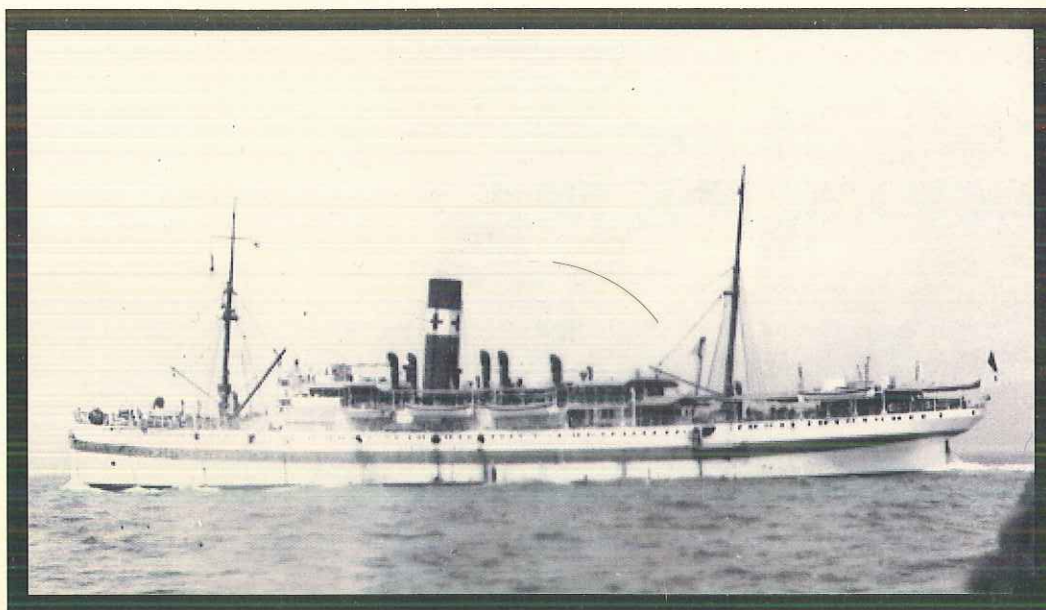


Built 1900. Leased from July 1914 until September 1918 as served as a Torpedo Depot Ship in Pola. Returned to owners after war.



Pair of PPCs sent by the same writer to Bohemia, in 1914 and 1916. Red Ships cachet and Pola cancel in black.

S.M.S. DAMPFER X (LLOYD "AFRICA")
HOSPITAL SHIP



Built 1902. Leased and equipped as a hospital ship as early as 1914 but not put into use. Between January 1915 and February 1916 was an accommodation vessel at the submarine station at Pola. After February 1916 was put into use as a hospital ship.

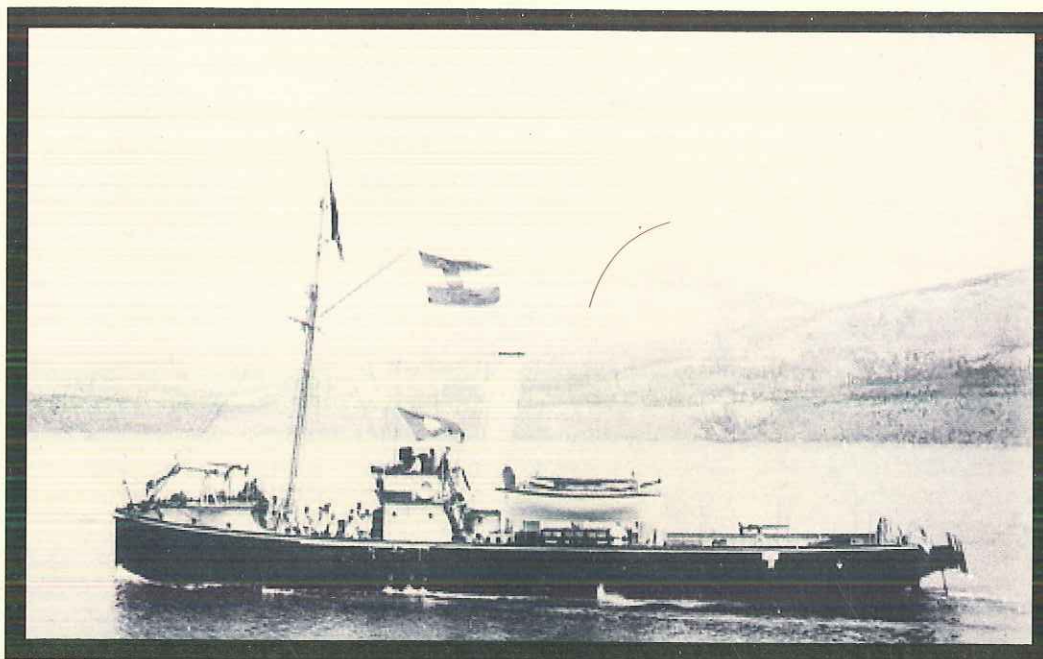


PPC sent to Sissak , 15 June 1915. Ships cachet and Pola cancel in black.

S.M.S. "DROMEDAR"

MineLayer

SMS Peilkan - Built 1890 at the SeeArsenal in Pola. She survived World War I and was briefly given to the new Yugoslavia in 1919, but was subsequently broken up by the French in 1920.

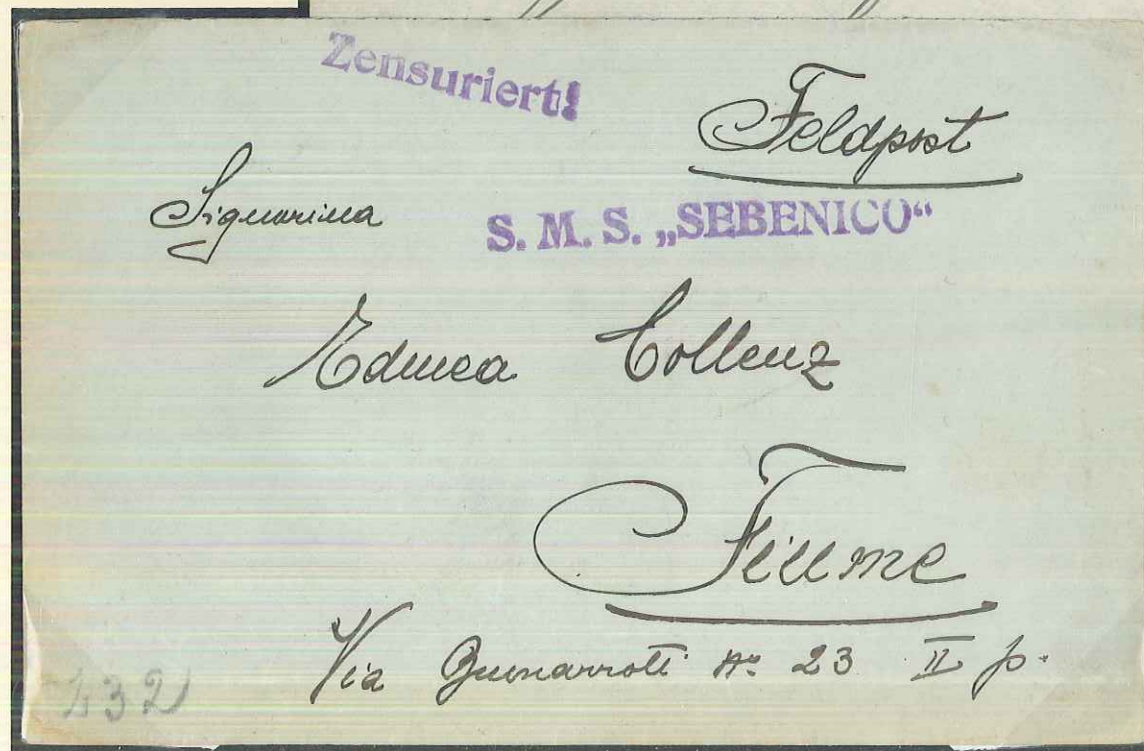
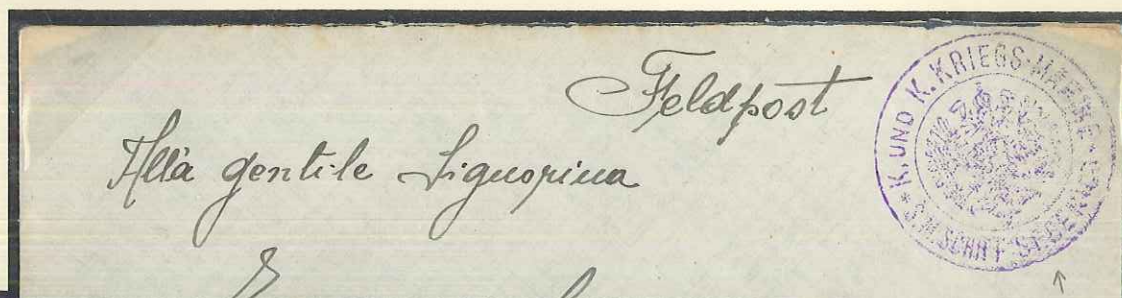
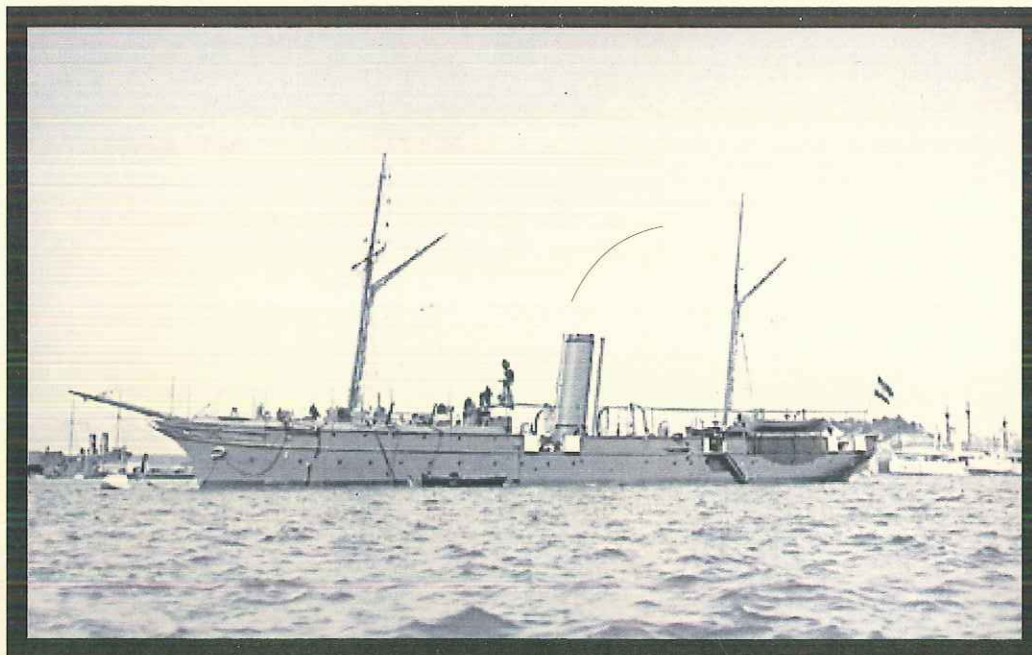


Pair of PPCs from 1917 and 1918. One with red S/L cachet the other violet.

S.M.S. "SEBENICO"

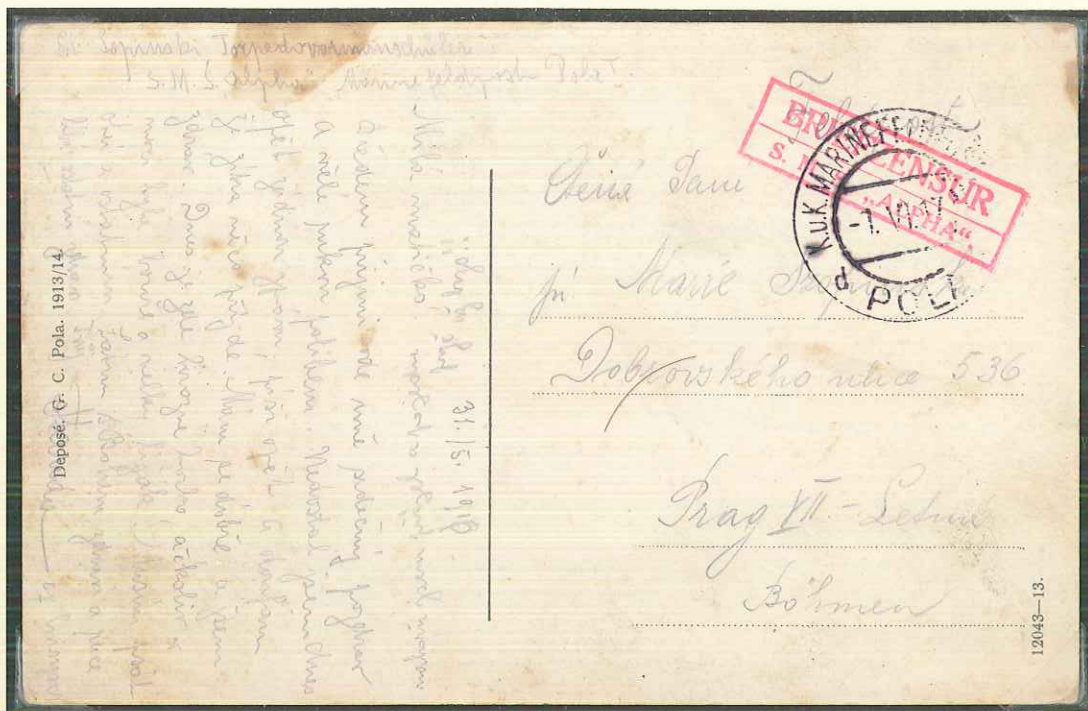
Zara Class MineLayer

SMS Sebenico of the Austro-Hungarian Empire Zara class. The sister ship of the SMS Zara , the SMS Split and SMS Lussin . Built at the Seearsenal in Pola, she was launched in February 1882. Base at Pola in 1914 she served as a patrol boat for the Austrian Merchant Fleet for most of the war. Returned to Pola in 1918 and served as a training school. Ceded to Italy at the end of the war and broken up in 1920.



Two undated covers to the same address in Fiume. S/L and circular cachets in violet.

S.M.S. "ALPHA"
TORPEDO TRAINING SHIP



PPC sent 01/06/1917 from Pola to Prag. Circular datestamp of Pola and boxed ship's censor cachet.



Two letters sent from the APLHA, the first franked since it was Officers mail. Both with the ship's cachet and Pola postmark.

S.M.S. "ALPHA"
TORPEDO TRAINING SHIP



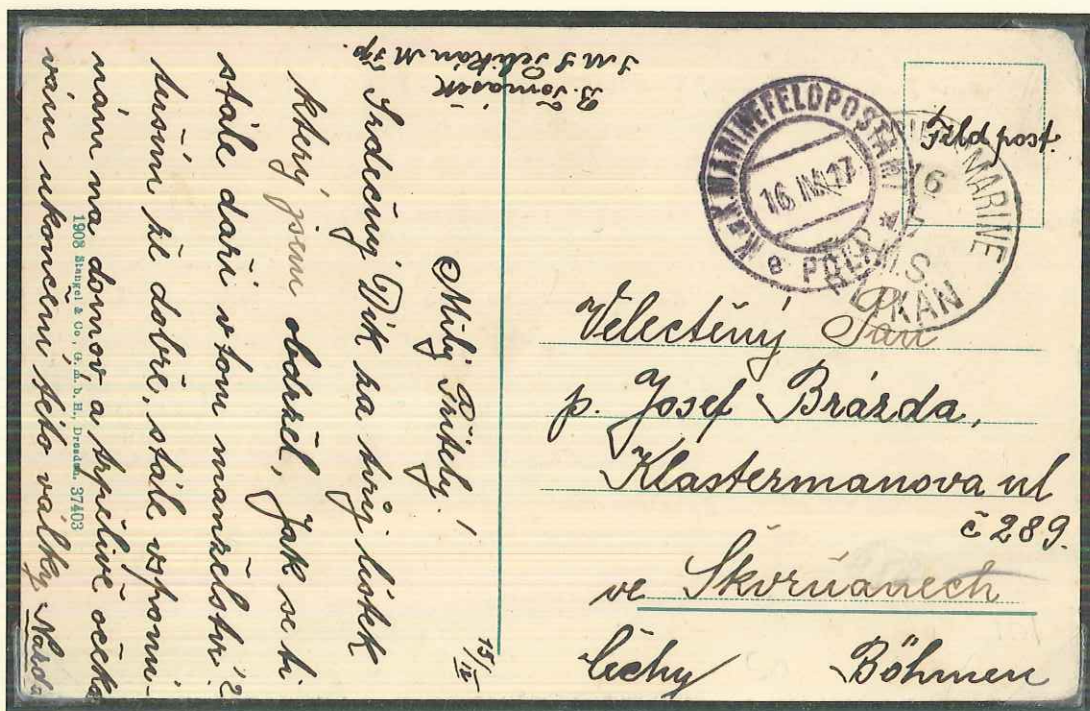
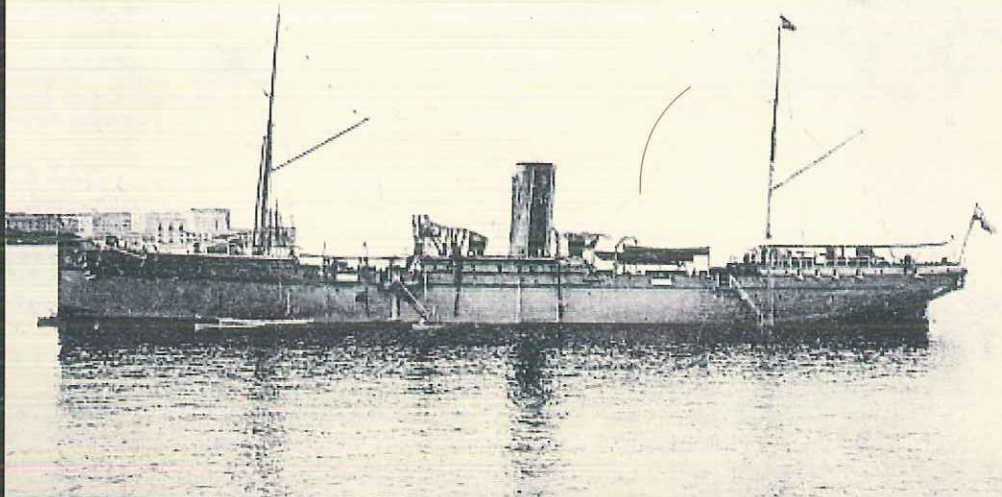
As the paddle steamer GRIEF in 1883 by the Seearsenal. Pola she was consigned to duties as the torpedo training school in Pola as early as 1884.
She survived the war and was broken up in Italy in 1920.



PPC sent 08/08/1916 from Pola to Kolozsvár. Circular datestamp of Pola and red circular ship's cachet.

Torpedo Depot Ship

S. M. S. Pelikan,

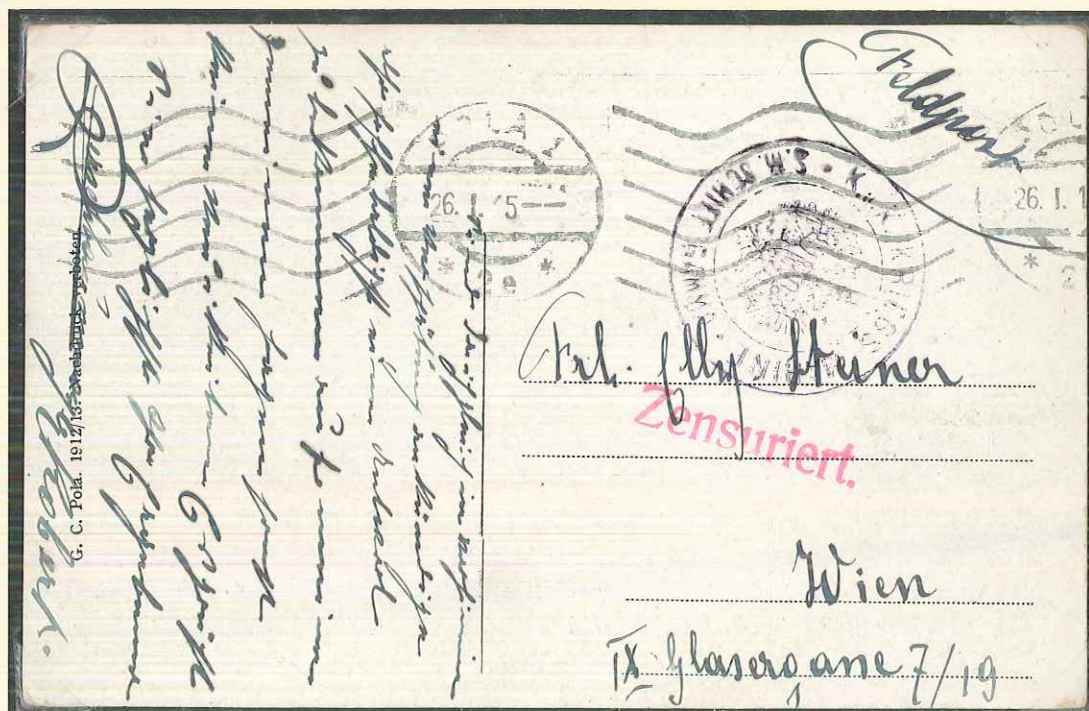


PPC to Bohemia, 16 April 1917. Ships cachet and POLA cancellation.

S.M.S. "GAMMA"
Hulk - Mine Laying School

Built in Trieste in 1870 as the FASANA, it was renamed GAMMA in 1902 and came under the control of the Sea Mines Command based in Pola.

She survived the war and was broken up by the Italians in 1920.



PPC from SMS GAMMA to Vienna, 26 January 1915. Violet ship's cachet and dated POLA cancellation.

S.M.S. "GAMMA"
Hulk - Mine Laying School



Folded Charge Note sent to the SEEFLIEGERKORPS in Pola, 10 November 1917. Violet S/L ship's cachet and 'POSTAGE FREE SERVICE MAIL'

Summar B/ 11/17

Gegen-Überrechnungskonsignation.

Kompagnie	Charge	Zu- und Vorname	Löhnungs- depositen		Montur- schulden		In Worten, und zwar:	Übernommen von
			K	h	K	h		
							Löhungsdepositen: Kronen Heller;	K. U. K. KOMMANDO DES SEEFLIEGERKORPS
							Monturschulden: Kronen Heller.	
Summe . . .								

am 8/11 1917 Gebucht unter Summar A Post 20/11

Der Schiffsrechnungsführer: *Wissnang*

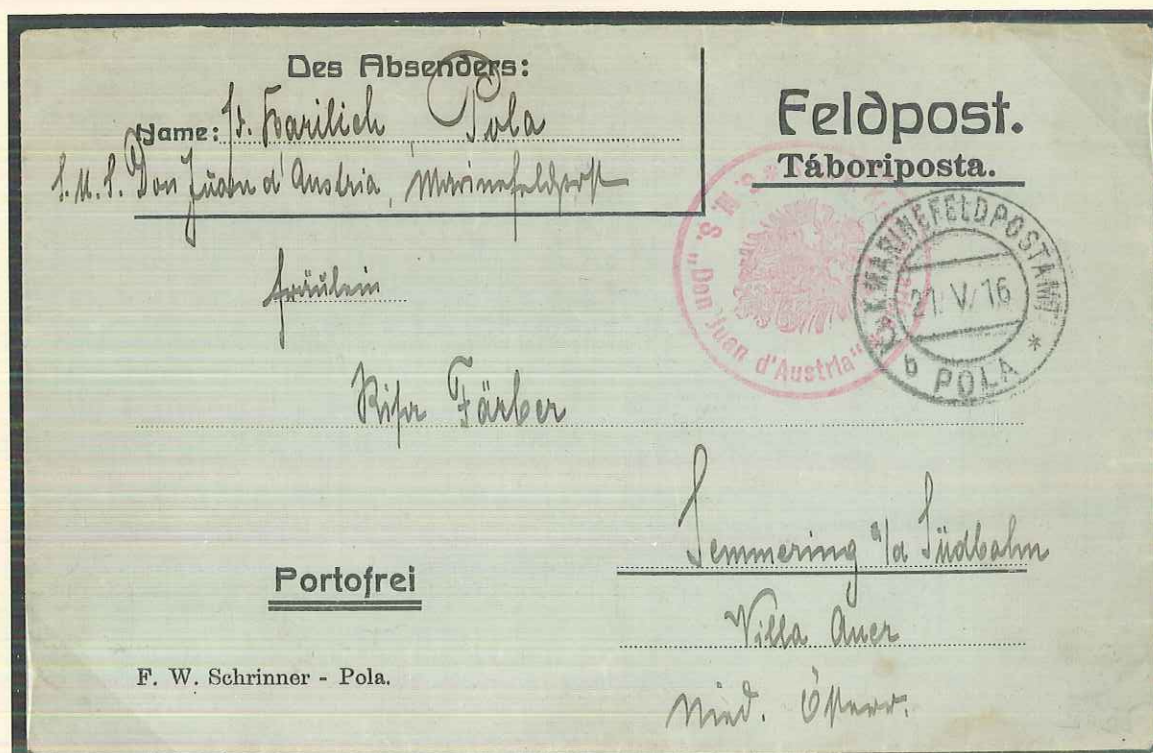
Druckserie Nr. 1. - Verlag von Jos. Kimpf, Pola, Cavaraplatz 1.

S.M.S. "DON JUAN D'AUSTRIA"

ACCOMMODATION VESSEL



PPC sent 31/07/1915 to M Sconberg. Circular ship's cachet in violet, censor mark in red and dated cancel of Pola in black.



Letter sent 21/05/1916 to Semmering. Circular ship's cachet in red and dated cancel of Pola in black.

S.M.S. "KAISER MAX"

ACCOMMODATION VESSEL

Built in 1862 as an armoured frigate at Tonello, Trieste. Served as an accommodation ship at Cattaro, Teodo and Kumbor. Awarded to Yugoslavia in 1920 and commissioned there as the TIVAT (later renamed NERETVA. Partially sunk in 1943 off Sebenico, scrapped in 1945..

Pair of cards sent by the same sailor to Budapest, one travelled via the MONARCH, the other through the PO in Zelenika



PPC sent 16/12/1917 via post office in Zelenika to Vienna. S/L ship's cachet in violet and dated cancel of Zelenika in black.

S.M.S. "BELLONA"
ACCOMODATION VESSEL

Geology J. L. M. S. "Lustora"

Robert Sharpe of Chelmsford.

Felony

*Fontänen: Albrechtsberger Josef S. H. J. Bellona 15 Comp.
Pala Morinsfeldpostamt.*

Felchert

Om Freund

Anna Spiegelgruber

Cyrengeuse 4.

I. Br. Wien

V. Baer
4.11.18.
Belbena
Pels

Correspondenz
Cartolina di corris

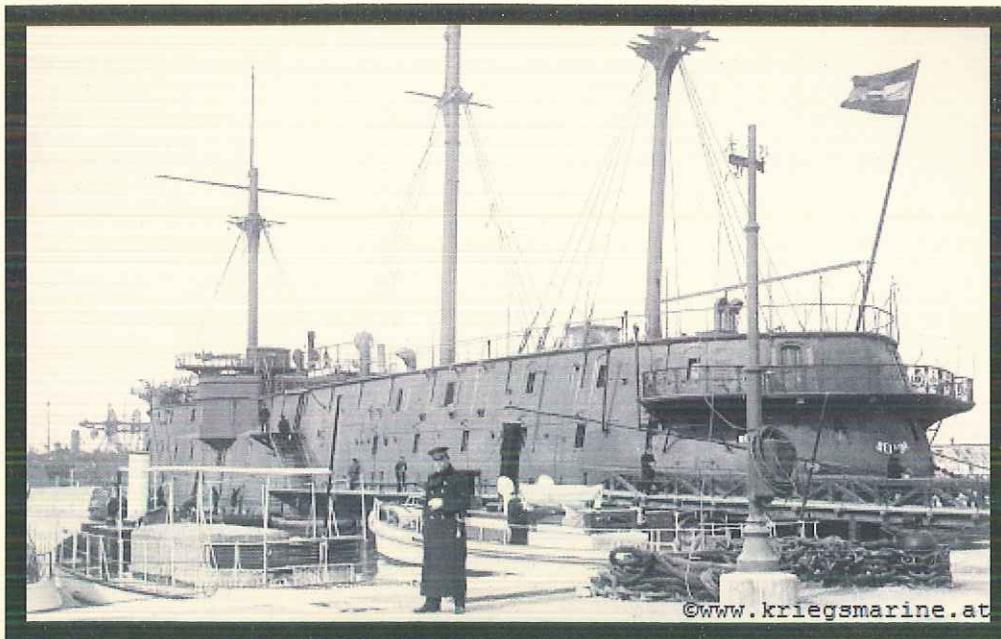
Field post. 2
Colon post. 1

Lazine Routine

Beřankovyeh,
s Laz. Železnici
v Jičíně
Dobruha,

Various cards with the BELLONA cachet.

S.M.S. "BELLONA"
ACCOMODATION VESSEL



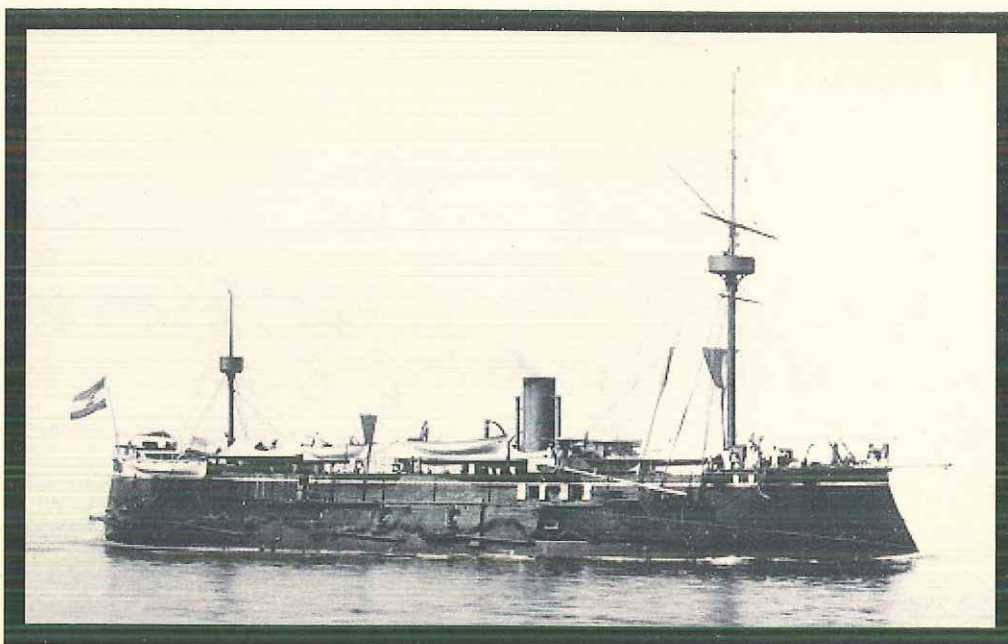
Built in 1858 as the KAISER, she was renamed BELLONA in 1902 and consigned to an accommodation hulk in Pola. At the end of the war she was broken up by the Italians in 1920.



PPC sent 6/11/1915 to Prag. Circular ship's cachet in red and dated cancel of Pola in black.

S.M.S. "DON JUAN D'AUSTRIA

ACCOMMODATION VESSEL



Built in Trestino as an armoured frigate in 1862. Served as an accommodation vessel in Pola throughout the war. Although awarded to Yugoslavia, she was scrapped by the Italians.



Letter sent 22/11/1915 to the KAISER KARL VI in Pola. Circular ship's cachet in violet, censor mark in red and dated cancel of Pola in black.

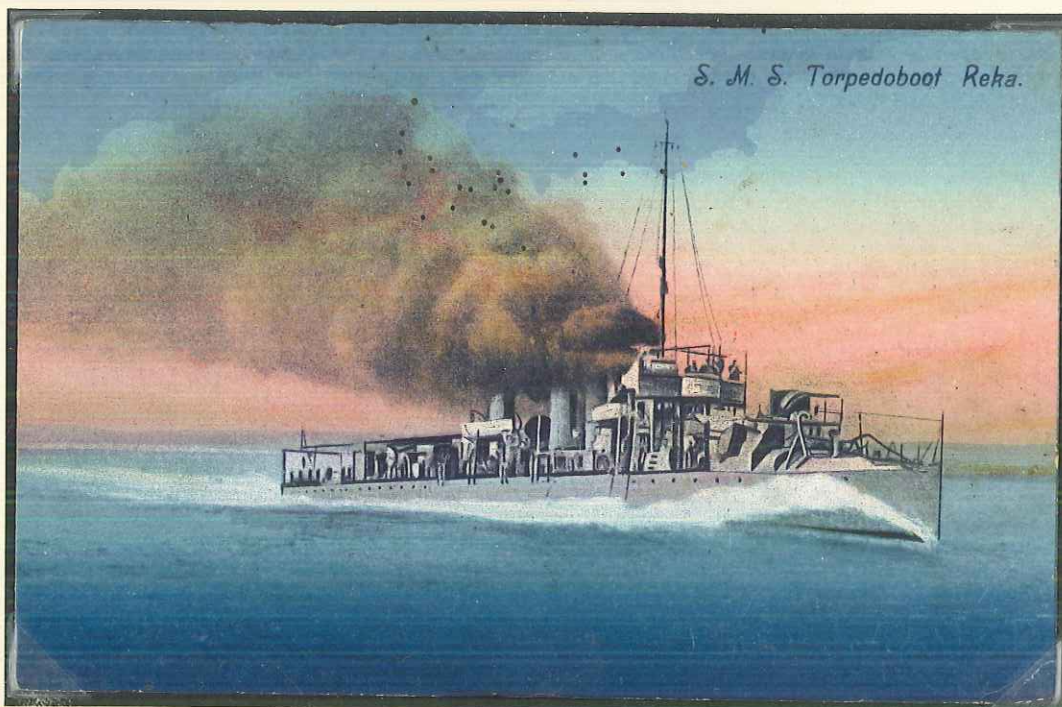
K.u.K.KRIEGSMARINE - THE AUSTRO-HUNGARIAN NAVY



SUPPORT VESSELS

Varied and many but included Station ships, Accommodation Vessels, Training ships, Tenders, Hospital ships, Depot ships, Petroleum tankers, Torpedo and Mine depot ships, Coal transporters, etc. etc.

TORPEDO BOATS



Torpedo Boat Destroyer SMS REKA



Tb 65 to Szaszvar, Hungary via SMS MONARCH, 23 July 1915. Circular ships cachet in violet and dated SMS MONARCH cancel.

TORPEDO BOATS



'S.M. Torpedoboot Division at full Speed' - KROKODIL (TB53), HAI (Tb59) and SMS ULAN

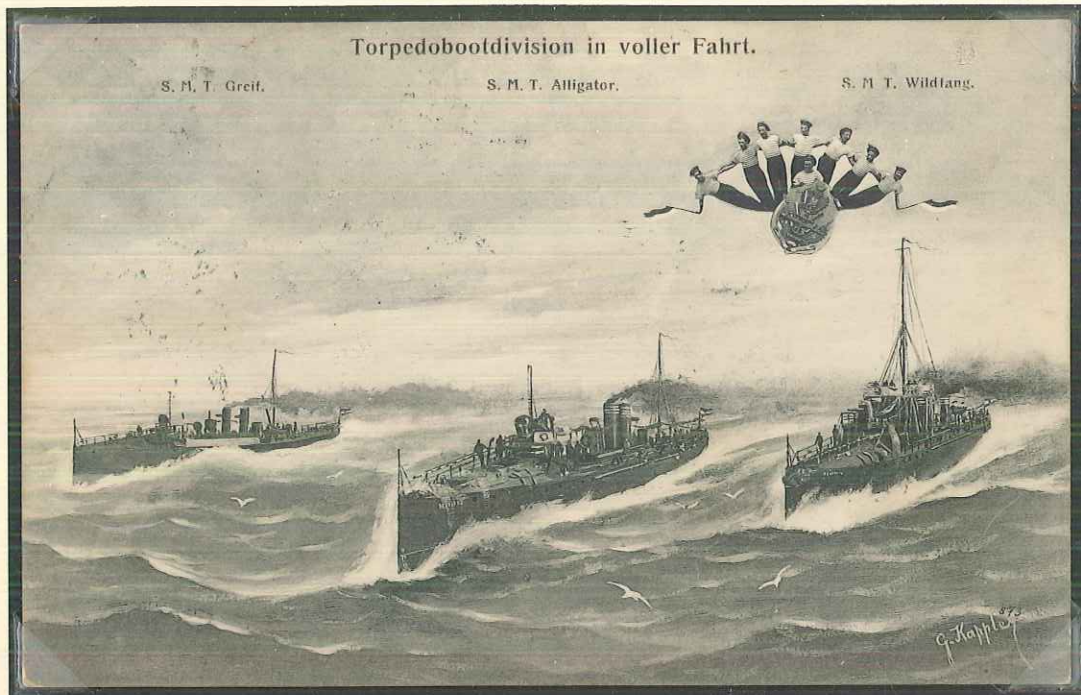


Tb 53 to Vienna, 12 June 1915. Circular ships cachet in red and dated Sebenico cancel.

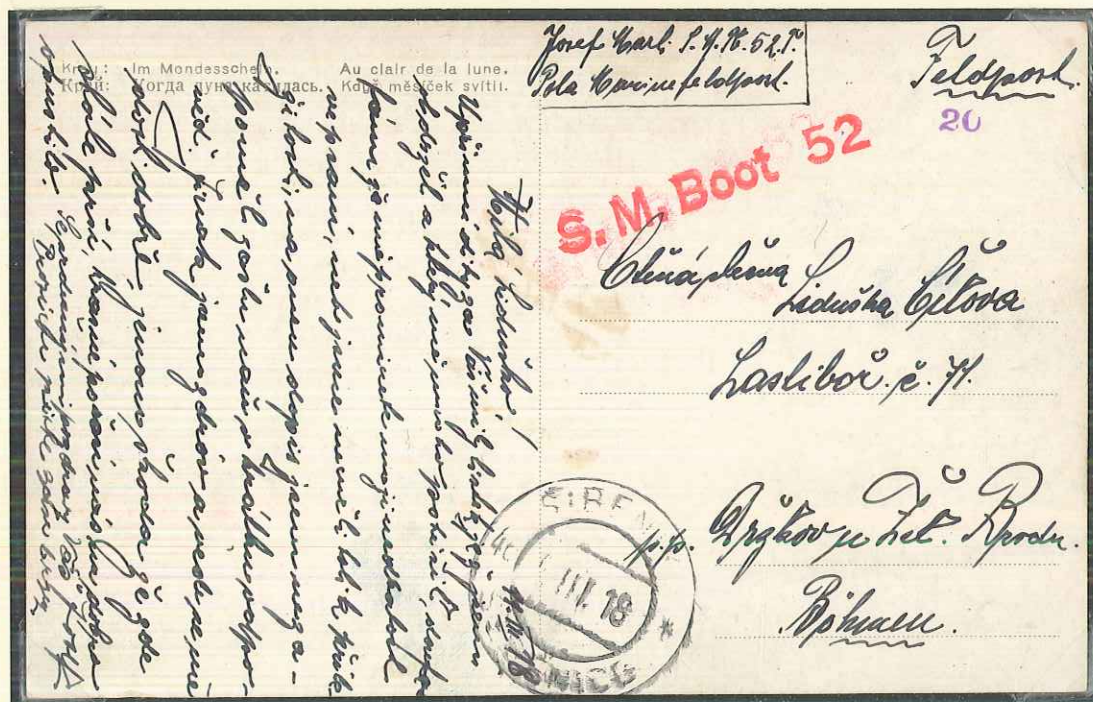


K.u.K. KRIEGSMARINE - THE AUSTRO-HUNGARIAN NAVY

TORPEDO BOATS



Torpedo Boat Division with TB52 (Alligator), TB63 (Greif) and the larger SMS WILDFANG.



SL 'S.M.Boot 52' in red on PPC to Bohemia, 11 March 1918. Sebenico bridged date stamp.

TORPEDO BOATS



Hochseertorpedoboot S.M. 78T. In maximal Fahrt.

Tb 78

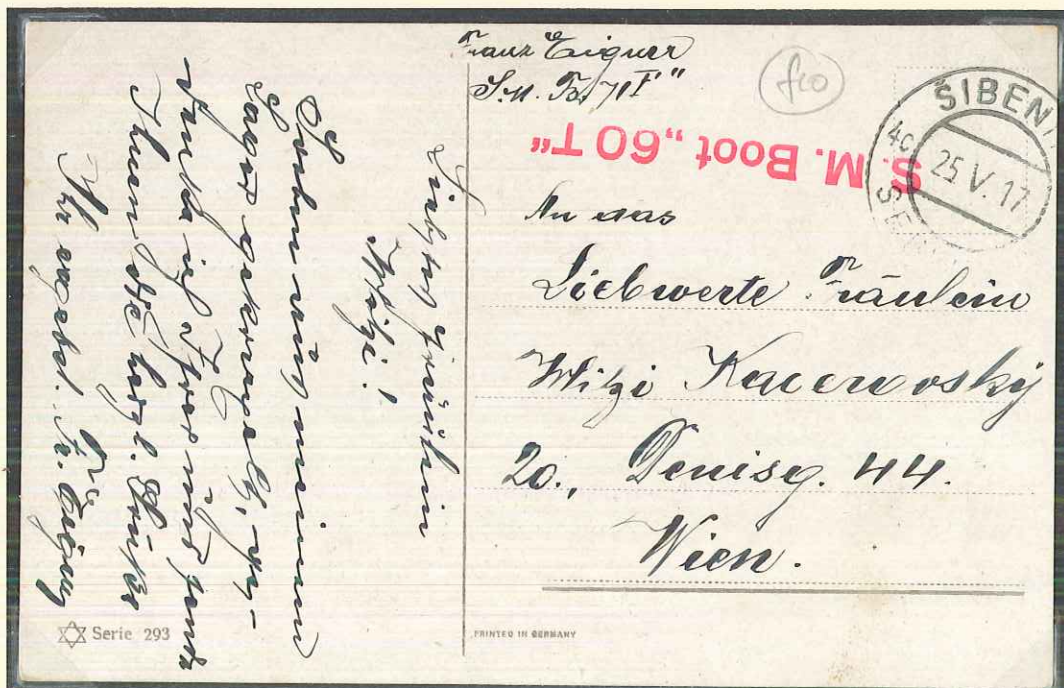


Tb 88 to Doboj, Bosnia, 8 September 1917. S/L ships cachet in red and dated Herzegovina cancel.

TORPEDO BOATS



Tb 71 to Vienna . Red oval ships cachet and Spalato (Split) cancel.



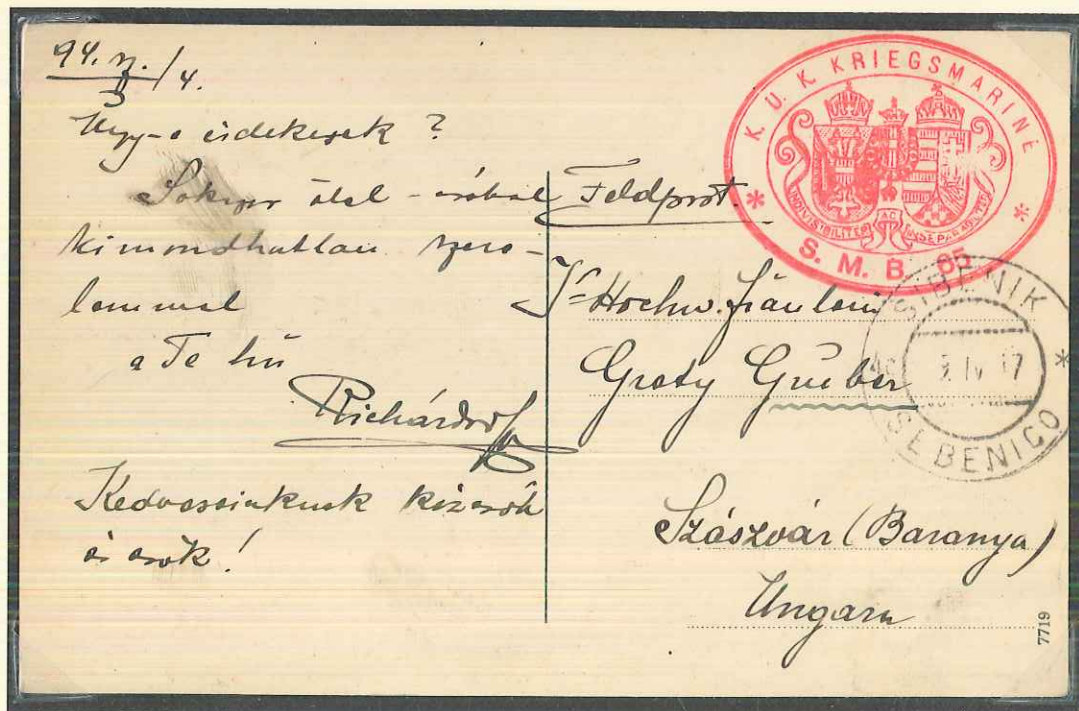
Tb 60 to Vienna, 25 May 1917. S/L ships cachet in red and dated Sebenico cancel.



TORPEDO BOATS



Tb 12 to Pregrada, Croatia, 2 August 1915. Circular ships cachet in red and dated Sebenico cancel.

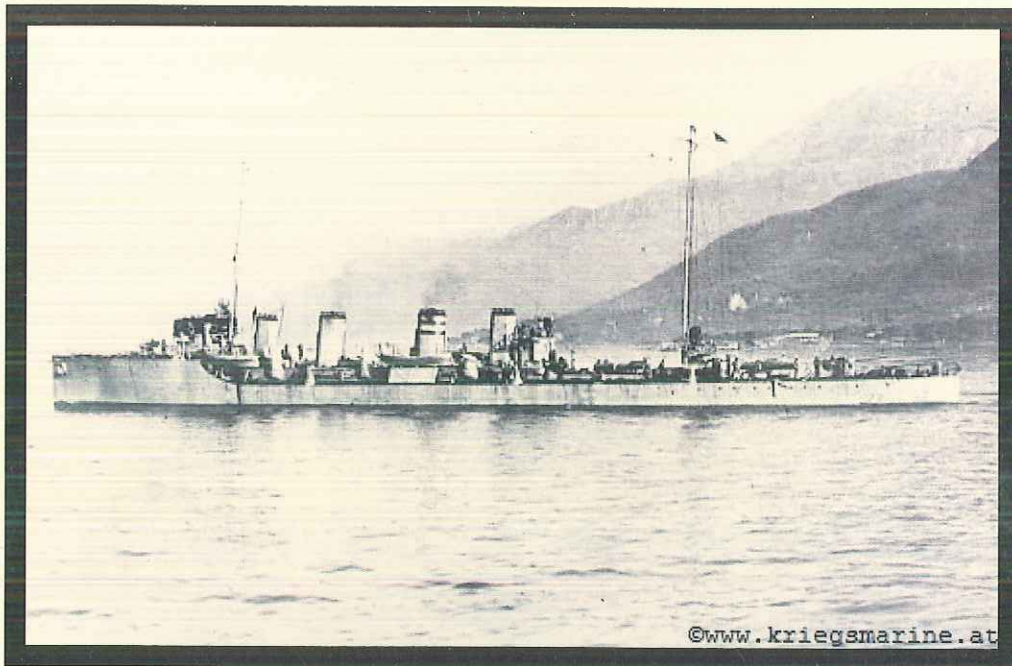


Tb 65 to Szaszvar, Hungary, 9 April 1917. Oval ships cachet in red and dated Sebenico cancel.

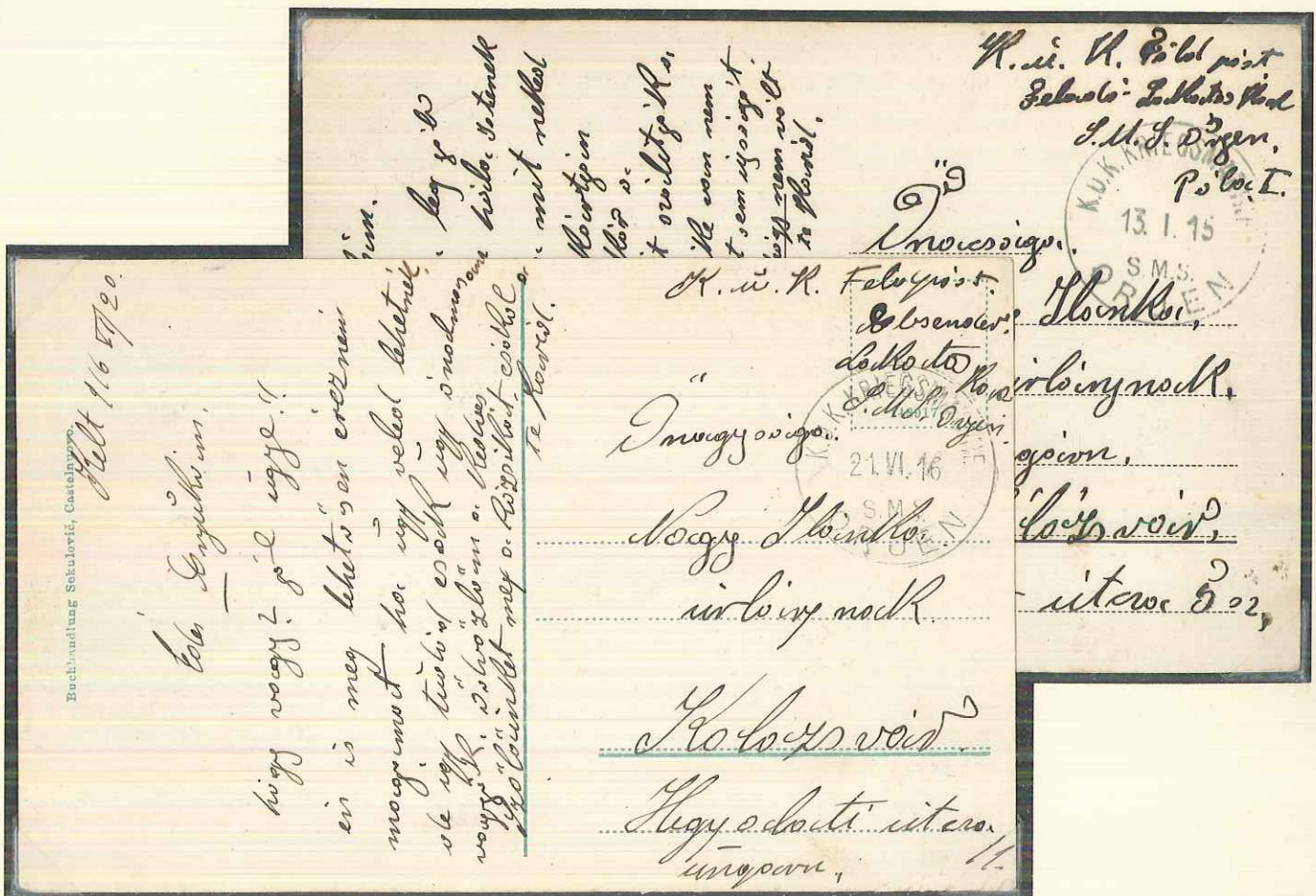
S.M.S. "ORJEN"

Destroyer - Tatra Class

SMS Orjen - Austro-Hungarian destroyer of the early twentieth century . The fifth unit of a Tatra Class . She survived World War I and in 1920 was sent to Italy . Incorporated into the Marina Militare under the name POLA. Deleted from the fleet in 1937 year.

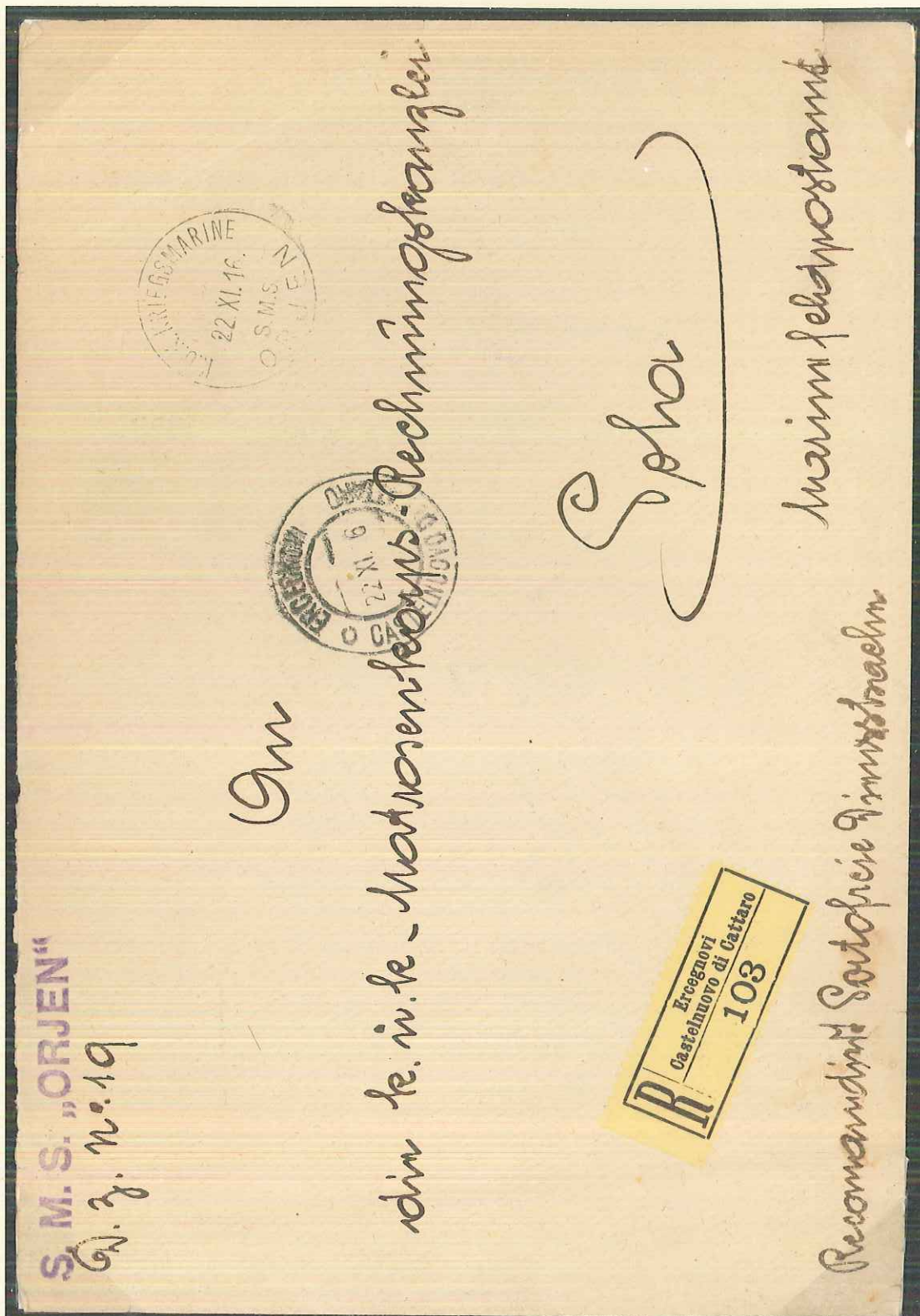


©www.kriegsmarine.at



PPCs from SMS ORJEN to Kolozsvár, Hungary by the same sailor, in January 1915 and June 1916

S.M.S. "ORJEN"
Destroyer - Tatra Class



Registered envelope sent from the ORJEN at her base in Castelnuovo to the Accounting Clerk of the Marine Corps in Pola, 22 November 1916
Both circulate and violet straight line ships cancels..

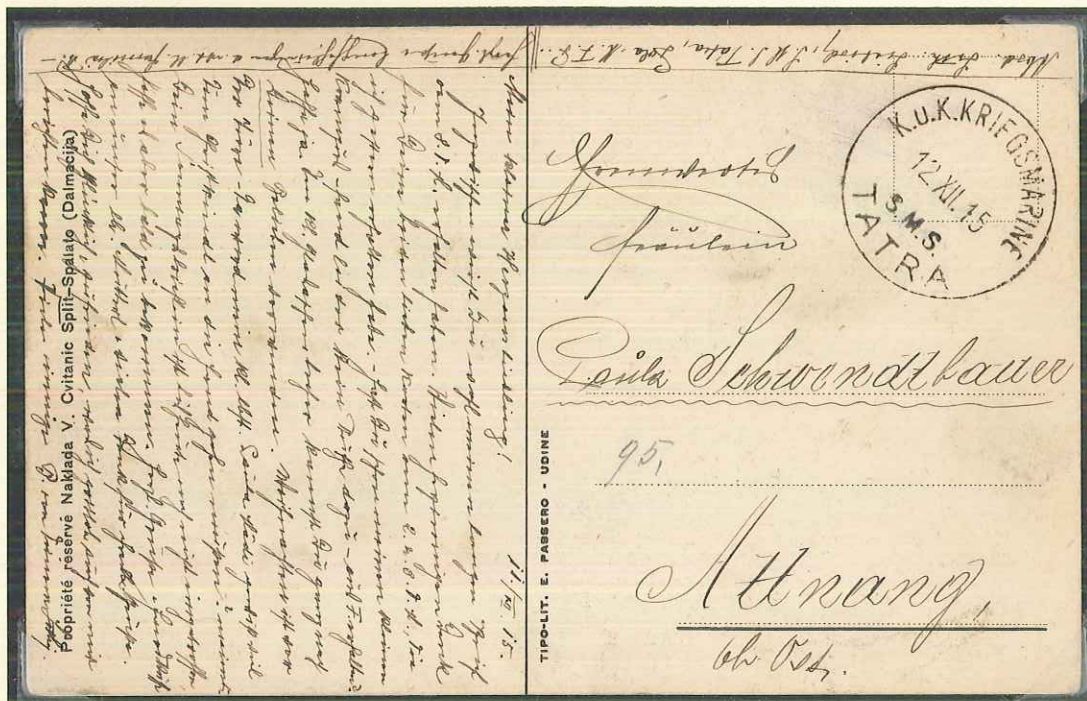
S.M.S. "TATRA"

Destroyer - Tatra Class

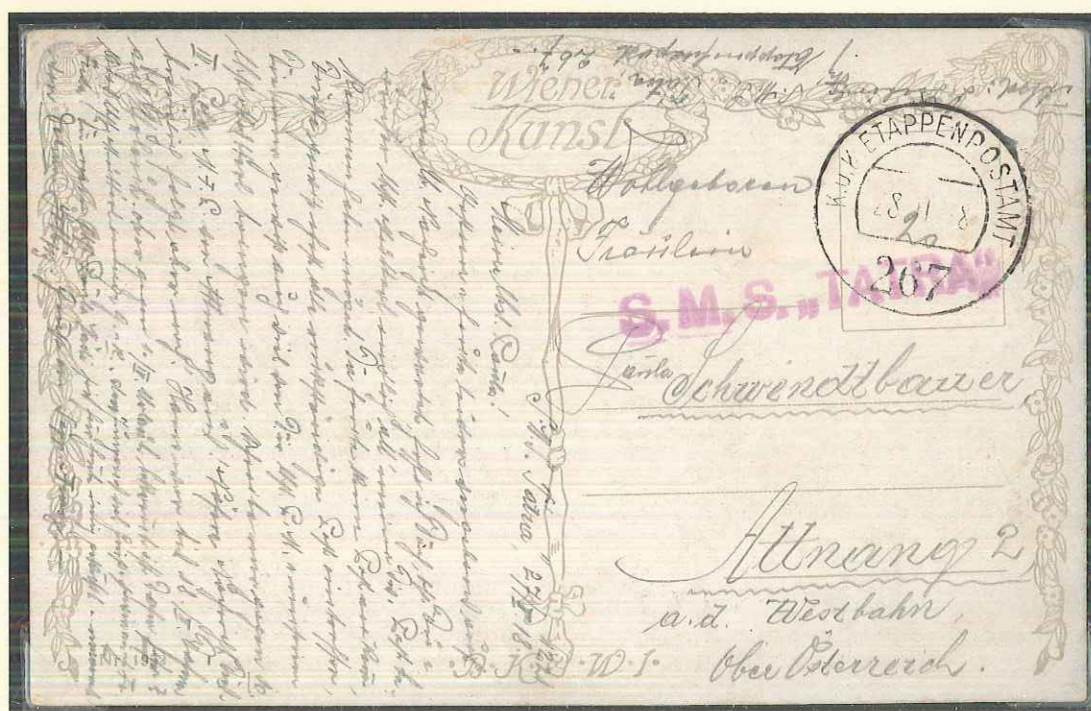
The Tátra-class comprised six ships - Tátra, Balaton, Csepel, Lika, Triglav and Orjen. Built by Porto Ré, a subsidiary of Danubius & Ganz, they were launched in the years 1912 and 1913. Triglav and Lika were sunk by mines near Durazzo on 29 December 1915.

Six further destroyers were authorised in May 1914 to increase the number of destroyers, but construction had not started at the outbreak of the war. Four units were authorised in 1916 to replace the wartime losses. These four ships were named Triglav II, Lika II, Dukla and Uzsok and classified as the Replacement Triglav Class. They were also built by Danubius and launched in 1917, so their wartime careers were rather short. Propelled by two steam turbines these four vessels were the most modern ships of the Austro-Hungarian Navy.

After the war, three vessels - Tigrav, Lika, and Uzsok - were ceded to Italy and one, the Dukla, to France. This last vessel was scrapped in 1936.



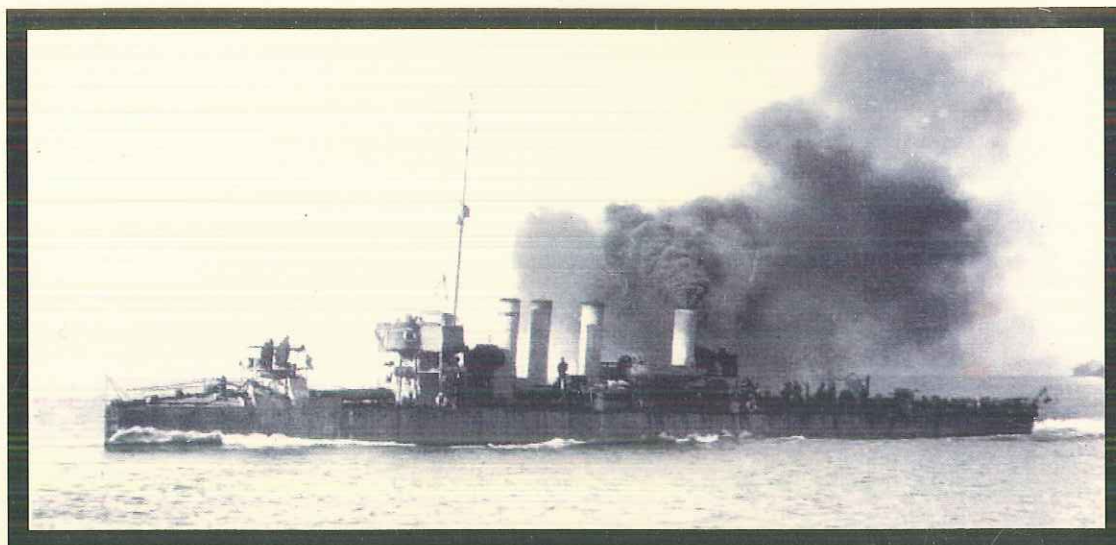
PPC from SMS TATRA to Attnang, 12 December 1915. Dated ship's cancellation.



PPC from SMS TATRA to Attnang, 28 February 1918. S/L red ship's cachet and dated EPA 267 cancellation.

S.M.S. "WARASDINER"

Destroyer



SMS Warasdiner - Austro-Hungarian destroyer of the early twentieth century . She had been commissioned by China . According to the plans she was to be the first prototype unit of 12 destroyers and was to be called "Long Tuan" . The destroyer was supposed to be armed with two guns ship caliber 76 mm L/50 Armstrong, four 47 mm L/50 guns of the same company, and two torpedo tubes caliber 450 mm. After the outbreak of World War I the construction of the next ship of this type was abandoned, and the prototype unit was converted to suit the KuK Navy and was incorporated into the fleet on August 28 1914.. She survived the war. After its completion was sent to Italy and scrapped in 1920.



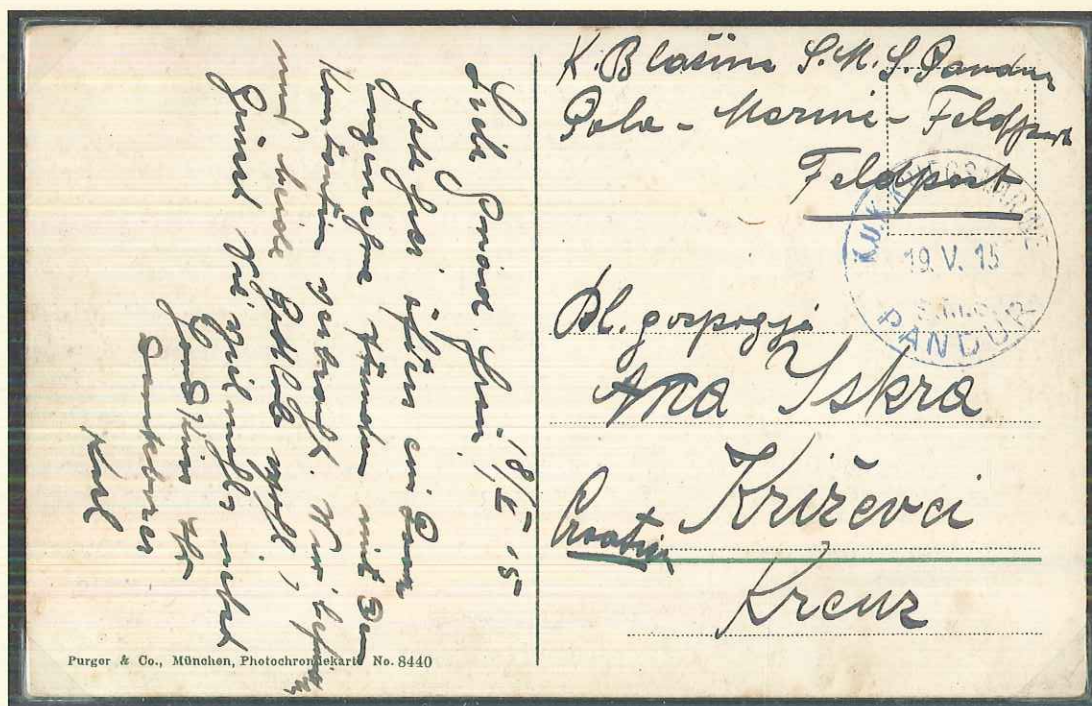
FPC sent 08/10/1915 to Vienna. S/L and circular dated ship's cachets.

S.M.S. "SHARFSCHUTZE" "REKA" "VELEBIT" "PANDUR" "DYNARA"

DESTROYER - HUSZAR CLASS

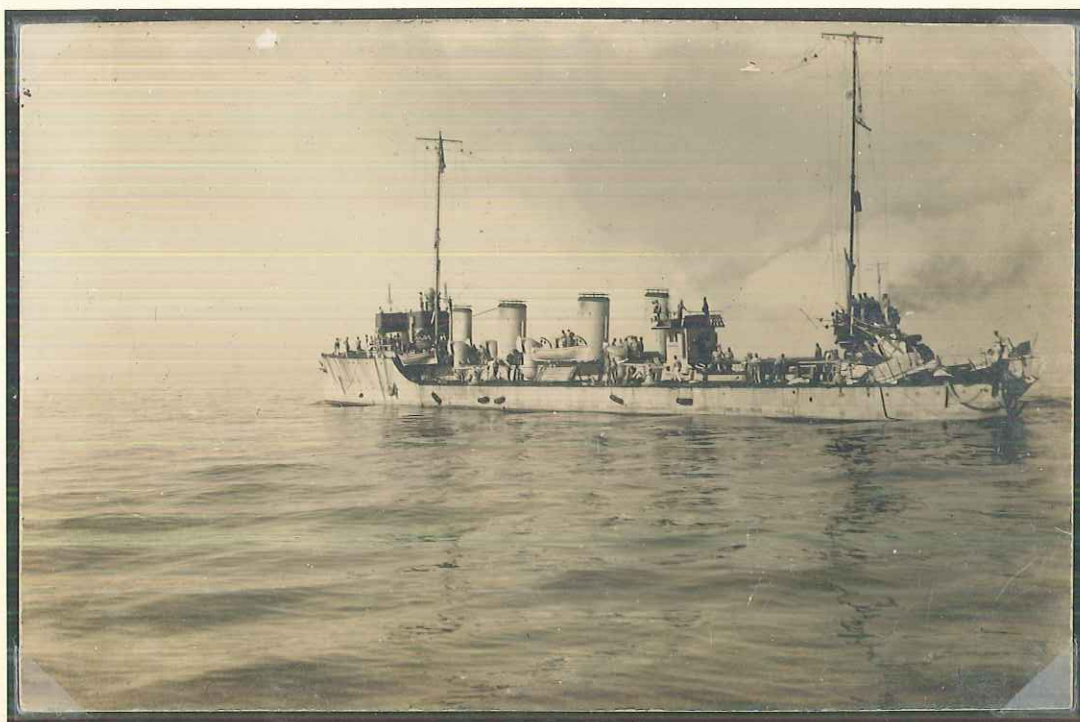


PPC to Cilla from the DYNARA, 26 August 1915. Dated ships and Pola cancels in black.



PPC sent to Croatia from the PANDUR, 19 May 1915. Dated ships cancel in black.

S.M.S. "CSEPEL"
Destroyer - Tatra Class



The keel of the CSEPEL was laid down at Fiume on 9th January 1912. She was launched less than a year later on 30th December and entered service on 29th December 1913, stationed at Pola.

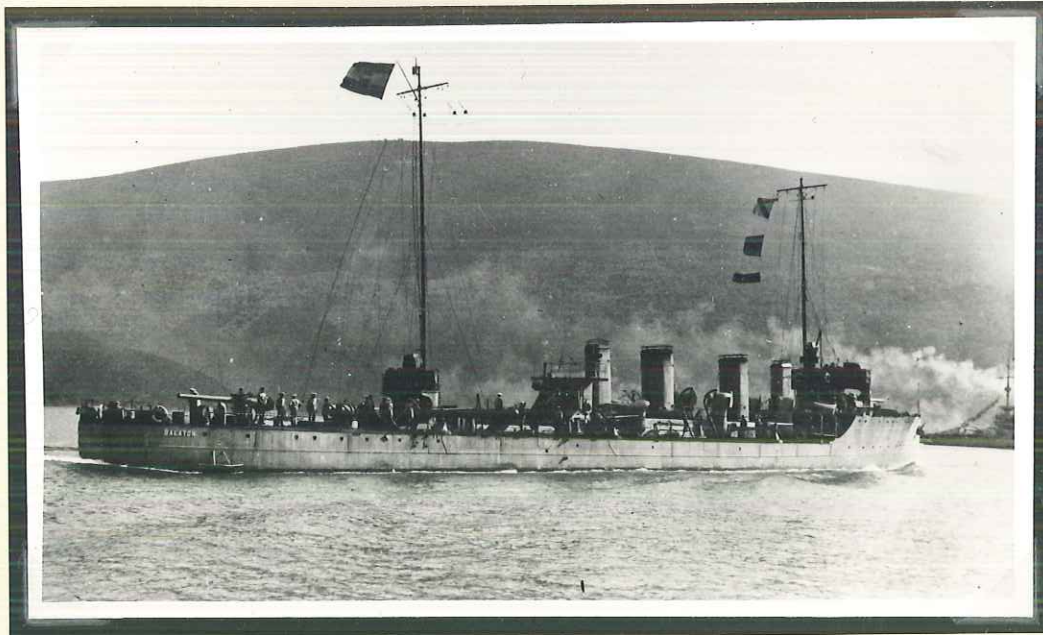
First real mission was in May 1915 in the mass bombardment of the Italian coastal of Manfredonia, with all other members of the Tatra class. At the end of 1915, she took part in the Battle of Durazzo, in which the LIKA and the TRIGLAV were lost. The CSEPEL took damage and was repaired during 1916. In May 1917 took part in the battle of Otranto where the BALATON was sunk. Thereafter was engaged in coastal patrols and protection and convoy escort.

At the end of the war she was given to the Italians, renamed MUGGIA. She sank in March 1929 in a typhoon whilst on duty off the Chinese coast.



Two cards sent from the CSEPEL, 8/6/1915 and 10/11/1918, both to Hungary.

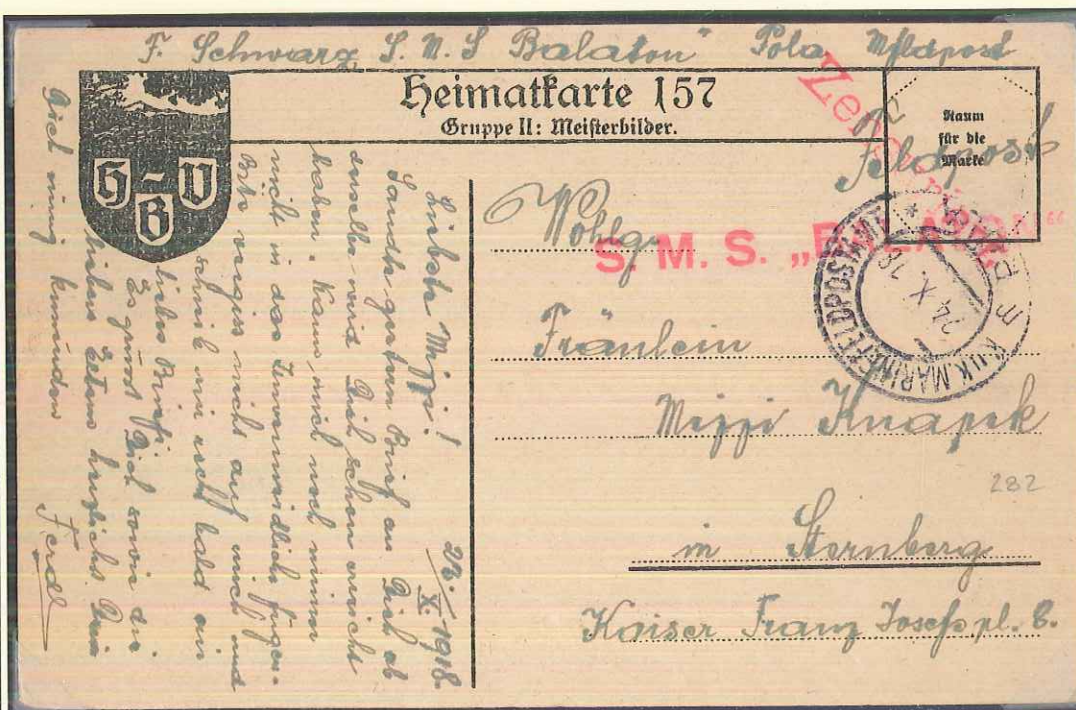
S.M.S. "BALATON"
Torpedo Boat - Tatra Class



Launched on the 16th November 1912, the **Balaton** was the second unit of the Tatra class destroyers. She, and the other five members of the class, were built by the Danubius Fiume yard.

She took part in the second battle in the Strait of Otranto. In its first phase, in the morning of 15 May 1917, **Balaton**, together with its twin-ship the **Csepel** attacked a convoy consisting of the ship **SS Carroccio**, **SS Verita**, **SS Bersagliere** and their escort destroyer **Borea**. While the **Csepel** attacked and sank the Italian destroyer, **Balaton** sank steamers **Carroccio** and **Verita** and damaged **Bersagliere**. During the subsequent clashes with destroyers **Giovanni Acerbi**, **Simone Schiaffino**, **Rosolino Pilo**, **Antonio Mosto** and **Aquila**, **Balaton** was less successful.

The **Balaton** survived World War I and afterwards was transferred to Italy. She was incorporated into the Marina Militare and called **Zenson**. She was deleted from the fleet in 1923 and scrapped.



PPC sent 24/10/1918 to Sternberg. Straight line ships cachet and censor mark in red, together with the dated cancel of the base PO in Pola in black.

S.M.S. "SHARFSCHUTZE" "REKA" "VELEBIT" "PANDUR" "DYNARA"

DESTROYER - HUSZAR CLASS



PPC to Hungary from the SCHARFSCHUTZE, 11 November 1915. Red ships cachet and dated Pola cancel in black.



FPC sent to Pola from the VELEBIT, 11 June 1916. Dated ships and Pola cancels in black.

S.M.S. "USKOKE"

Destroyer - Huszar Class

1/09/1906 Building was started.

20/07/1907 She was launched. 29/07 First sea trial run. 30/07 Carried out the take over sea trial. 15/08 She was docked in Trieste. 31/12 She was commissioned.

From 1/01/1908 was assigned to the Squadron. 29/02 Sailed for a cruise on Mediterranean Sea from Teodo. 2-6/03 Malta. 8-18/03 Barcelona. 20-24/03 Gibraltar. 25/03 - 3/04 Malaga. 5-13/04 Algier. 14-19/04 Bizerta. 19-22/04 Tunis. 22-23/04 Bizerta. 25/04 Called at Corfu. 26/04 Put in Teodo.

From 1/01/1909 belonged to the Squadron.

27/01/1912 Her rearmament was ordered. The 4.7 cm guns were replaced by new 7 cm/L30 Skoda guns. 15/08 Returned to the service. 5/11 Sailed from Pola for Levant. 8-13/11 and 14-24/11 Smyrna. 28/11 Put in Fasana. 5/12 Was assigned to the 2nd Torpedo Flotilla.

27/10/1913 Was decommissioned.

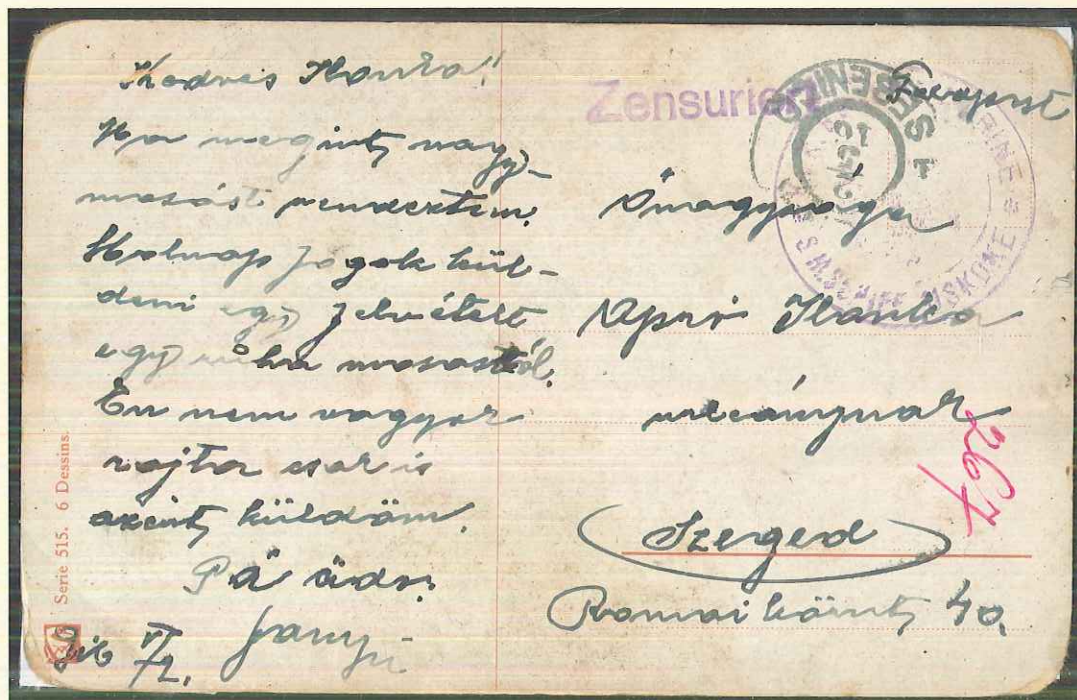
14/06/1914 Was commissioned to the Squadron. 24/07 Transferred from Pola to Kumbor for the blockade of Montenegro. 15/08 and 9/09 Shelled Budua. 17/10 Came under fire of the French Fleet, but her damages were slight. 18/10 Participated in attack against Antivari. 14-15/11 Laid mines before Antivari. 18/11 Was engaged in gunfire with the batteries on banks of Volovica. 30/11 Chased away an enemy submarine from the Island Ostro. 20/12 Towed out the submarine U12 to 60 miles from Ostro. 27/12 Cruised to south in company of submarine U5.

14/02/1915 Cruised till Makarska. 14/03 Made reconnaissance off Montenegro. 17/04 Sailed for patrol with the submarine U12. 19-22/05 Was on lookout duty between Pelagosa and Lagosta. 24/05 Participated in the actions against Tremiti. 1/06 Laid mines before Trieste. 18/06 Participated in the attack against Rimini, and was on supporting duty at Tagliamento River. 27/07 Took part in the operations against Pesaro - Fano. 9/09 Laid mines before Trieste.

4/01/1916 Laid mines before Trieste. From 11/02 stationed at Sebenico. 16/03 Helped to salvage of SMS TURUL. 23/06 Participated in raid against Italian coasts and shelled the railway lines near to Giulianova and S. Bernadetto. 16/07 Laid mines before Lissa. 26/08 Went to Pola. 19/10 - 7/11 Her boilers were replaced. 7/11 and 26/12 Searched for mines on route Punta Dura. 31/12 Was transferred Cattaro-bay.

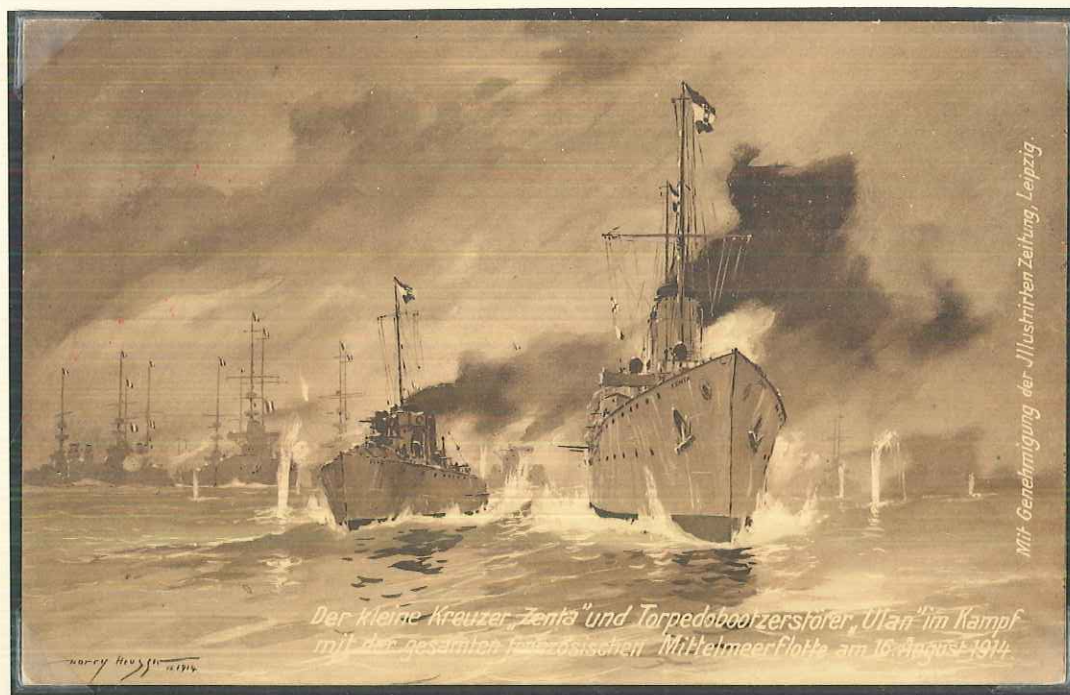
22-23/04/1917 Was in action in Otranto-strait. 24/06 Was in engagement with a submarine. Picked up the body of a downed aircraft's pilot. 8/10 One man was lost from her deck in a strong gale. 16/12 Was in action in Otranto-strait. 26/12 A lightning struck her antenna and her compass fell out from its binnacle. 30/12 Went to Pola. During the year carried out 82 convoy escorting, and supported 1 air raid. 16/01/1918 Cruised on route between Brindisi - Valona, and then put in Pola. 17/03 She cruised before Italian coasts. 18/03 She was unsuccessfully torpedoed with two torpedoes by enemy submarine 6 miles to west from Galiola. 4/04 She towed to Ancona the Veith raiding party. 10/05 Fired on enemy aircraft. 3/06 Engaged with enemy submarines at Cape Promontore. 9/06 Slano. 15/06 Sailed from Pola for Cattaro-bay. 20/06 Returned to Pola, where was under repair till the end of War. During the year carried out 20 convoy escorting, 6 mine searching, 3 submarine chasings and supported 3 air raids.

In 1920 she was allocated to Italy for scrapping.



Censored PPC sent during her time at Sebenico, 2 May 1916 (see above). Violet ship's cachet.

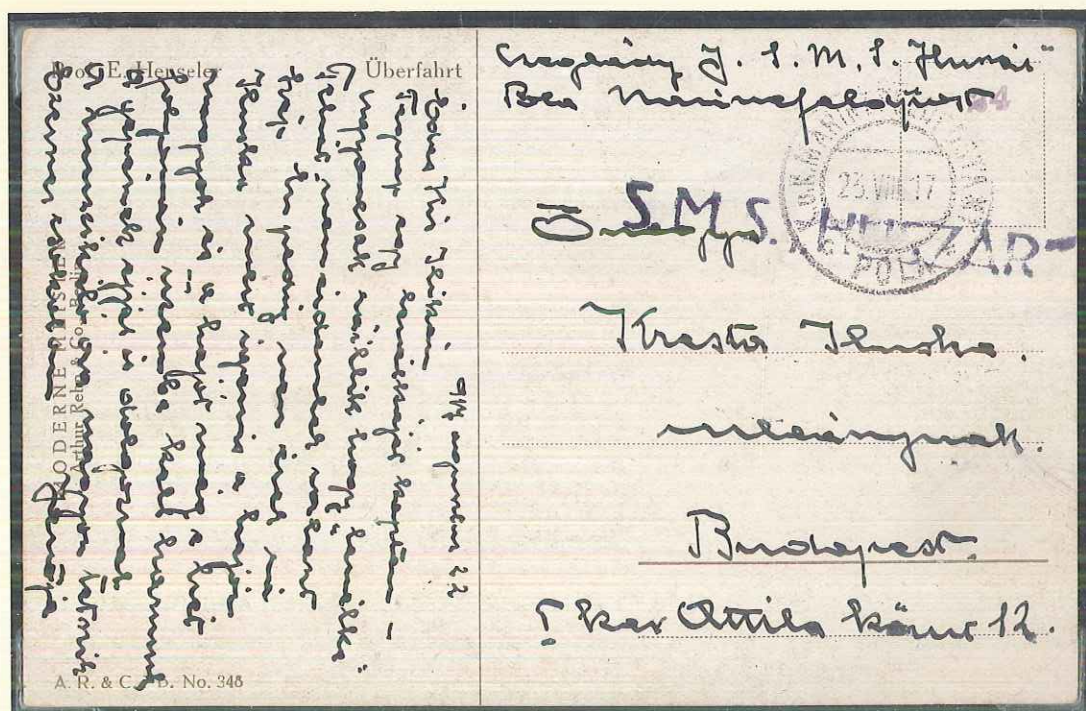
S.M.S. "ULAN"
Destroyer - Huszar Class



SMS Ulan was the second of the Huszar Class Destroyers to be built. She was built in Trieste and was launched on the 21st September 1906.

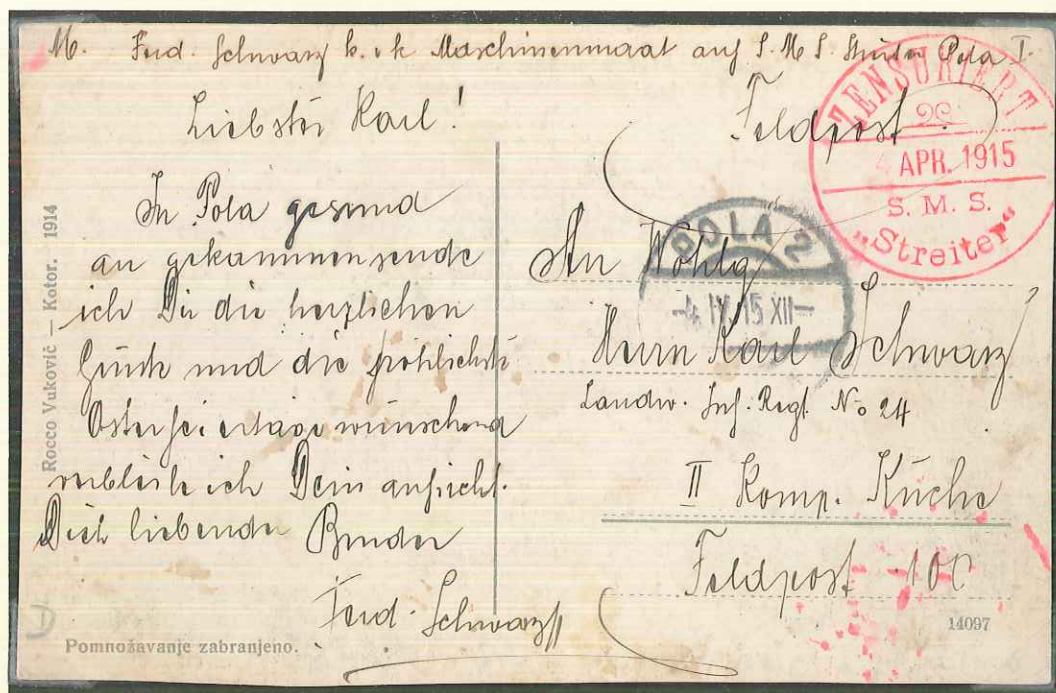
She saw her principle action at the beginning of the WWI in a naval engagement between the French, British and Austro-Hungarian navies. The light cruiser SMS Zenta and the destroyer SMS Ulan were bombarding the town of Antivari, today known as Bar, when on 16 August 1914 they were cut off by a large Franco-British force that had sortied into the Adriatic in an attempt to bring the Austro-Hungarians into a fleet action. The two Austrian vessels at Antivari became cut off and were forced to fight an engagement in order to attempt to free themselves. Although the Zenta was destroyed, Ulan escaped and the Austrian fleet did not come out of port to meet the Allied fleet. After blockading the Adriatic for a while the French were forced to withdraw due to lack of supplies.

The Ulan survived WWI and was the only member of the Huszar class to see service thereafter. In 1918 she was given to Greece, renamed SMYRNI and survived as part of the Greek fleet until 1928.



PPC sent from the HUSZAR, 23/8/1917 to Budapest. Straight line ship's cachet and circular date-stamp of POLA in black.

S.M.S. "STREITER"
Torpedo Boat - Huszar Class

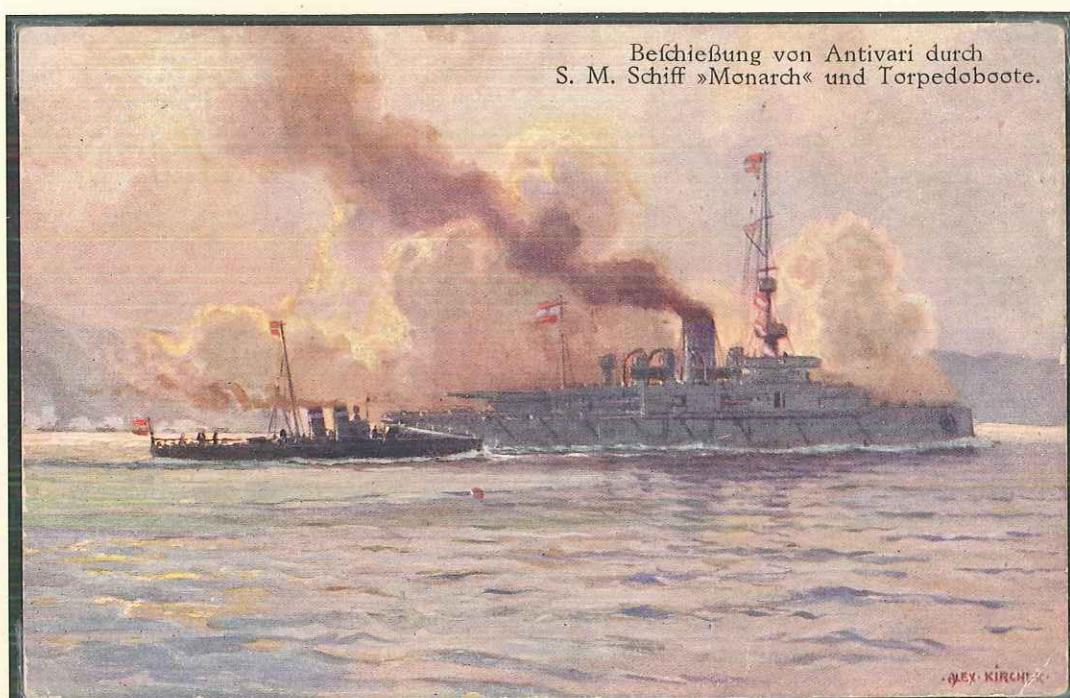


PPC sent 4/4/1915 to Feldpost 100. Dated ship's censor mark in red and dated cancel of Pola in black.



FPC sent 15/7/1917 to S.M. Tboot 85F. Straight line ship's cachet in red and dated cancel of Pola in black.

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

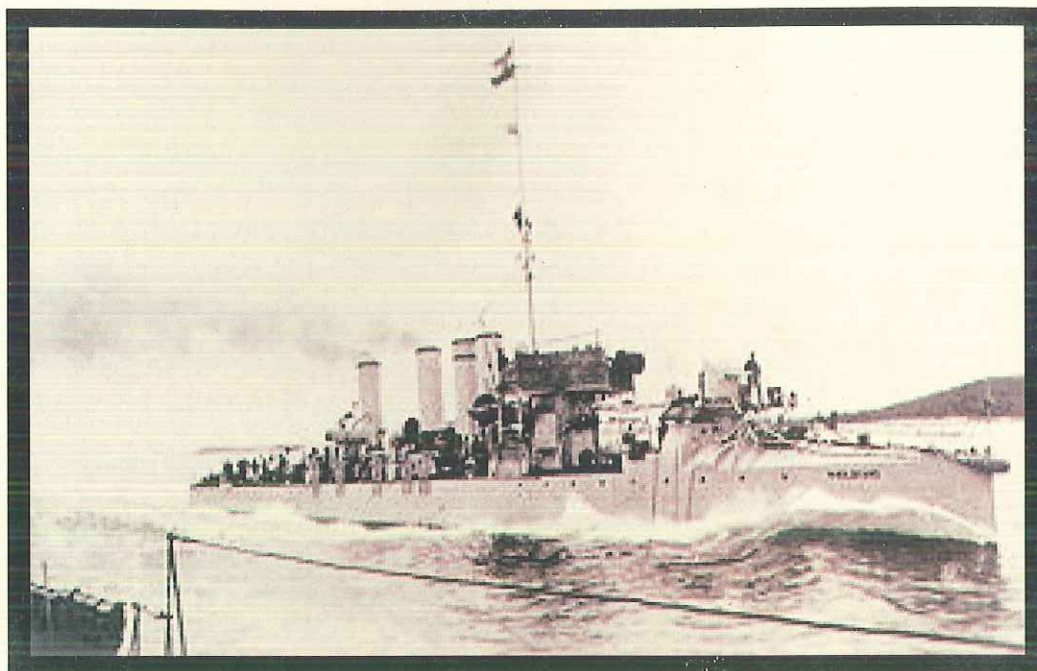


TORPEDO BOATS

Ship Name	Strength in August 1914	Wartime Additions	Lost	Builder
Tb1-6	*			STT, Trieste
Tb7-12	*			Danubius, Fiume
Tb13-17	*			Yarrow
Tb18	*			Schichau
Tb19	*			Seearsenal, Pola
Tb20-24	*			Schichau
Tb25-30	*		Tb26	STT, Trieste
Tb31-32	*			Schichau
Tb33-40		*		Seearsenal, Pola
Tb45	*			Seearsenal, Pola
Tb50	*			Yarrow
Tb51-63	*			STT, Trieste
Tb64-73	*			Danubius, Fiume
Tb74-81	*			STT, Trieste
Tb82-97		*		Danubius
Tb98-100		*		Monfalcone

Almost all Torpedo Boats survived the war and were distributed between Italy, England, Yugoslavia, Romania, Portugal and Greece, some surviving to see action in WWII.

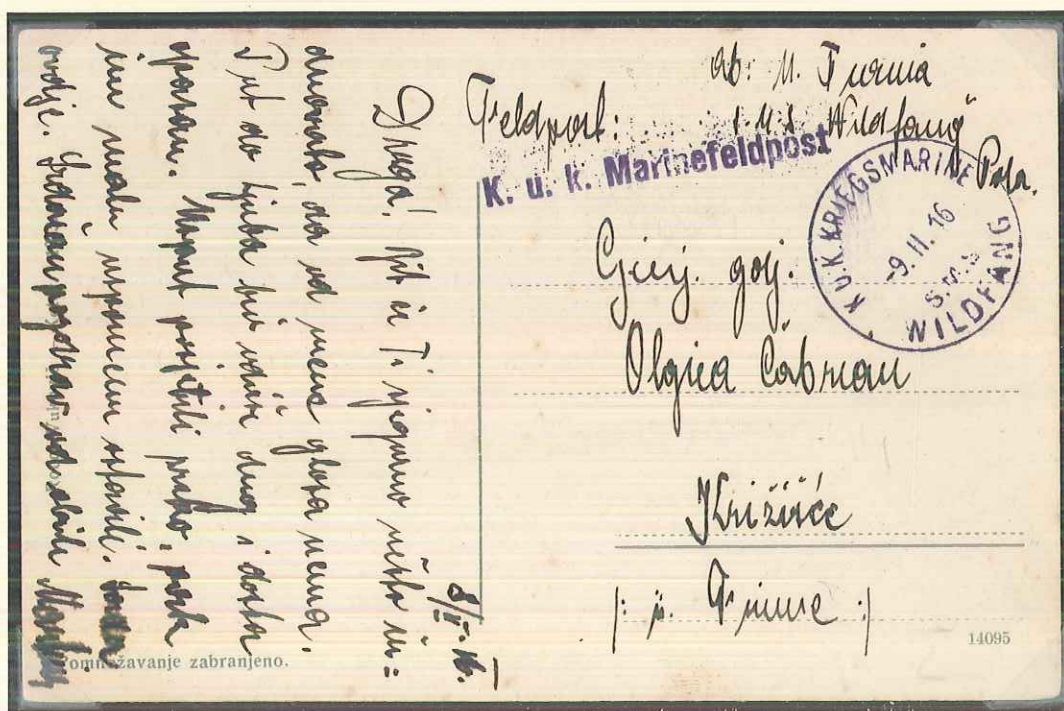
S.M.S. "WILDFANG"
Torpedo Boat - Huszar Class



Launched on the 29th August 1906, the **Wildfang** was a unit of the Huszar class destroyers. She, and the other eleven members of the class, were built by the Stabilimento Tecnico yard in Triest..

She saw action in the Levant in 1912 during the Balkans War and at the beginning of WWI she was deployed to Cattaro where she was engaged in a number of sorties and watches over the south-west seas. In 1915 she was stationed at Sebenico and during that year and 1915 was engaged in a number of mine-sweeping activities.

In the afternoon of the 4th June 1917, in the north Adriatic west of Brioni Islands off Pola, she was on a reconnaissance patrol when she struck a floating mine. The explosion blew off the nose of the ship and severely damaged the bridge, subsequent explosions occurred in the boiler room and the rear of the ship; the ship sank within 10 minutes. The commander, Albert Machnitsch lieutenant-commander, an officer and 23 men were killed.



PPC sent 9/11/1916 to Kriznice. Straight line Marinefeldpost cachet and dated single circle cancel of the ship in black.



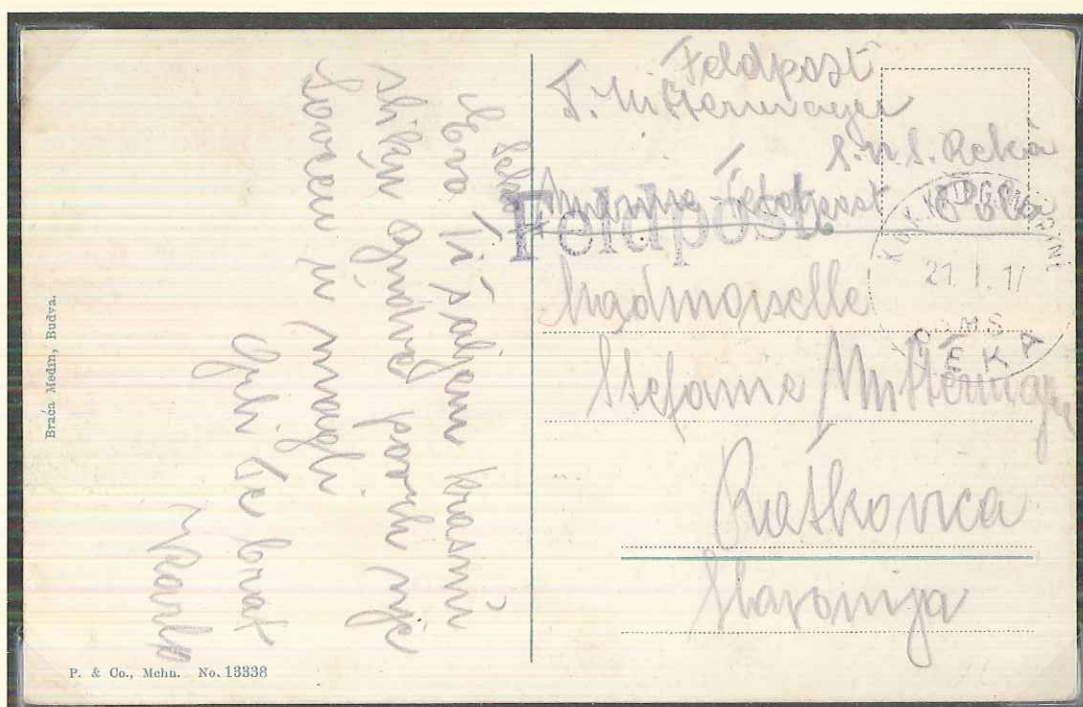
S.M.S. "SHARFSCHUTZE" "REKA" "VELEBIT" "PANDUR" "DYNARA"

DESTROYER - HUSZAR CLASS

All Austro-Hungarian destroyers of the Huszar class built between 1906 and 1909 at the Danubius yard in Fiume. Many took part in the battle in the Straits of Otranto and all survived the war. They were awarded en-masse to Italy where they were broken up in 1920.



The REKA, PANDUR, SCHARFSCHUTZE and DYNARA in port at Pola.



PPC sent to Slavonia from the REKA, 21 January 1917. Dated ships cancel in black.

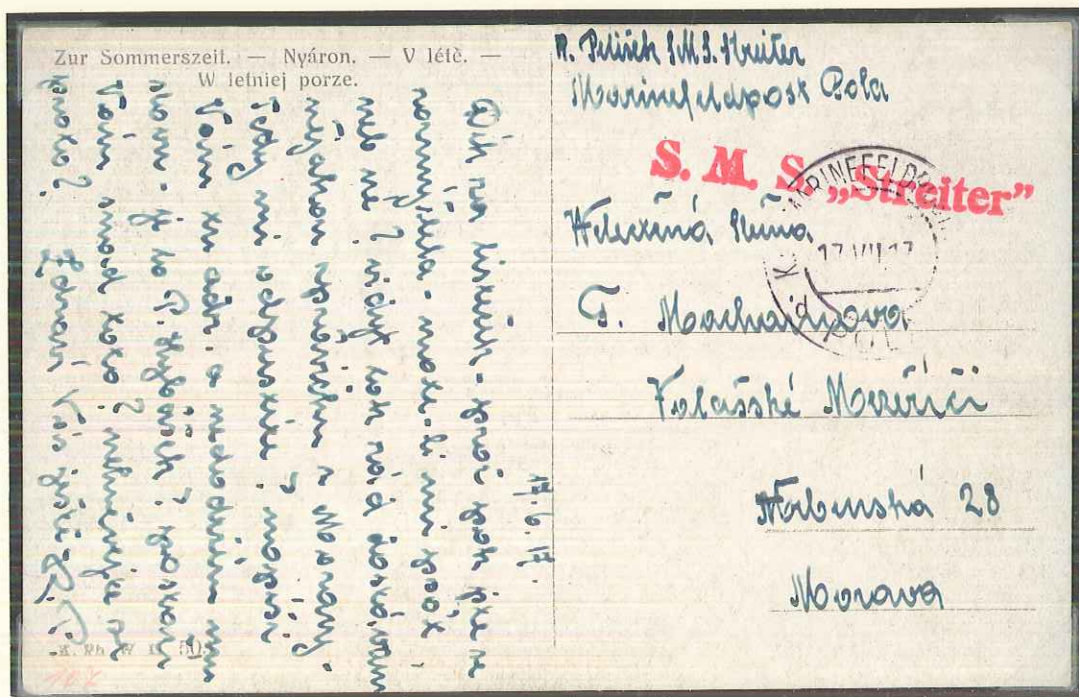
S.M.S. "STREITER"
Torpedo Boat - Huszar Class



SMS Streiter was a torpedo boat of the Huszar class. She was laid down at the Stabilimento Tecnico yard in Triest on the 30th October 1905, launched on the 19th June 1906 and commissioned on the 31st of December of the same year.

She saw occasional action during the war and in 1915 she was involved in the bombardment of Ancona and in the subsequent attacks on the Otranto barrage.

On the 16th April 1918 whilst acting as an escort vessel to a convoy en route to Fiume, the Streiter was in collision with the steamer Petka and sank in the north Adriatic Sea off Laurana in the Quarnero channel. Two men were lost and two seriously injured, the survivors were picked up by the steamer and taken on to Fiume.



PPC sent 17/7/1917 to Moravia. Straight line ship's cachet in red and dated cancel of Pola in black.

S.M.S. "TRABANT"

Torpedo Ship

noten. C. F. P. 1917/18.

J. Konecny S.M.S. "Trabant"
Haringfeld postamt

S. M. S. "Trabant"



Spanische deane

eckove

lowe

emie

FELDPPOST



S. M. S. "Trabant"



J. Konecny S.M.S. "Trabant"

Spanische deane
eckove
lowe
emie

Absender:
Odesilatel:
Nadawca:
Mittente:
Pošiljatelj:
Pošiljač:
Presentator:

Feldpostkorrespondenzkarte.

D.T.

Frankreich Drogak



FELDPPOST

S. M. S. "Trabant"
K. U. K. Kriegsmarine
Tabori-Levelezolap



Absender:
Feladó:
Odesilatel:
Nadawca:
Mittente:
Pošiljatelj:
Pošiljač:
Presentator:

J. Konecny
S.M.S. "Trabant"

Feldpostkarte
Tabori-Levelezolap

v. Tabori
Bohemia

Diese Karte genießt als
Feldpostkarte Portofreiheit.

S.M.S. "SATELLIT"

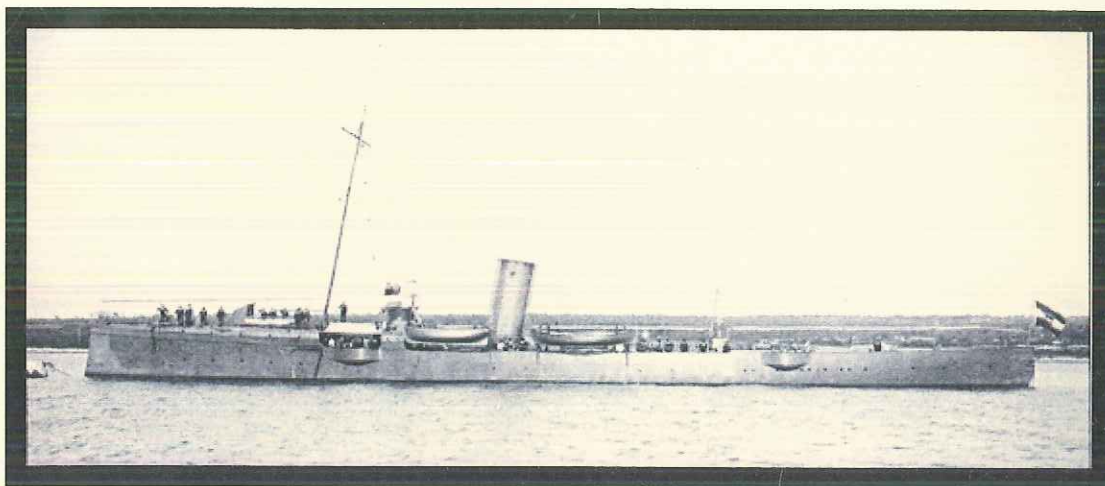
TORPEDO BOAT/DESTROYER

Built in 1892 at Schichau as a torpedo gunboat, ordered by the Austrian Navy in its quest to find the most suitable boats for its needs. She was similar but with significant improvements to the three Meteor class boats ordered from there in 1887/88. On its delivery voyage from Schichau in March 1893 it spent a week on display at Dartmouth before proceeding via Brest, Cadiz, Gibraltar and Palermo to Pola.

At the outbreak of war she was stationed at Fiume but was moved to Pola where a minelaying system was installed.. She was thereafter involved in duties which saw the installation of over 60 mines, to complement the defensive minefields. She relocated submarines in tow to Cattaro and also back to Pola. In 1915 and 1916 she was engaged in security duties in seas between Pola and Fiume.

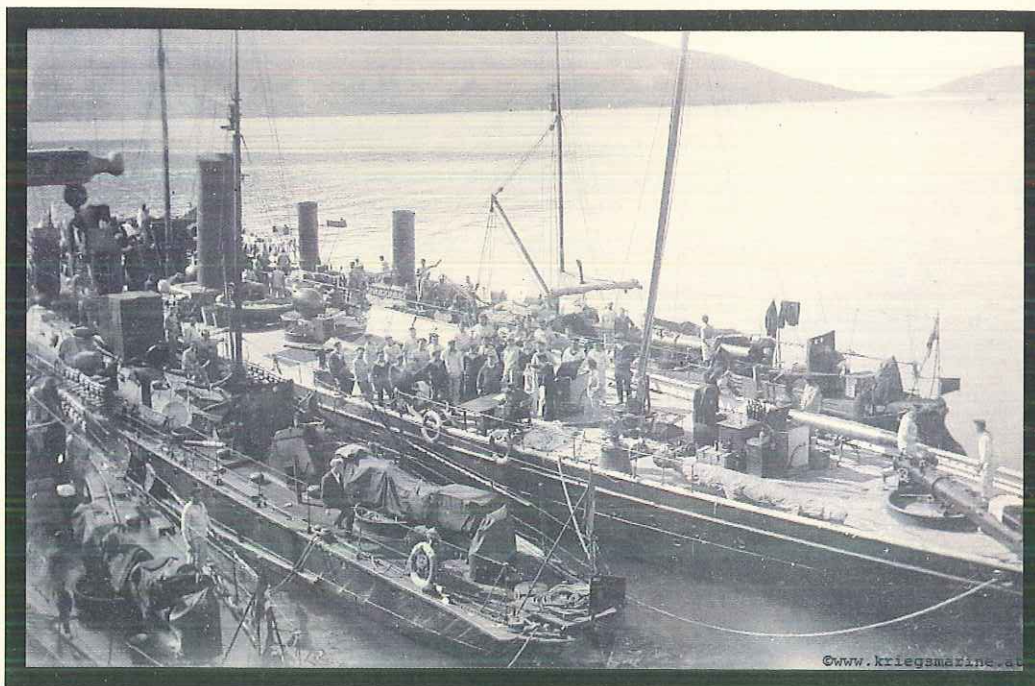
In October 1916, the boat was stationed at Cattaro and provided, until the war ended, escort duties as well as some mine laying and mine sweeping operations.

In 1920 the SATELLIT was awarded to France and drag over to Toulon, where she was broken up in 1921.



Pair of PPCs sent from Pola in 1914 and 1916 respectively. Violet ships cachet and dated Pola cancel.

S.M.S. "BLITZ"
DESTROYER - 'METEOR' CLASS



Built by Schichau, Elbing in 1888 and similar in design to the METEOR and KOMET.

From 10/5/1913 stationed at Sebenico. 11/08 Was transferred to the Bay of Cattaro and stationed there. 21/09 Sailed from Gravosa for the blockade of Bojana's estuary. 22-24/09 Cattaro-bay. After that she steamed frequently between Cattaro-bay and the mouth of Bojana River. 24/10 Put in Sebenico.

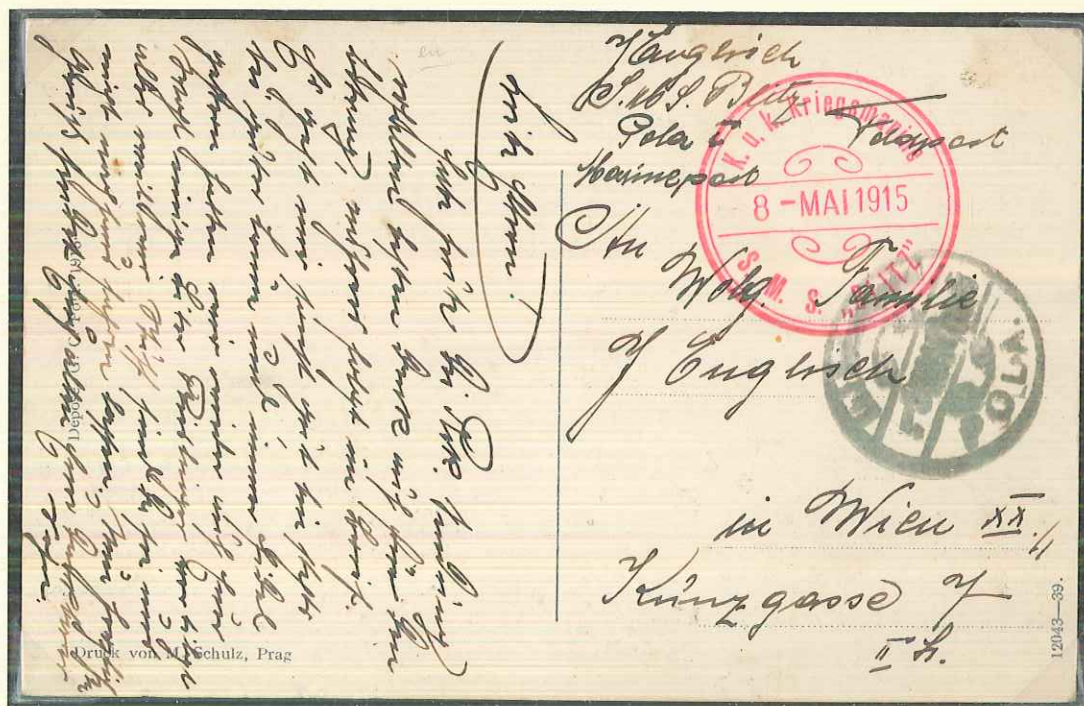
19/01/1914 she was decommissioned at Pola. 18/07 She was commissioned. 21/07 Sailed from Pola. 22/07 Arrived at Cattaro-bay. She navigated on waters of the Bay of Cattaro. 1/09 she put to sea against the French Fleet. 19/09 Put to sea again. 29/11 Chased an enemy submarine in Cattaro-bay.

19/01/1915 Chased an enemy submarine. Did same thing on 31st/01 and 4th/02. 29/04 Sailed from Cattaro and went to Sebenico. 30/04 Arrived at Pola, where she was docked for repair. 15/05 Sailed from Pola with mines on her deck for Cattaro.

In 1916 served in Cattaro-bay. 16/12 Sailed for Pola. 18/12 Arrived at Pola, where she was on local guard duty. In 1917 served in Pola and cruised off port on every third day. 27/02 Sailed again for Cattaro. 26/05 Laid mines before Antivari. 9/09 Arrived at Pola. Later in the year cruised off Istria and did escorting duty.

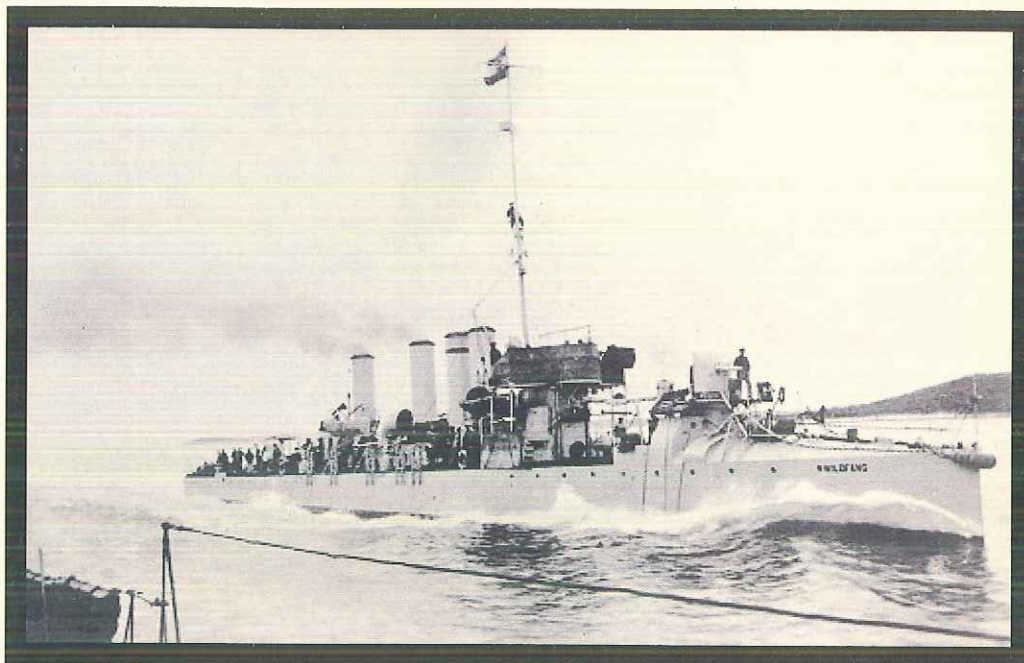
In 1918 stationed at Pola and escorted convoys.

In 1920 she was allocated to Italy on condition that they have to scrap her within six years.



PPC sent 8/05/1915 to Vienna. Circular ship's cachet in red and dated cancel of Pola in black.

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



DESTROYERS

Ship Name	Strength in August 1914	Wartime Additions	Lost	Compli- ment
Meteor	*			61
Blitz	*			61
Komet	*			61
Magnet	*			80
Planet	*			84
Satelit	*			80
Trabant	*			84
Csikos	*			65
Dinara	*			65
Huszar	*			65
Pandur	*			65
Reka	*			65
Scharfshutze	*			65
Streiter	*		*	65
Turul	*			65
Ulan	*			65
Uskoke	*			65
Velebit	*			65
Wildfang	*		*	65
Balaton	*			99
Czepel	*			99
Lika	*		*	99
Orjen	*			99
Tatra	*			99
Triglav	*		*	99
Warasdiner		*		76
Dukla		*		113
Lika (2)		*		113
Triglav (2)		*		113
Uszok		*		113

S.M.S. "PLANET"

Light Cruiser - Helgoland Class

SMS Planet - Austro-Hungarian Destroyer (Torpedo Gunboat) of the late 19th Century. One of the vessels purchased from foreign shipyards in a search the ship most suited to the needs of the KuK Navy. Planet survived WWI and was awarded to Italy where she was scrapped In 1920.



Envelope from SMS PLANET to Villach, 19 February 1917. Violet ship's cachet and censor mark and dated POLA cancellation.



PPC from SMS PLANET to Segesvar, Romania, 25 September 1917. Violet ship's cachet and censor mark and dated POLA cancellation.

As envisaged by the Navy Commander, Vice Admiral Maximilian Daublebsky von Sterneck, Tiger would have a reinforced bow for ramming as well as torpedoes for attacking larger warships. She also would be small and fast enough to undertake patrol and reconnaissance duties. Tiger's design encompassed three weapons that fascinated naval theorists of the day—the ram, the torpedo, and the gun.

[illegible]

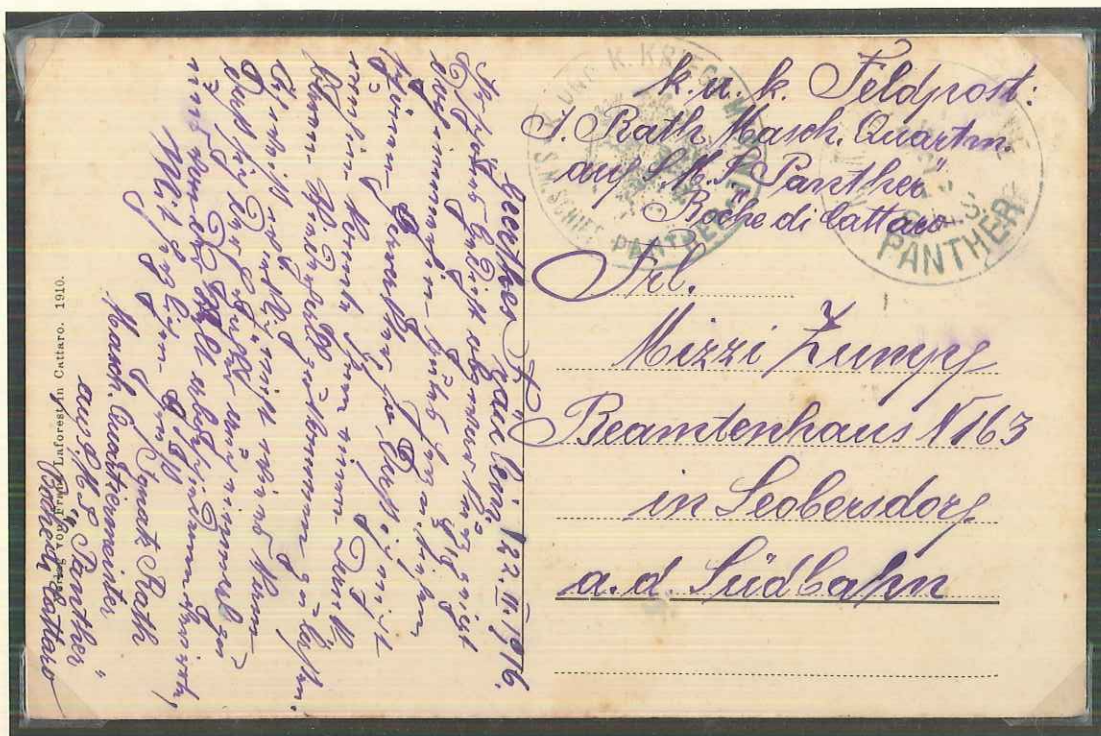
On 16th February 1909 the "German" gun-boat 'Tiger' is recorded visiting Lahadatu, British North Borneo, Kapiten Ackerman in command, the Prince of Hesse was a Midshipman on board. She stayed for two days and left for Manila on 19th February.

In 1915 Lacroma was completely disarmed and handed over to the new Yugoslav Navy in 1919.

She was ceded to Italy in 1920 and scrapped there.

S.M.S. "PANTHER"

Torpedo Ram Cruiser



PPC written and sent during its time of duty in Cattaro 22/02/1916. It bears both the ships cachet and a single-circle dated handstamp of the styles illustrated above right.



Letter, on which postage of 3 heller was paid, sent from the ship to Troppau on 2/08/1906; 3 heller was the correct rate for printed matter. The cover is so marked in both German, *Drucksache*, and French, *Imprime*. The back of the cover bears a Troppau arrival mark date 5/08/1906.

S.M.S. "PANTHER"

Torpedo Ram Cruiser



SMS Panther, the sister ship of the Leopard, was launched on 13 June 1885. Upon completion, Panther was leader of a torpedo boat flotilla. Panther and Leopard represented Austria-Hungary at the Barcelona World's Exposition in 1888. In 1891 Panther's four 4.7cm guns were replaced with ten newer-model guns of the same caliber. She was reclassified as a 3rd Class cruiser in 1903 and as a small cruiser (Kleiner Kreuzer) in 1909. Also in 1909, the aft torpedo tube was removed and four 6.6cm guns added to her armament.

When the First World War began in 1914, Panther was moved from Trieste to Cattaro. She took part in the bombardment of enemy batteries on Mount Lovcen, which dominated Cattaro Bay, on 9 September 1914 and 8/9 January 1916. In May 1917 she was moved to Pola as a seagoing training ship for the submarine commander's school.

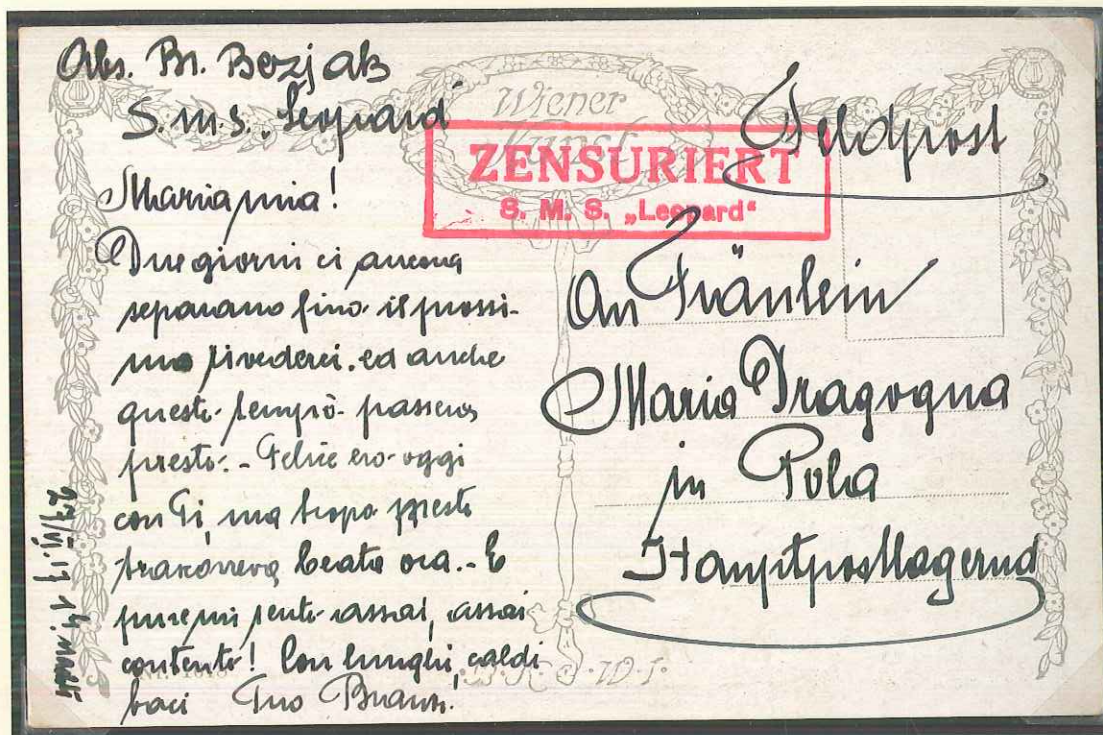


PPC written 9.05.1918 and sent to Pöggstall near Melk in Lower Austria. It bears a straight-line cachet of the ship and a base datestamp of Pola dated 11/05/1918.

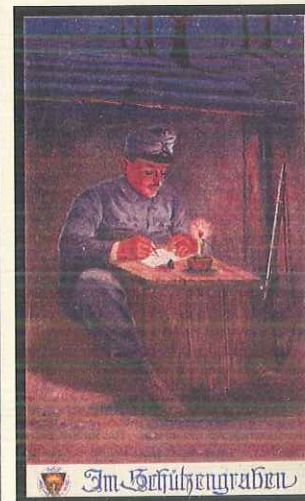
Panther was withdrawn from service in October 1918 only weeks before the collapse of the Austro-Hungarian Empire. Allocated to Britain as a war reparation in 1920, she was immediately sold and scrapped in Italy

S.M.S. "LEOPARD"

Torpedo Ram Cruiser



PPC written 27/06/1917 and sent ashore to a Fraulein in Pola. It bears red boxed censor mark which includes the ship's name.

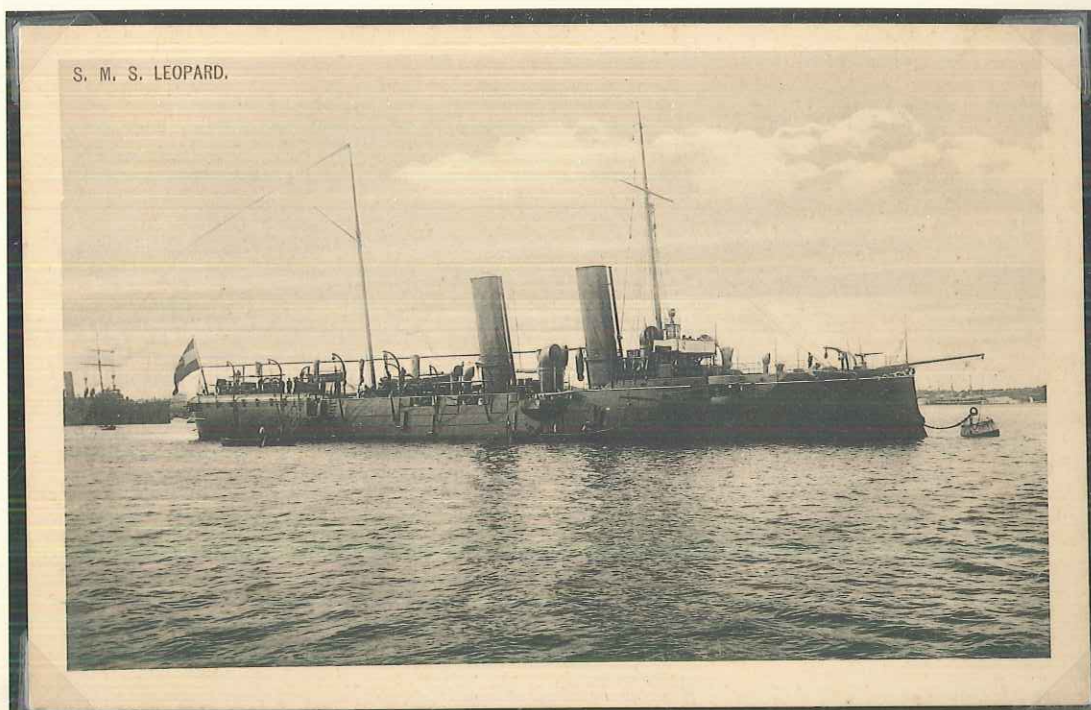


"In The Trenches"

PPC to another Fraulein, this time in Graz, dated 8/01/1916. It bears a dated ship's cancel in violet as well as the base postmark of the following day.

S.M.S. "LEOPARD"

Torpedo Ram Cruiser



SMS *Leopard* was a so-called "torpedo ram cruiser" (*Torpedo-Rammkreuzer*) of the Austro-Hungarian Navy. She and her sister ship, SMS *Panther*, were part of a program to build up Austria-Hungary's fleet of torpedo craft in the 1880s.

The Austro-Hungarian Navy Commander, Vice Admiral Maximilian Daublebsky von Sterneck, outlined in a memorandum of 8 September 1884 the requirements for a torpedo ram cruiser. Such a vessel should have a reinforced bow for ramming as well as torpedoes for attacks on larger warships. The cruisers would also be small and fast enough to undertake patrol and reconnaissance duties.

When funds for two vessels were approved by the Austro-Hungarian Reichstag, bids were solicited from British builders. The order went to the firm of W.G. Armstrong of Elswick, Newcastle upon Tyne, and its chief designer, William White, afterwards the British Director of Naval Construction from 1885 to 1902.



Feldpost card written 1.07.1915 and sent to Budapest. It bears a single-circle dated cancel of the ship SMS *Leopard* as well as a bridge-type cancel of the base office in Pola.

Upon completion, *Leopard* was leader of a torpedo boat flotilla. She and *Panther* represented Austria-Hungary at the Barcelona World's Exposition in 1888. In 1891 *Leopard*'s four 4.7cm quick-firing guns were replaced with ten 4.7cm guns.

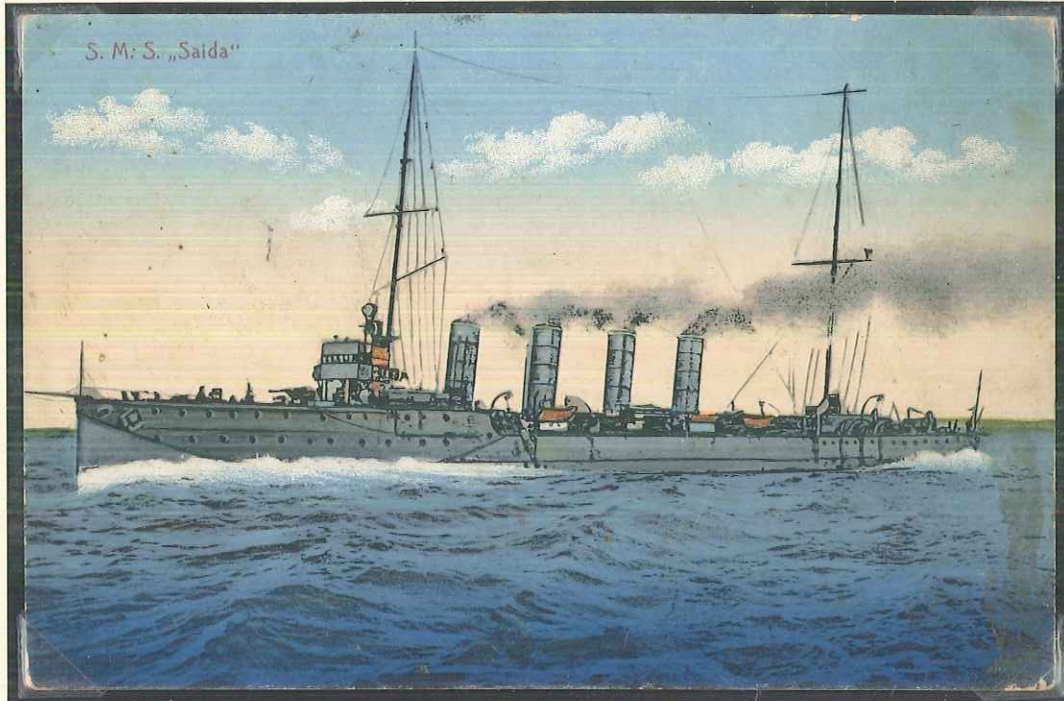
Leopard was taken out of service and placed in reserve in 1910. The *Panther*, however, was used for shore bombardment and as a seagoing training ship during the First World War, and was decommissioned only weeks before Austria-Hungary's collapse. In the spring of 1915 *Leopard* briefly served as a training ship for the torpedo school. She was employed for subsidiary local defense at Pola from May 1915 to November 1918. Both ships were then allocated to Britain as a war reparation in 1920, but subsequently sold and scrapped in Italy.

S.M.S. "SAIDA"

Light Cruiser - Helgoland Class

SMS Saida was a rapid cruiser (light cruiser) of the Imperial Navy. She was numerically the second unit of the improved Admiral Spaun Class (or the Helgoland Class) and the third ship to carry that name. Identical to the lead ship SMS Helgoland, the Saida was put down on the 9 September 1911 at Cantiere Navale Triestino in Monfalcone, Triest. She was launched on 26 October 1912 and commissioned on 1 August 1914. Although the keel of the Saida was laid down six weeks before that of the Helgoland, it was not taken as the lead ship, since the Helgoland had been the first to be granted planning permission.

The name Saida refers to a port in today's Lebanon, the scene in 1841 of joint Ottoman/British/Austrian naval action.



Together with the Tatra class torpedo boats they were ideally suited to the naval warfare of the Adriatic sea. Numerous fast raids on Italian ports were undertaken, the most spectacular action was the successful attack of Novara, Helgoland, and Saida on the Otranto Barrage on 15 May 1917; the three cruisers, along with two destroyers and three German U-boats sank 14 trawlers.

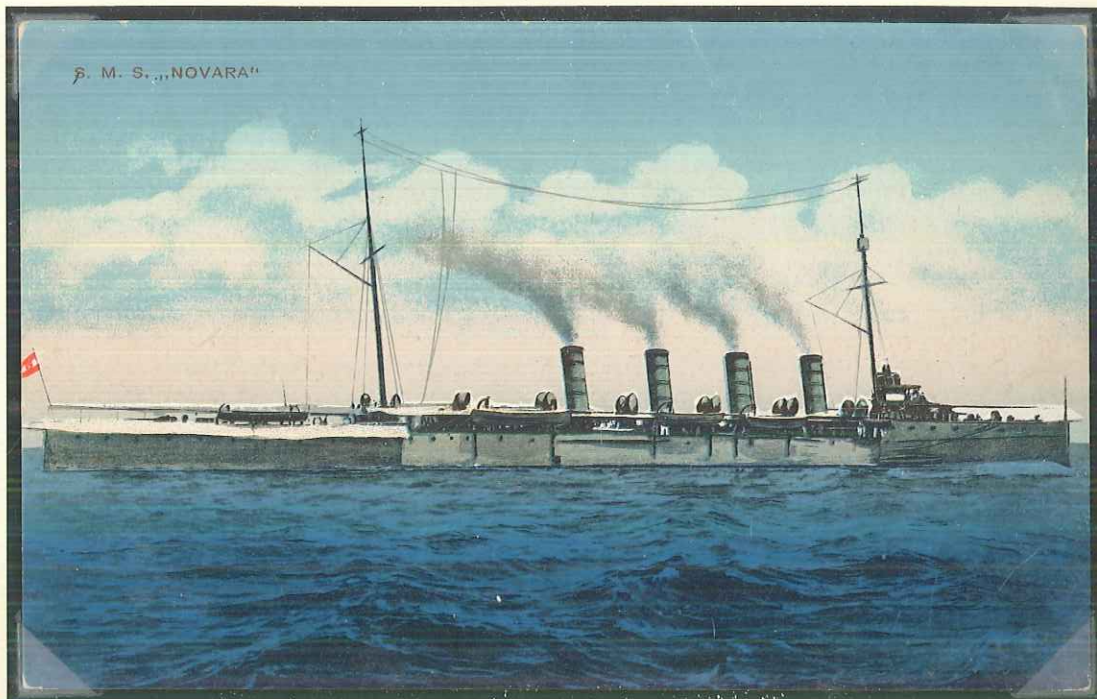


PPC, of Castelnuovo in Montenegro, sent to Pilsen, Bohemia on 16/03/1916. It bears a cachet of the ship Saida as well as the vessel that would have carried the mail, the Monarch, 17/03/1916.

After the war the ships were given to the victorious Entente powers: France incorporated Novara under the name Thionville into its fleet (scrapped in 1942). Italy took over Helgoland and Saida and re-named them as Brindisi and Venezia.

The Saida saw extensive service under the Italians. Firstly, in the Aegean, taking over the naval command of the Dodecanese in 1922, engaging in the retreat of Italian troops from Anatolia, Izmir, Rhodes and Messina in 1922/23 and subsequently in the Italian Colonies in East Africa. She finally became an accommodation ship in the 30s, being scrapped in 1937, probably in Genoa.

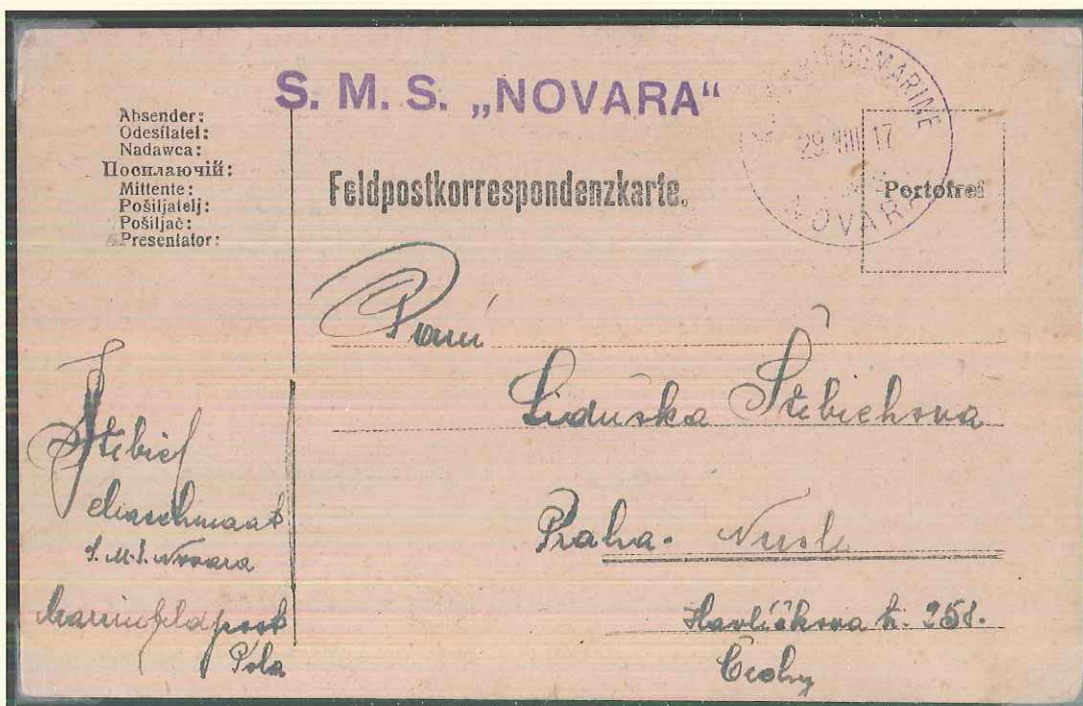
S.M.S. "NOVARA"
Light Cruiser - Modified Admiral Spaun Class



The cruiser *Novara* was constructed in 1912 at the Danubius yard in Fiume. She was built to an improved Admiral *Spaun* class design. She was launched on 15th February 1913 and became the flagship of Admiral Miklós Horthy, later regent of Hungary.

The vessel took part in the attack on the Otranto Barrage on 14/15 May 1917, during which 14 Allied trawlers were sunk. *Novara* was slightly damaged when an Allied shell fractured one of her steam pipes, leading to a loss of power. She limped home.

Novara was given to France following the end of World War I. The ship was renamed *Thionville* and incorporated into the French fleet. She was scrapped in 1933.



FPC sent 29/08/1917 to Prag. Striaght line ships cachet in violet and dated single circle cancel of the ship in black.

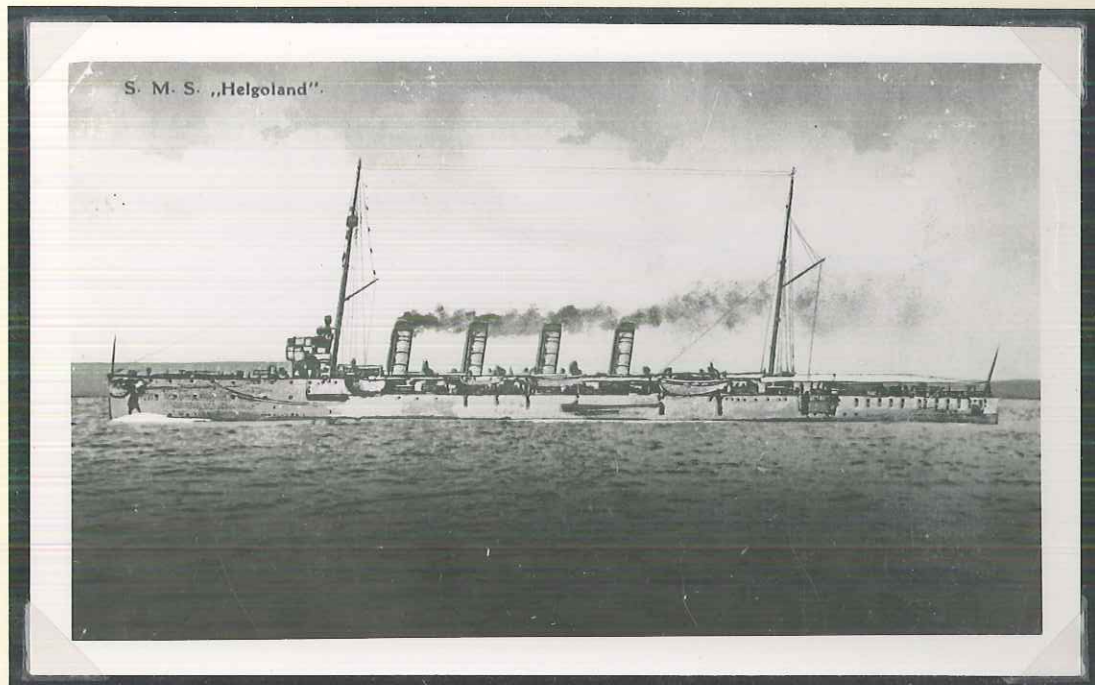
S.M.S. "HELGOLAND"

Light Cruiser - Helgoland Class

When, in March 1911 Austria-Hungary had decided on a program of modernisation of its fleet, a light cruiser (in Austria also called a Rapid cruisers), the Helgoland, was included. This was to be based on an improved version of the Admiral Spaun Class of 1906.

The keel laying took place on 28 October 1911 at the Danubius shipyard in Fiume. She was launched on 23 November 1912 and commissioned on 29 August 1914.

Modern reproduction
of an old photograph.



Along with her sister ships, the Novara and Saida, she was involved in the successful attack on the Otranto Barrage on 15 May 1917.



Feldpost card sent to Vienna in 1915. It carries a dated, single-circle handstamp of the ship Helgoland., dated

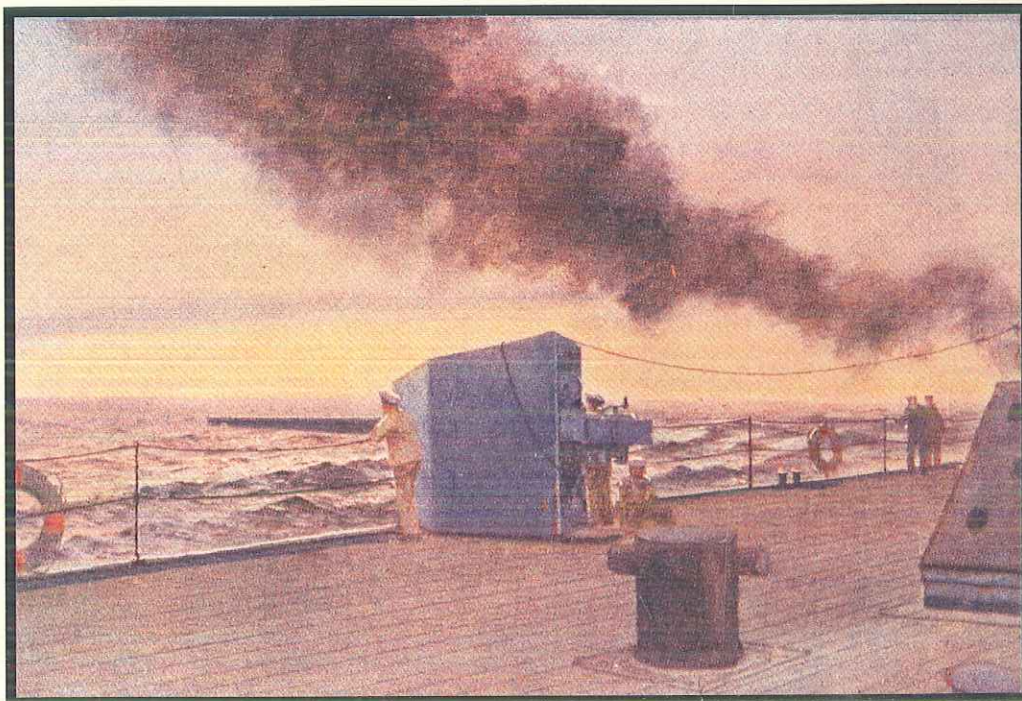
After the war the ships were given to the victorious Entente powers: France incorporated Novara under the name Thionville into its fleet (scrapped in 1942). Italy took over Helgoland and Saida and re-named them as Brindisi and Venezia.

Unlike the Saida, the Helgoland did not see much active deployment once in Italian hands. She became a staff ship in the late 20s and after a few special tours, was deployed as an accommodation ship at various ports such as Ancona and Pola. She was scrapped in 1937, probably in Trieste.

S.M.S. "HELGOLAND"
Light Cruiser - Helgoland Class



PPC sent 10/08/1918 to Lisznyo, Hungary. Mailed through the Military base post office in Cattaro. It bears a straight-line cache of the ship in violet and the dated cancel of the base post office "Etappenpost 267"

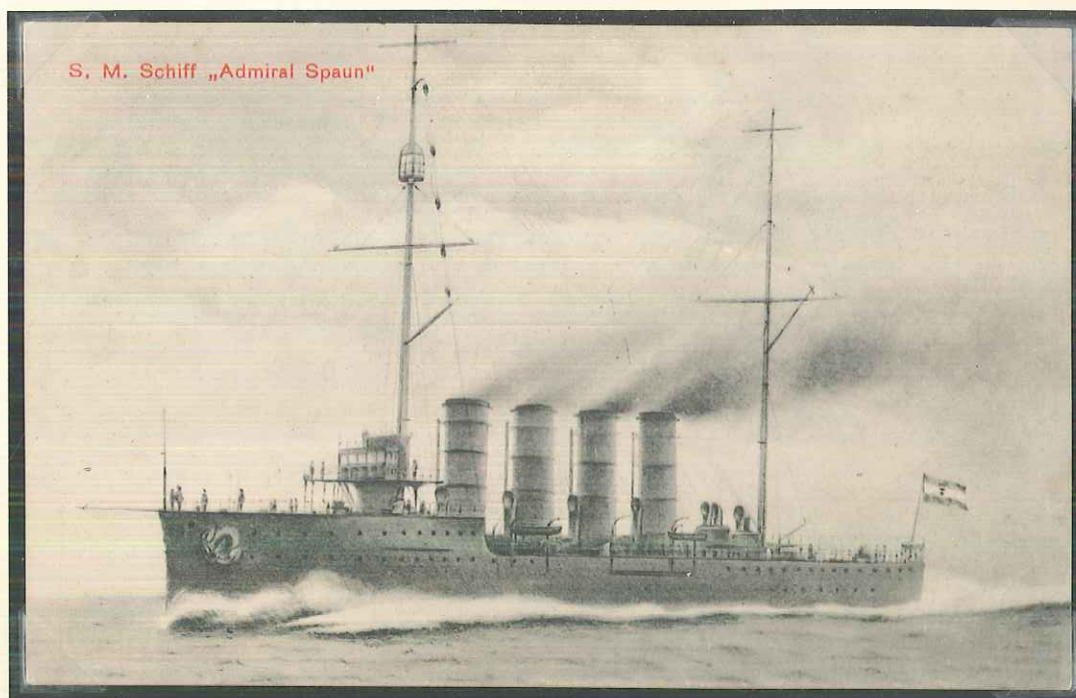


Picture Side of the card above

Battle in the Straits of Otranto on 15 May 1917;

"Ready for action."

S.M.S. "ADMIRAL SPAUN" Light Cruiser - Admiral Spaun Class

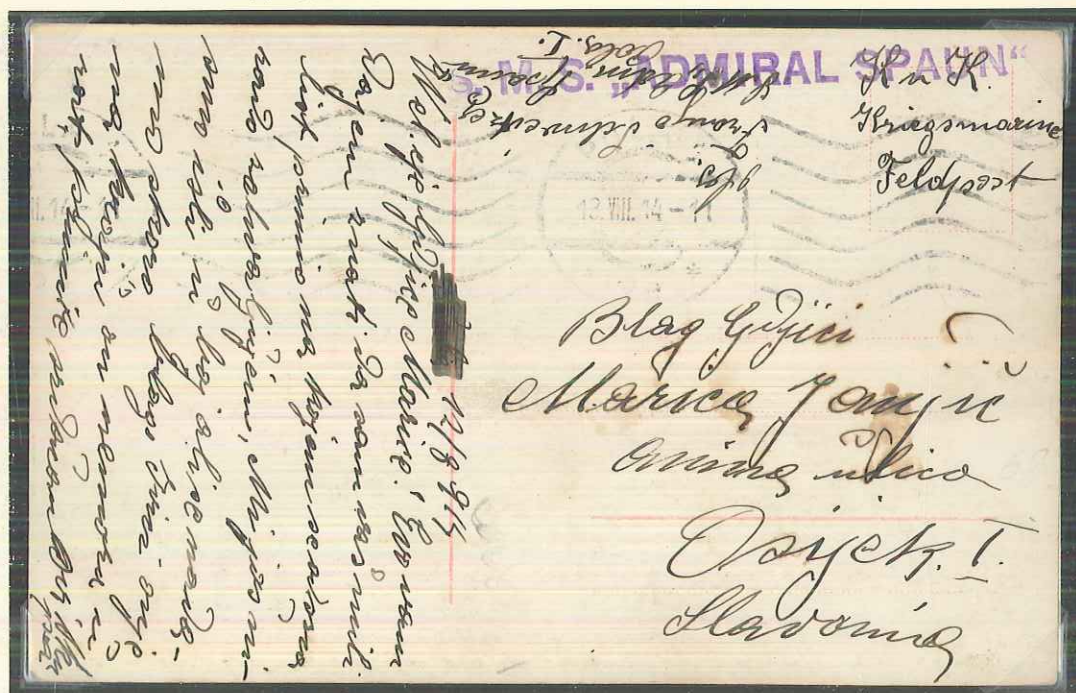


SMS *Admiral Spaun* was a unique light cruiser of the Austro-Hungarian Navy. Three other ships were built to similar specifications but with different propulsion, and increased armament.

Around the turn of 19/20th century major navies had started to build fast scout cruisers like British *Pelorus* class cruiser or Italian *Quarto*. Design of the new Austro-Hungarian ship started in 1906 and it was commissioned in 1910. The ship was fast 3,500 tons turbine driven scout with light belt armour. The complement was 328 officers and men.

Wartime experience showed the 100 mm guns were inferior but plans to re-equip the ship were turned down. In 1915 the number of torpedo firing tubes was increased to 8.

Admiral Spaun saw active service during First World War. After the war the ship was transferred by Italy to Venice and participated in the Italian V-Day fleet parade on 25 March 1919. Later, it was given to the Great Britain as a part of reparations and sold to an Italian company for scrapping (1922).



PPC written 12/08/1914 and sent to Osijek in Slovenia. Straight-line cachet in violet and Pola machine cancel of the same date.

The ship was named after Hermann von Spaun (1833-1919), who, from 1897, was commander of both the Austro-Hungarian Navy and the navy section of the K.u.K. Ministry of War. Spaun stepped down in 1904 as a protest against redirecting large part of Navy funds to the army, the position was taken by Rudolf Montecuccoli. It was the first time that an Austro-Hungarian Navy ship was named after a living person outside of the Habsburg family; Spaun was present at the naming ceremony.

S.M.S. "ADMIRAL SPAUN"
Light Cruiser - Admiral Spaun Class

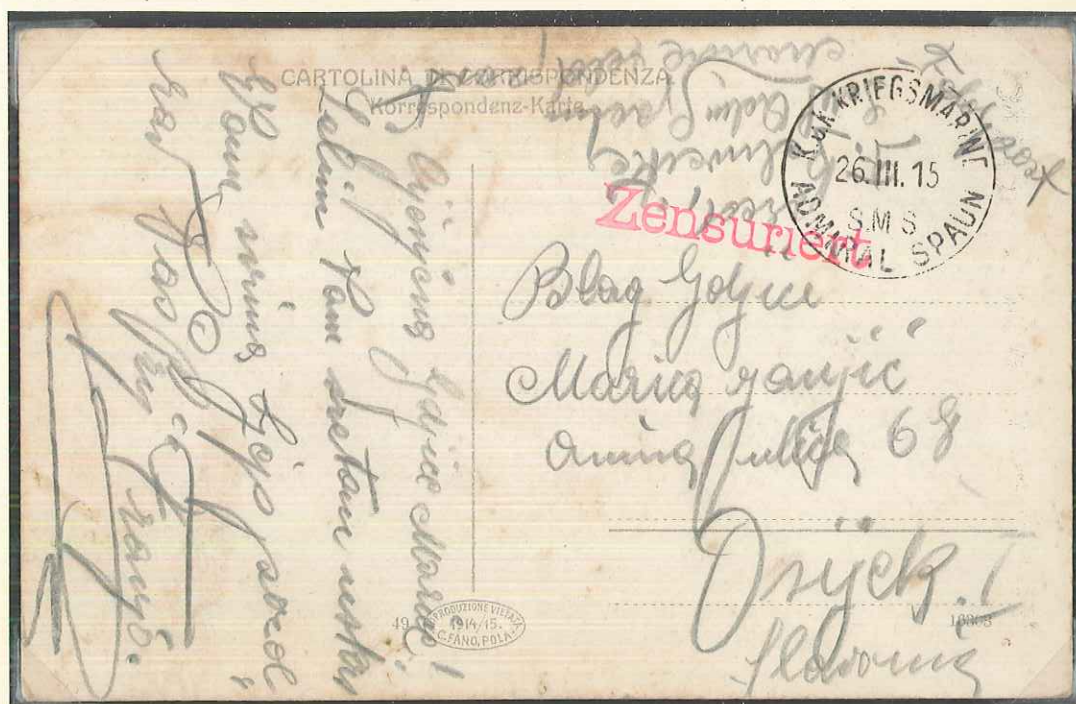


Multi-lingual Feldpost card, emphasising the diversity of ethnicity amongst the men, written from a son to his mother in Linz, Upper Austria. Cancelled on board ship in black with a single circle, dated canceller and again on shore in Pola on the same date with a bridge-type canceller, counter letter "c".



Another Feldpost card this one written in 1916 and sent to Vienna. The style and colour of the card have changed. There is now a boxed "Portofrei" in the top right corner and the Ruthenian interpretation has been added to the sender panel. The card carries the same single-circle, dated ship's cancel and that of the office in Pola, again counter letter "c".

S.M.S. "ADMIRAL SPAUN"
Light Cruiser - Admiral Spaun Class



Easter card sent 26/03/1915 to an address in Osijek. The card bears only the single-circle, dated ship's cancel. The card has been examined by the Censors and a red "Zensuriert" mark applied.

"HAPPY EASTER"

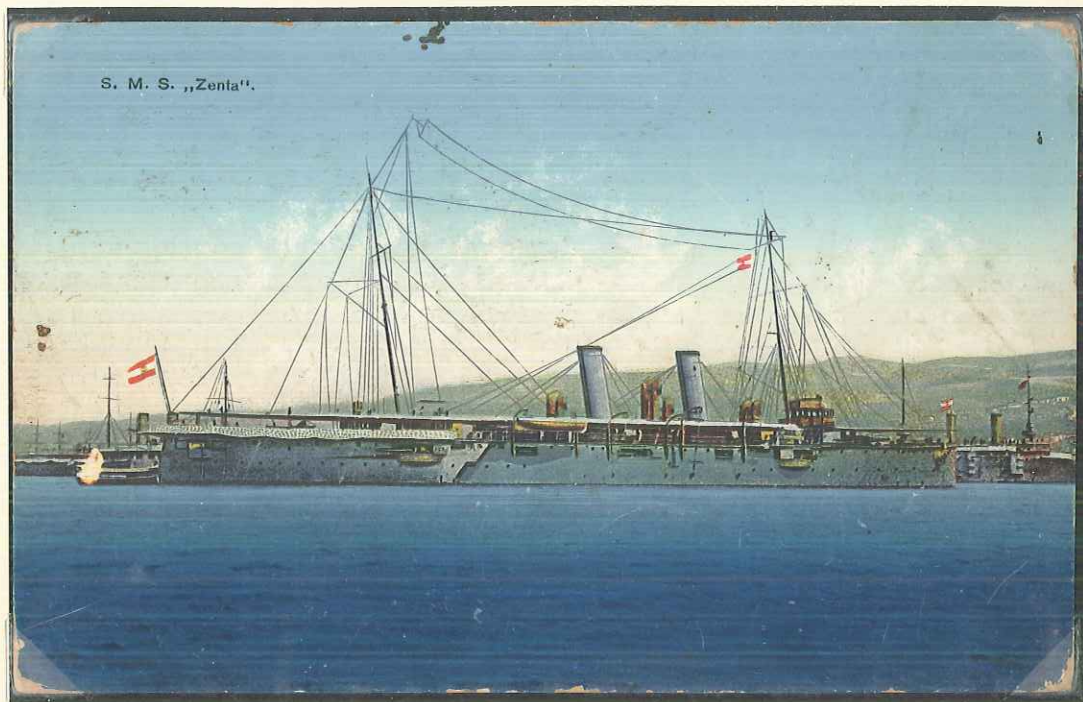
in Hungarian, German, Italian and
Croat.

In 1915 Easter Sunday fell on
April 4th.



Picture Side of the card above.

S.M.S. "ZENTA"
Protected Cruiser - Zenta Class



SMS Zenta was a small protected cruiser built for the Austro-Hungarian Navy in the late 1890s. She was lead ship of her class and named after the town of Senta. Zenta was conceived to show the flag abroad. was laid down at the Pola Naval Arsenal on 8 August 1896 and she was launched on 18 August 1897. The ship was completed on 25 May 1899, commissioned three days later, and left Pola on 10 November 1899 for a cruise to Asia, calling at Port Said, Suez, Aden, and Colombo and reaching Singapore in January 1900 where she stayed for 14 days, continuing her voyage to Hong Kong, Macau, and onwards to Shanghai.

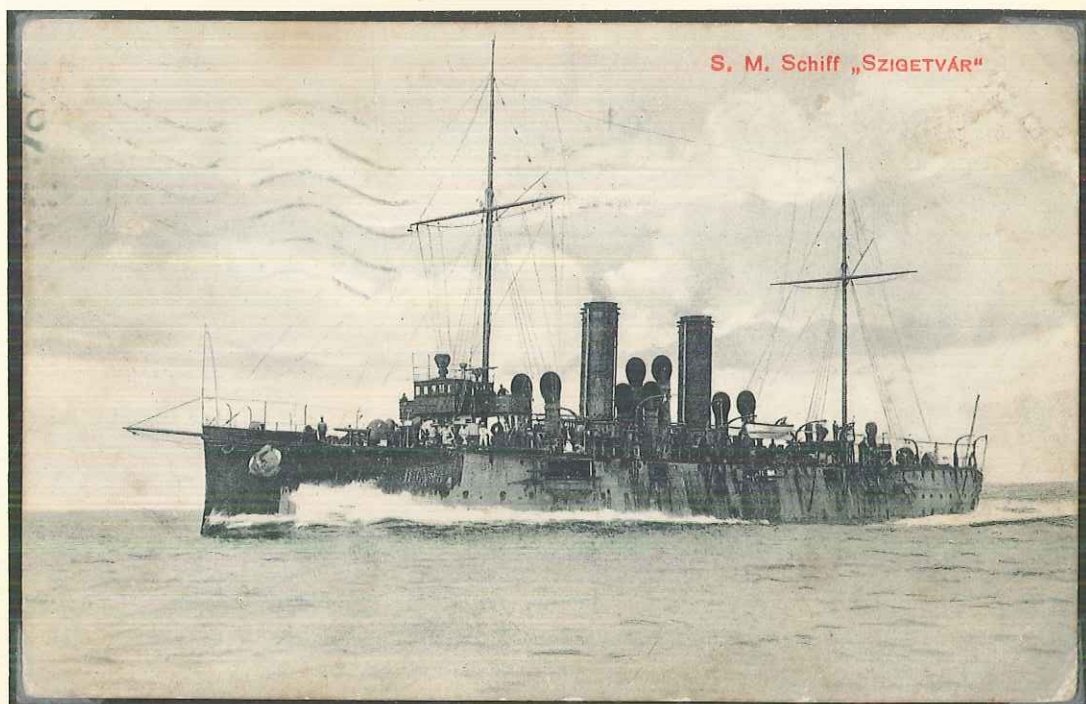
News reached Austria-Hungary that the Boxer Rebellion in China was fast getting worse. Zenta was recalled to assist in the evacuation of international embassy staff. She returned home in December 1901 and was placed in reserve until October 1902 when she was sent on another foreign tour to Cape Town. From there she sailed for South America, to Montevideo and then to Buenos Aires, arriving in May 1903. She then went to Rio de Janeiro in June before heading back across the Atlantic, visiting among other ports Funchal, Cadiz, Tangier, Malaga, Tunis and Corfu prior to returning home to Trieste. Thereafter she was placed in reserve and partook in annual naval exercises until the outbreak of the First World War.

On 16 August 1914 the combined Anglo-French Fleet made a sweep of the Adriatic Sea. Zenta was escorted by a destroyer blockading the coast of Montenegro. She was trapped by seventeen French and British naval units consisting of battleships and armoured cruisers, which prevented her escape North. After allowing the destroyer SMS Ulan to get away, she was sunk by gunfire during the Battle of Antivari off the coast of Bar, Montenegro, with the loss of 179 lives. Surviving commander Paul Pachner, officers and crew swam ashore and were interned until 1916 (the Anglo-French Fleet did not attempt to rescue any survivors).



PPC sent 25/06/1903 from Brazil to Bohemia. Circular dated ship's cachet.

S.M.S. "SZIGETVAR"
Light Cruiser - Zenta Class

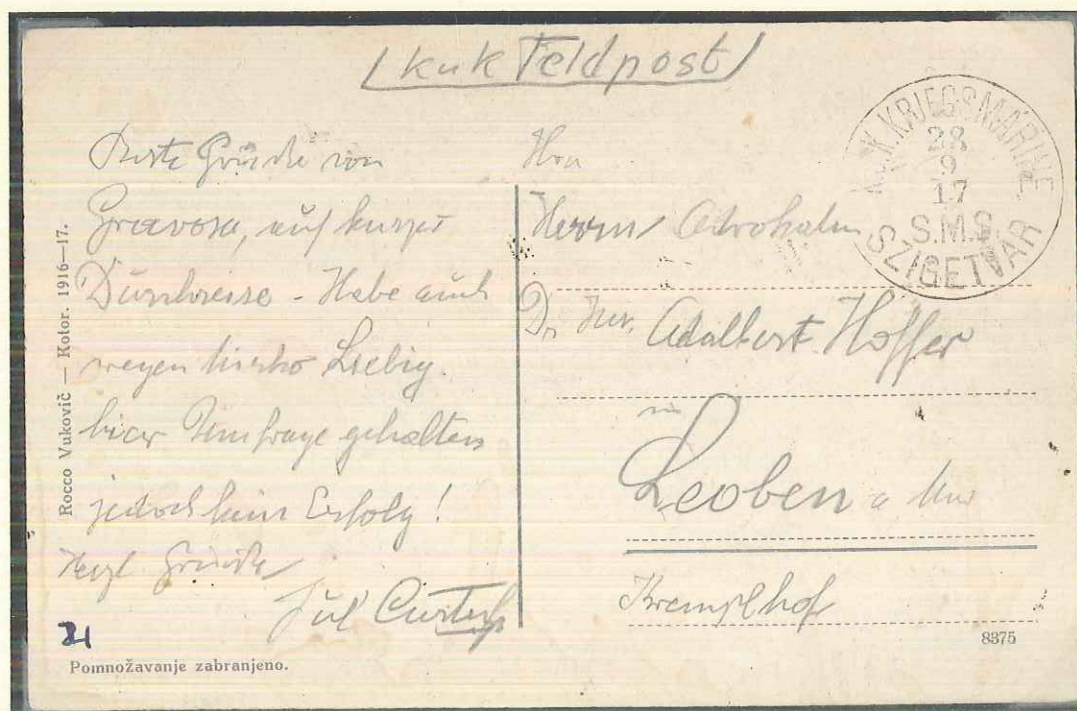


SMS Szigetvar was the third of the Zenta Class Cruisers to be built. Her keel was laid down in the naval arsenal at Pola on the 26th of May 1899. She was launched on the 29th October 1900 and commissioned on the 30th September 1901.

In 1901/2 she undertook friendly visits to North America and Europe and in 1905 she took part in the demonstration fleet in the Levant. In 1907 and again in 1912 she was on detachment to East Asia as well as acting as the station ship at Constantinople between 1910 and 1914.

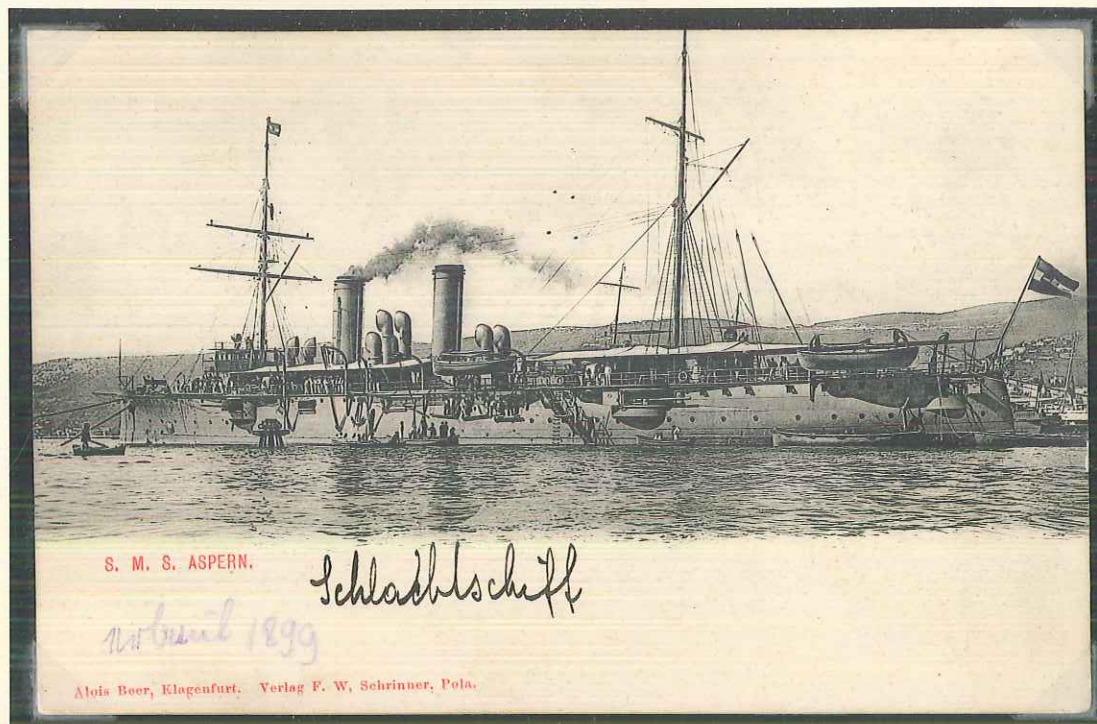
In 1914 together with the Zenta, she was engaged in patrols along the Montenegrin coast and in 1915 in an action bombarding the Italian coast and the cities of Rimini, Pesaro and Metauro.

She was disarmed in 1918 and served as a floating barracks and training school for the Seeminenkommando in Pola. She was awarded to Great Britain at the end of the war and in 1920 was sold to Italy for scrap.



PPC sent 28/9/1917 to Leoben.Bohemia. Circular dated ship's cancel in black.

S.M.S. "ASPERN" Light Cruiser – Zenta Class



The Zenta class, designed by Siegfried Popper, were built to comply with the demand for a ship with a large radius at relatively high velocity and so meet the conditions for intelligence or security service in overseas territories. As Austria-Hungary laid the keel of this class, Italy already had three, Germany six, France five and Great Britain 33 of these ships. This again highlighted the awkwardness and the snail-like pace at which the Austria-Hungarian administration used to work - the ships of this class were already outdated and would need to be replaced in 1910. Nevertheless, they were there at the beginning of the war, combat-ready, even if of little value; they had minimal involvement in combat operations.

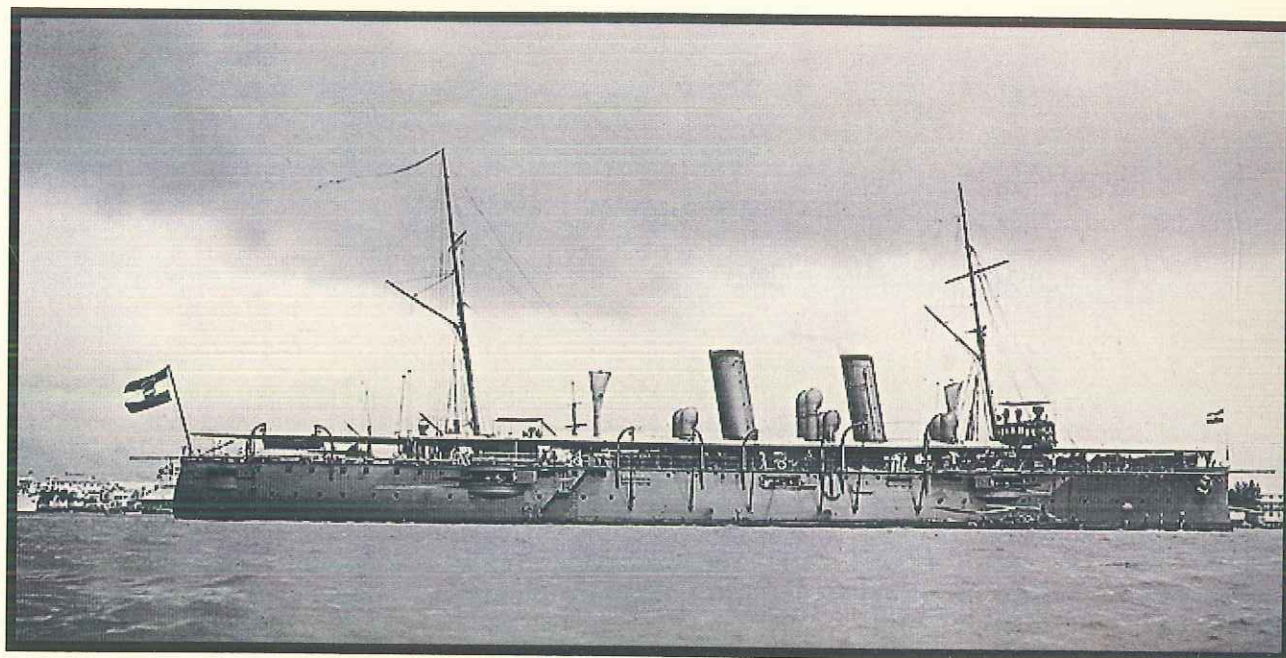
The **Aspern** was to face long delays during its building. The keel of the cruiser was laid down on 4 October 1896 in the naval arsenal at Pola, the launch took place on 3 May 1899 and the fitting out completed on 29 May 1900. She was soon to see action, participating in the putting down of the Boxer Rebellion in the summer of 1900 and became a station ship in East Asia between 1903 and 1905. She visited the US in 1907 as part of the 300th anniversary of Jamestown, returning to duties as a station ship between 1909 and 1910, this time in Trieste.



She saw a little action in WWI. In 1914 she was deployed in patrols in the Adriatic and in 1916, whilst as a support vessel, she was engaged in a 45 minute gun battle with HMS Liverpool, the Italian cruiser Nino Bixio and eight Italian destroyers; no own damages or losses were sustained.

For a brief period in 1918 she was used as a barge Seeminenkommandos in Pola, but by the end of the war she was out of service. In 1920 she was awarded to Great Britain and was subsequently sold to Italy and scrapped.

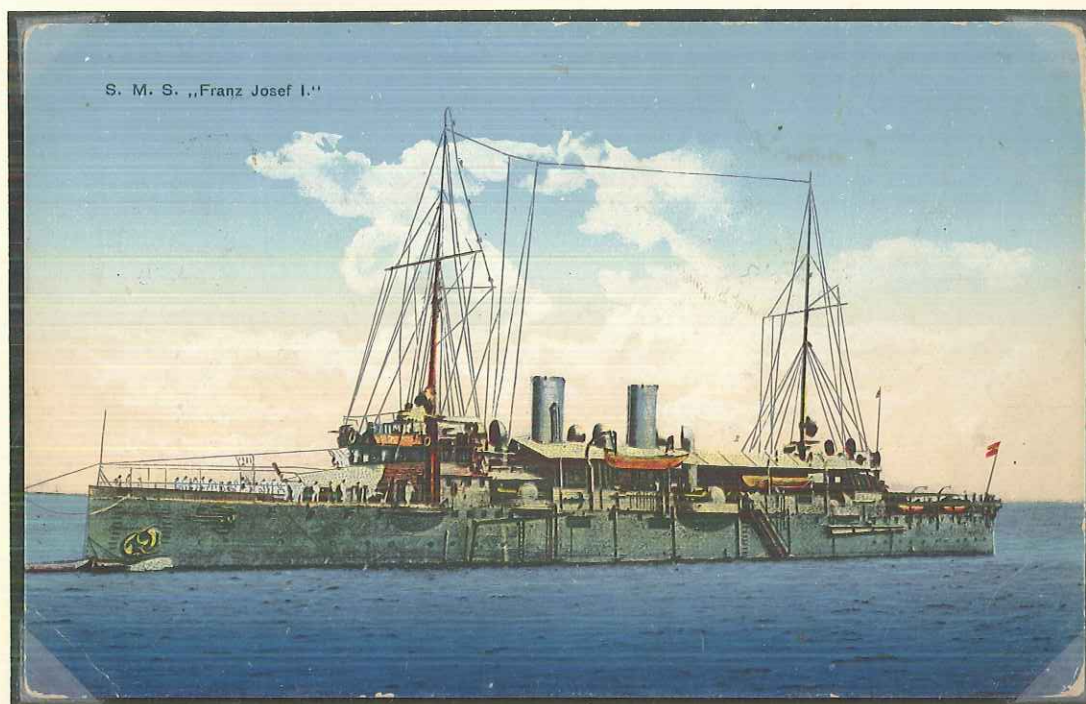
K.u.K.KRIEGSMARINE - THE AUSTRO-HUNGARIAN NAVY



LIGHT/SCOUT CRUISERS

Ship Name	Strength in August 1914	Wartime Additions	Lost	Compli- ment
Aspern	*			304
Szigetvar	*			305
Zenta	*		*	305
Admiral Spaun	*			327
Helgoland		*		340
Novara		*		340
Saida		*		334

S.M.S. "KAISER FRANZ JOSEF I"
Protected Cruiser - Kaiser Franz Josef I Class



SMS Kaiser Franz Josef I was built as a reply to the Italian cruisers *Giovanni Bausan* (1883) and *Etna* (1885). She was built by the Stabilimento Tecnico yard in Trieste and launched on the 18th of May 1889.

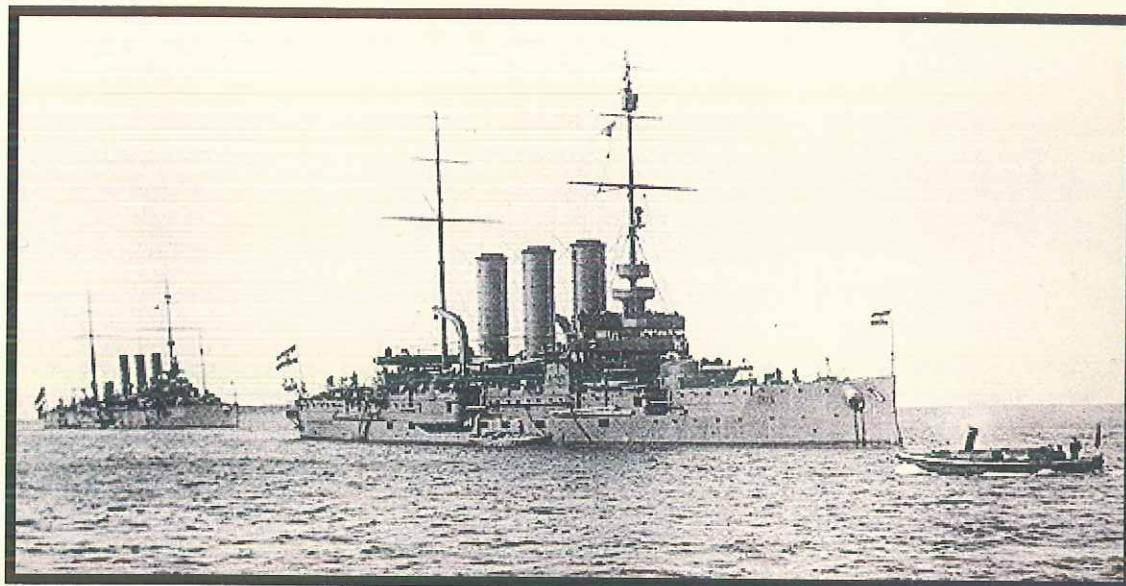
Although *Kaiser Franz Josef I* burned enormous amounts of coal, in 1914 she could still steam at a very fair speed. At the outbreak of the First World War, she was serving with the 2nd Cruiser Division. She took part in the shelling of enemy batteries on Mount Lovčen (which dominated Cattaro Bay) on 9 September 1914 and again on 8/9 January 1916. Later she was assigned to subsidiary local defense service at Cattaro. She was disarmed in 1917 for use as a floating headquarters.

Upon the defeat and dissolution of the Austro-Hungarian Empire, *Kaiser Franz Josef I* was allocated to France as a war reparation. On her delivery voyage, however, she was overloaded with dismantled machinery and foundered in a gale off Kumbor in Cattaro Bay on 17 October 1919. Portions of the wreck were recovered by a Dutch company in 1922 and by Yugoslav salvagers in 1967.



PPC sent 14/12/1914 to Bohemia. Circular ship's cachet in violet and red "PASSIERT" cachet in red.

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



PROTECTED CRUISERS

Ship Name	Strength in August 1914	Wartime Additions	Lost	Compli- ment
Kaiser Franz Josef I	*			441
Kaiserin Elisabeth	*		*	434