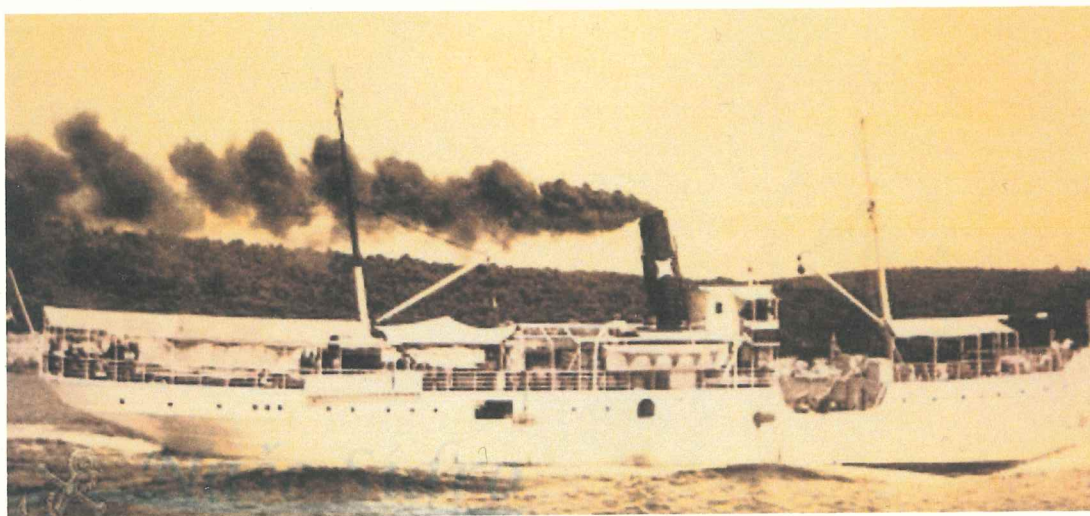


All at Sea

Austro-Hungarian Navy, 1900-1920

Requisitioned ships: *SM Dampfer XIV* (-ex *Bosnia*), owned by Austrian Lloyd.

SM Dampfer XIV* was requisitioned in 1914. Used as transport ship based in Pola. She did runs down the Dalmation coast. Weaponry was installed in 1915. In 1919 she was transferred to Croatia. In 1941 she was confiscated by Italy and renamed *Lissa*. She was sunk in Zara harbour in 1943.



Even the most insignificant vessel had its own specific cachets. These varied from month to month and year to year. In the case of *SM Dampfer XIV* there are 8 listed types, plus 5 supplementary cachets.



Marinefeldpost to Budapest, double ring Sebenico cancel 8.IX.16 with type C2-a *Dampfer XIV* cachet.

All at Sea

Austro-Hungarian Navy, 1900-1920

Crews:

Ratings:

40% Croatian; 25% Italian; 13% Austrian; 10% Hungarian, Slovene, Czech.

Petty Officers:

over 60% Bohemian, Moravian.

Officers:

50% Austrian, 11% Hungarian, 10% Czechs.

Languages:

On board ship, the language of Command was German.

There were ten official languages in the Empire. French was widely used for letter writing by the aristocracy but it was not an official language.

Emperor Franz Josef spoke German, Hungarian and Czech fluently, and could speak Polish, Croatian and Romanian reasonably well.



Lászlóczy Gyula, mariner of SMS Babenberg, dated Christmas Day, 1915

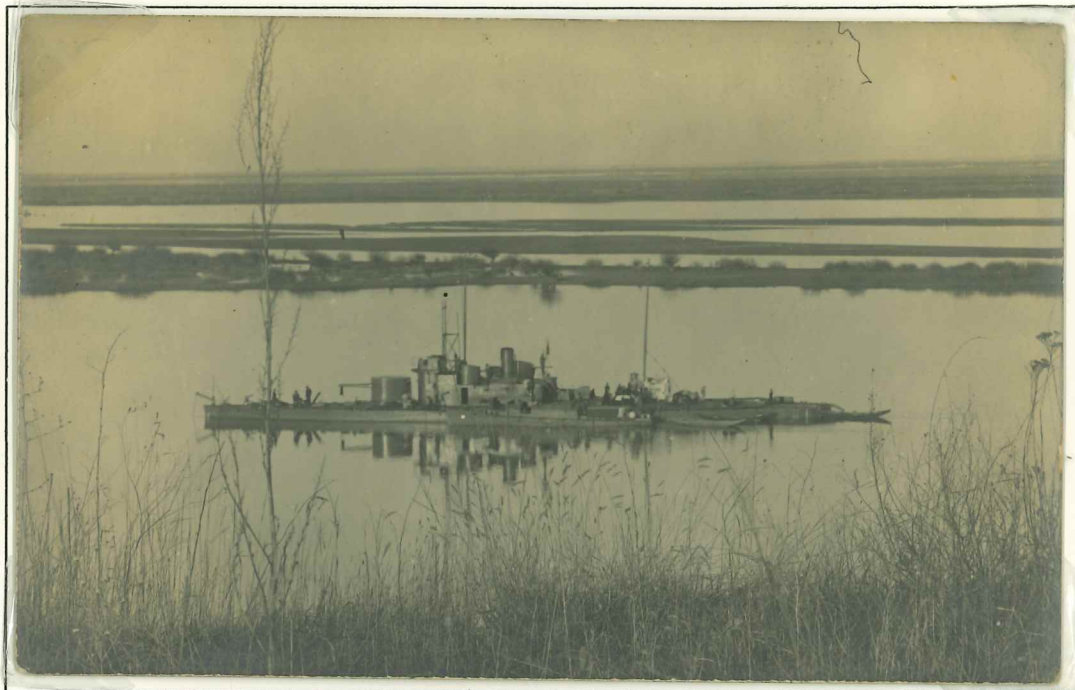


5h franked ppc to Hungary, Pola cancel 8.1.15, rarely seen SMS Delta k.u.k. Kriegsmarine cachet

All at Sea

Austro-Hungarian Navy, 1900-1920

Danube Flotilla: SMS Enns. Armoured river monitor, oil-fired, twin screw, 12.5 knots



SMS Enns was one of a river class designed to support land operations. In action against Serb artillery at Belgrade (1915). Escort for ships returning from Odessa (1918). Captured by SHS* in Dec. 1918. Sunk by German aircraft in 1941.



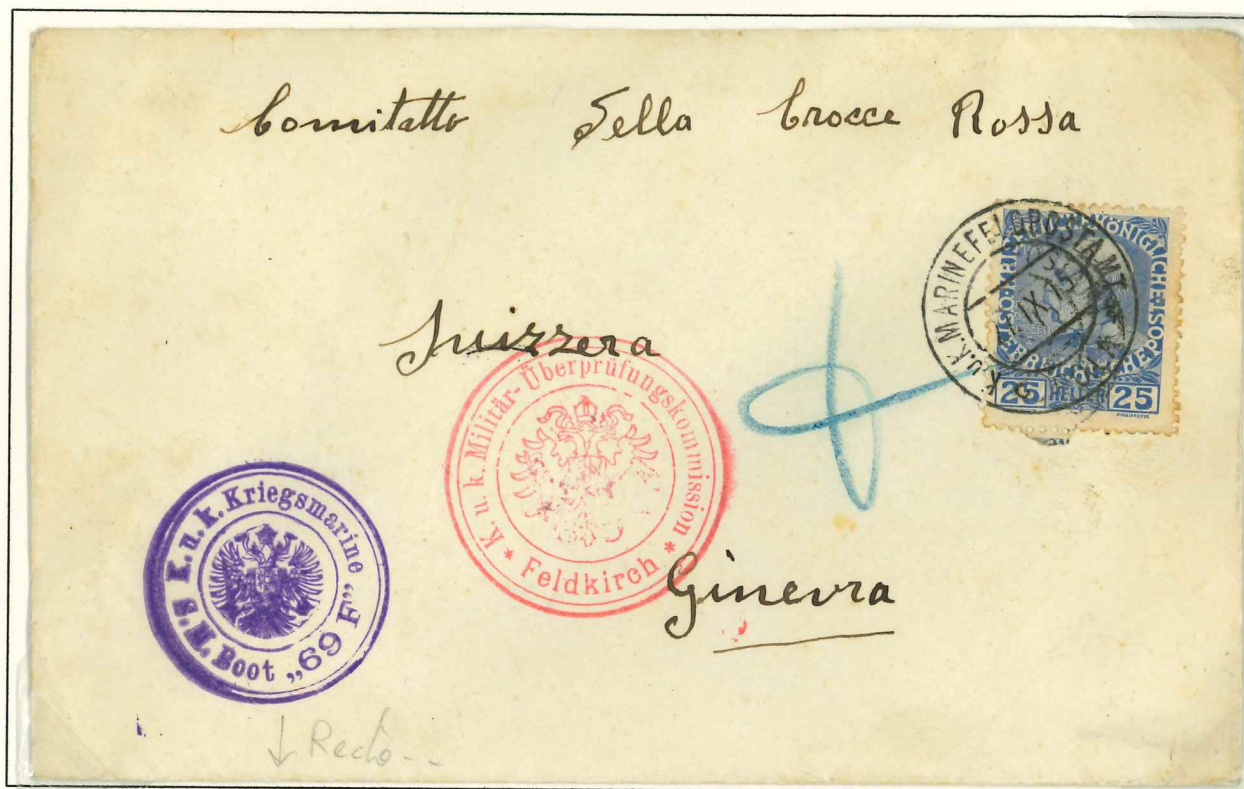
Ms. Feldpost to Újvidék, Hungary, (Budapest) '299 k.u.k. Feldpostant' cancel, 6.IV.17. Blue SMS Enns cachet type C2-e.

*SHS was the Kingdom of Slovenes, Serbs and Croats – a forerunner of Yugoslavia.

All at Sea

Austro-Hungarian Navy, 1900-1920

Warships: Torpedoboats: 100 of these mini-destroyers are listed in the main references.



Letter to the Red Cross, Geneva, franked 25h, tied k.u.k. Marinefeldpostant Pola cancel, 9.IX.15. Purple S.M.Boot, 69F cachet, type C2C-a; supplementary red cachet, k.u.k. Militär-Überprüfungskommission, Feldkirch. Ms 6? to pay?



SM Torpedoboot 69F, launched 1908, sea-going, Kaiman class, speed 27 knots, crew 22 + 3 officers. Main duties: patrols, reconnaissance, occasional mine-laying, mine-seeking. Sold to SHS (Croatia etc) in 1919. Survived until 1936.

All at Sea

Austro-Hungarian Navy, 1900-1920

Sailors off Duty: On shore at base; On board ship.



Goulash soup for the sailors at the base in Fiume, 1915.



Sailors on board with packages from home, reading letters, making cigarettes etc.

All at Sea

Austro-Hungarian Navy, 1900-1920

Ship & Shore Hospitals

The k.u.k. Kriegsmarine had a hospital ship and three land-based hospitals where care for the wounded could be provided.

The larger ships would have had a doctor/surgeon with medical orderlies. Management of casualties on board would have amounted in most cases to the control of bleeding and stabilisation of fractures.

Morphia in some form would have been available on ships where there was a doctor; perhaps on others for use in extremis on Captain's orders.

Operative surgery would have been possible in the larger ships but only in extreme circumstances. It is unlikely that anaesthesia was available, and the giving of fluids into veins to replace blood loss would not have been possible.



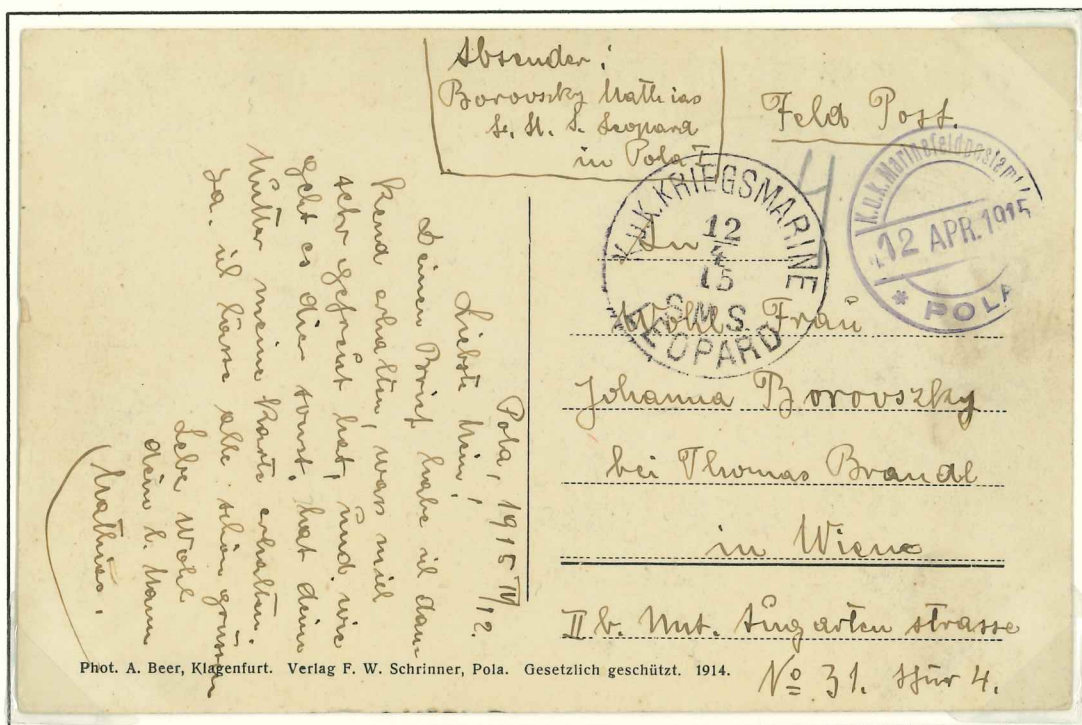
All at Sea

Austro-Hungarian Navy, 1900-1920

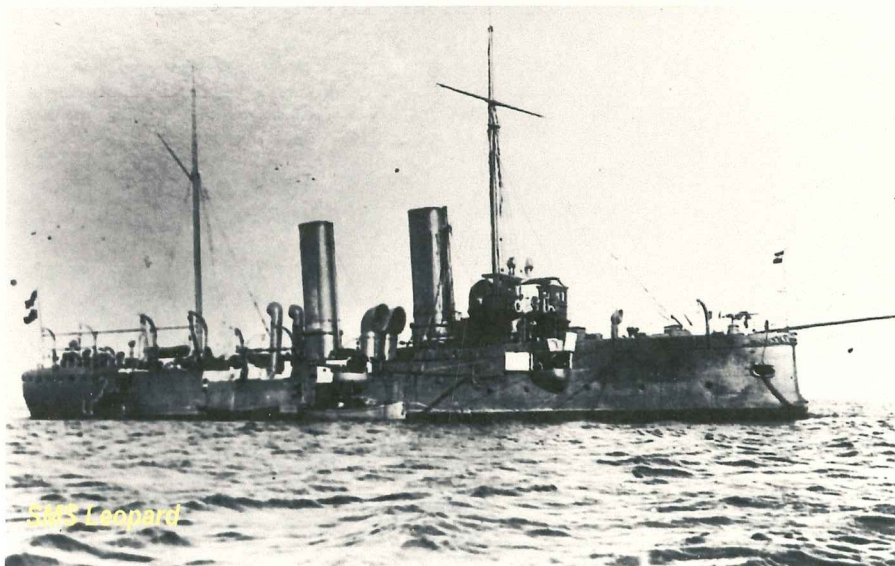
Torpedo Cruiser: 'Panther Class', SMS Leopard

(1,555 tonnes, 18.4 knots max., 176 crew, 13 officers)

Built along with sister ship, *Panther*, by Armstrong in Newcastle-on-Tyne, *Leopard* was launched in Sept 1885. From 1888 to 1901 she was engaged in 'Showing the Flag' visits in the Pacific, Australia, Polynesia and East Asia. In 1901-10 she took an active part in the China operation and cruised the River Yangtse to Nanking. In WW1 she was used for harbour and coastal defence in the Adriatic Sea.



1915 Feldpost to Vienna, Pola type D3a cancellation, 12 APR 1915 with SMS Leopard D6a type single ring cachet k.u.k. Kriegsmarine.



All at Sea

Austro-Hungarian Navy, 1900-1920

Sailors: In Good Times and Bad.



Crews disembarking on shore leave at Fasana, a resort, north of Pola.



A sailor's funeral procession in Hercegovina, 11.VII.17. Note crucifer at front leading procession; white sailors' headgear; coffin in middle of procession with flowers on top. Priest in black cassock and white surplice behind coffin. Hercegovina was part of the Austro Hungarian Empire until 1921.

All at Sea

Austro-Hungarian Navy, 1900-1920

Sailors: Pay day; Sleeping arrangements

Conditions for ordinary ratings on a battleship in the early years of the 20th century were grim.* Crews were large and space was very limited. The heat and humidity endured on missions to the South China Sea and Pacific Ocean must have been a testing experience to say the least. Apart from the effects of the heat on the sailors, the storage of food, especially fresh vegetables and fruit would have been impossible. Some of the ships probably had refrigeration but this would have been very limited. Salted meat would have been staple along with bread baked on board and ale.



Pay Day on a battleship.



Sailors sleeping on deck. The postcard picture suggests they were sleeping on the bare steel plates rather than wooden decking.

**Red Mutiny*, Neal Bascomb, Phoenix Books

All at Sea
Austro-Hungarian Navy, 1900-1920



Rifle Inspection: Marine Commando Unit at Pola



POLA

Die K. u. K. Marine-Kapelle im Park
Musica di Marina in Parco

k.u.k. Kriegsmarine (Navy) Band in the park at Pola

All at Sea

Austro-Hungarian Navy, 1900-1920

Sailors off Duty: Boozing; Swimming.



Posed ppc of gloomy looking crew members of SMS Babenberg drowning their sorrows. The writer, clearly feeling down in the dumps, starts 'These are the people I spend my free time with'. He goes on to grumble that it looks like he'll be there for the winter.



Swimming from the bowspit in the Adriatic – not the worst way to keep clean.

All at Sea
Austro-Hungarian Navy, 1900-1920



1914 ppc, crew wrestlers, SMS Zrinyi, a semi-dreadnought.



Ppc showing diver in suit (far left). The ship funnels suggest this was a Danube flotilla training exercise .

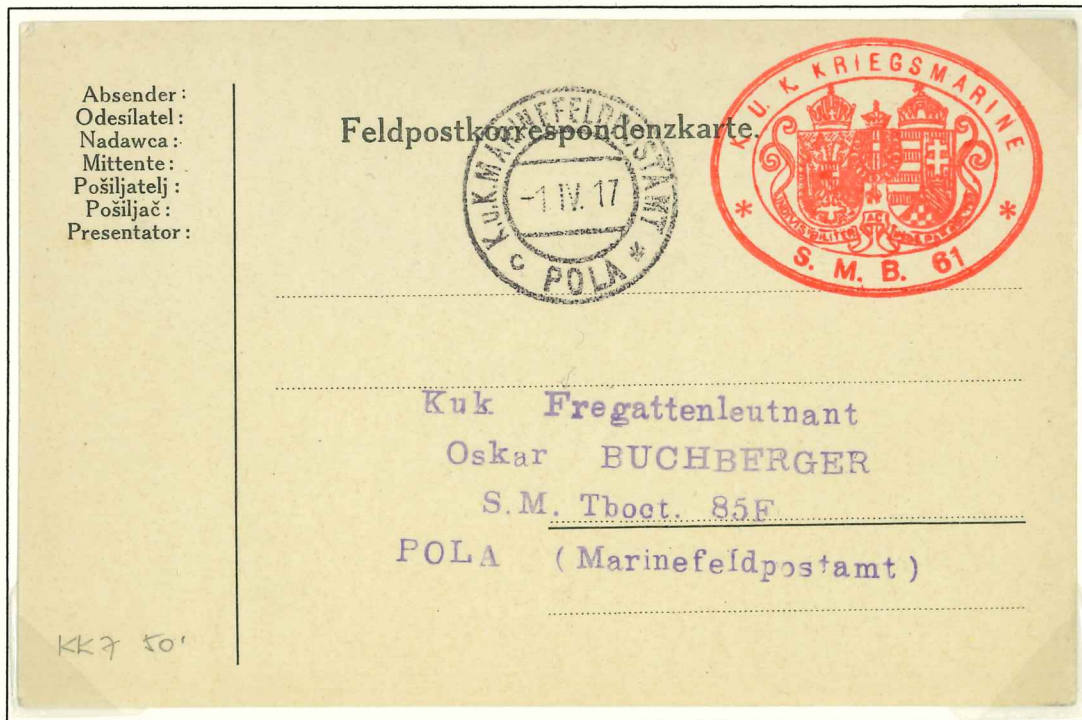
All at Sea

Austro-Hungarian Navy, 1900-1920

Torpedoboat: Kaiman class, sea-going vessel.



Ppc showing an unspecified Kaiman-class k.u.k. torpedoboat at sea.



Feldpostcard to torpedoboat 85F from torpedoboat 61T.
Pola cancel 1.IV.17. Large, red, oval triple crown cachet, type OH20, k.u.k.Kriegsmarine SMB 61.
SMB 61 was a Kaiman class vessel of the type shown in the photo above.

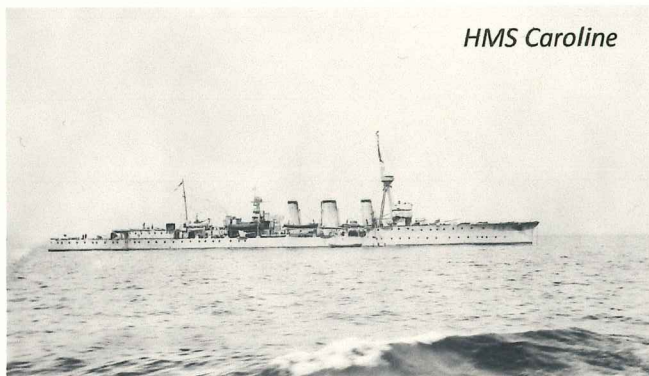
All at Sea

Austro-Hungarian Navy, 1900-1920

Armoured Light Cruiser: SMS Admiral Spaun
(4,006 tonnes, 27 knots, 327 complement, 6 turbines, 4 screws)



SMS Admiral Spaun



HMS Caroline

	Built	Tonnage	Speed	Engines/fuel	Crew
SMS Admiral Spaun	1909	4,006	27 knots	6 turbines/4 screws/coal	327
HMS Caroline	1914	3,750	28.5 knots	4 turbines/2 screw/oil	301

SMS Admiral Spaun – Official Crew Registration Form

S. M. S. „ADMIRAL SPAUN“

K. u. k. Matrosenkorps. 218

ad 70 186

Hauptgrundbuchsblatt.

Abheft K 92/17

Assentiert durch das Heeres- oder Kriegsmarine-Ergänzungsbezirkskommando (Truppe oder Anstalt)	Evidenzzuständiges Ergänzungsbezirkskommando	Erscheint im Assentprotokolle	Assentjahrgang	<i>1912</i>	Blatt-Nr.	<i>5433</i>	Kompagnie	<i>26</i>		
			Abgangsheft Nr.		Abgangsblatt Nr.					
			Vor- und Zuname							<i>Rožic Husma</i>
			Geburts-	mit der laufenden Zahl	mit der Los-Nr.	Heimatzuständig nach	Ort	<i>Traga</i>	Geburtsjahr	<i>1884</i>
Bezirk	<i>Swak</i>	Stand					<i>ledig</i>			
Komitat	<i>;</i>	Religion					<i>röm. kath</i>			
Land	<i>Slowenien</i>	Genossene Schulbildung					<i>3 Volksschulen</i>			
Assentiert am		<i>12. September 1912</i>								
Eingereiht am		<i>27. ten november 1912</i>		laut Standesakt-Nr.		St. B. Nr.				

All at Sea

Austro-Hungarian Navy, 1900-1920

Wooden Hull Frigate: SMS Adria, double propulsion – sails, single screw



Feldpost to Budapest, double-ring Pola cancel 2.IV.17; Blue/purple k.u.k. SMS Adria cachet type OH20.



Ppc, 1914.VII.20, showing naval recruits at a joining up ceremony. The card is addressed to relatives in Versecz, Hungary (now in Serbia) and ends 'Isten velük', Jözi. tr. 'God be with us', Joe. (crew of SMS Adria)

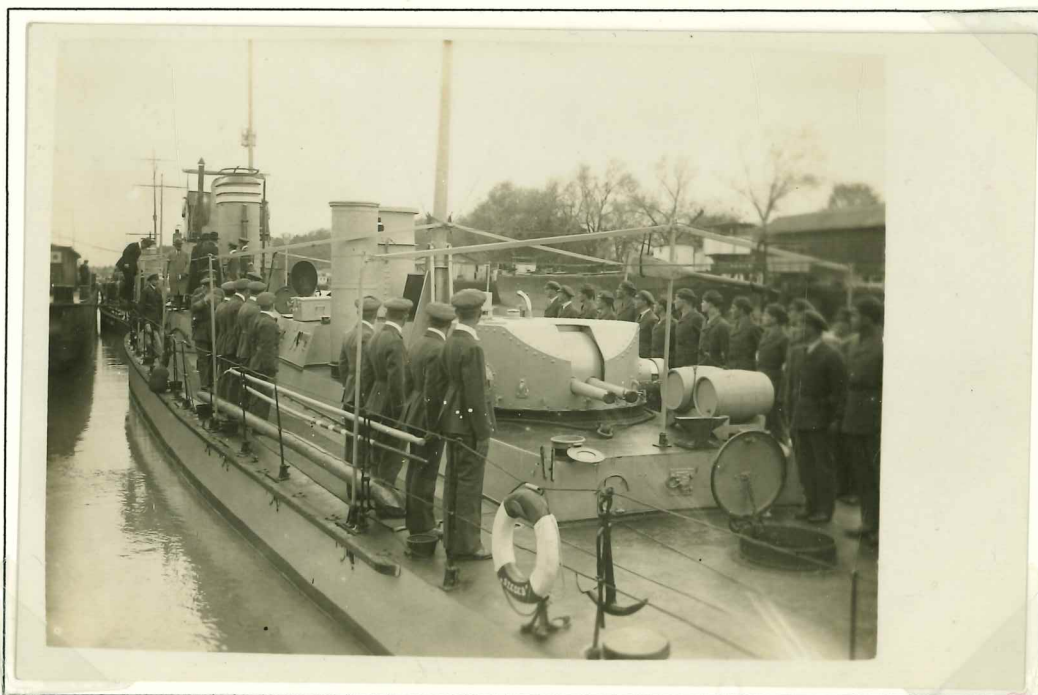
All at Sea

Austro-Hungarian Navy, 1900-1920

River Patrol Boat: SMS Szeged during and after WW1



SMS Szeged, its crew, dog, and dog kennel, all equally down-at-heel looking. Ship has been captured and interned by the Serbs, 1916.



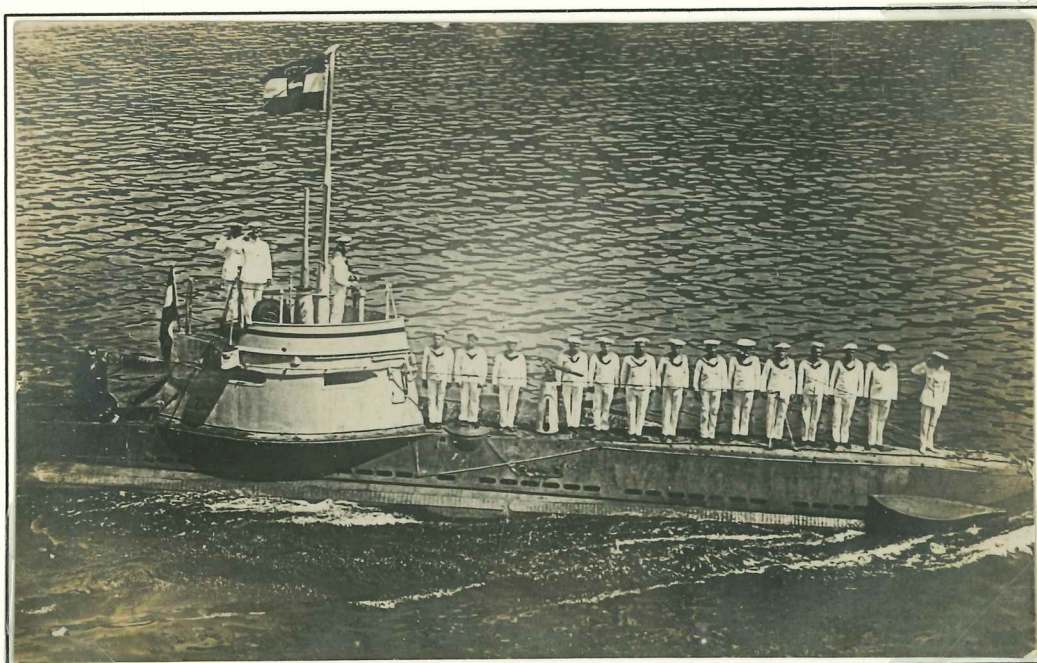
SMS Szeged and its crew ready for inspection after its return to the Hungarian River Flotilla in 1921.

Feldpostkorrespondenzkarte aus Seiner Majestät Unterseeboot 22 (S.M.U.)



Card from submarine SMU 22 to an officer on motor torpedo boat 85 (SM T'boot). Mail from submarines to other ships was usually via a surface ship, but in this case there is a Pola (base) receiving mark dated 28.IV.17. The cachet in red bears the Insignia of the Navy – k.u.k.Kriegsmarine (kaiserliche und königliche Kriegsmarine (Imperial and Royal War Navy) and the Austro-Hungarian Coat of Arms, together with the name of the ship.

An Austro-Hungarian submarine with its crew on deck awaiting inspection

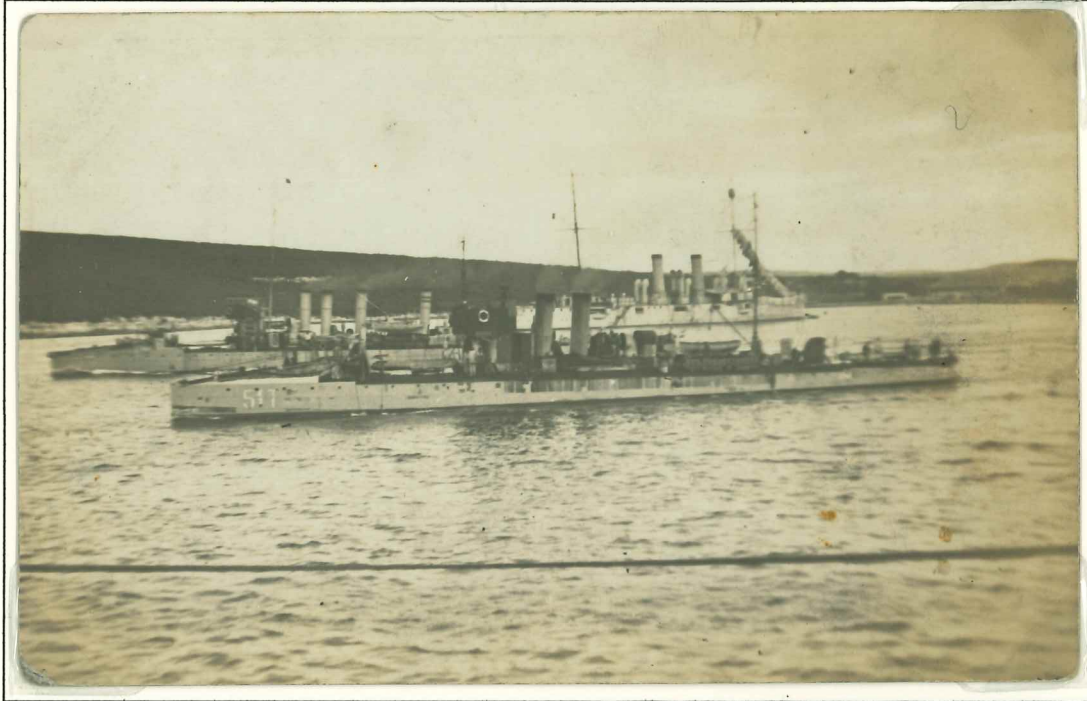


Crews in WW1 were mixed with mostly Austrian, Croatian and Italian officers; German petty officers from Bohemia and Moravia; lower ranks filled by Croatians, Hungarians, Czechs, Serbs, etc. The command language and language of study in the naval academy was German.

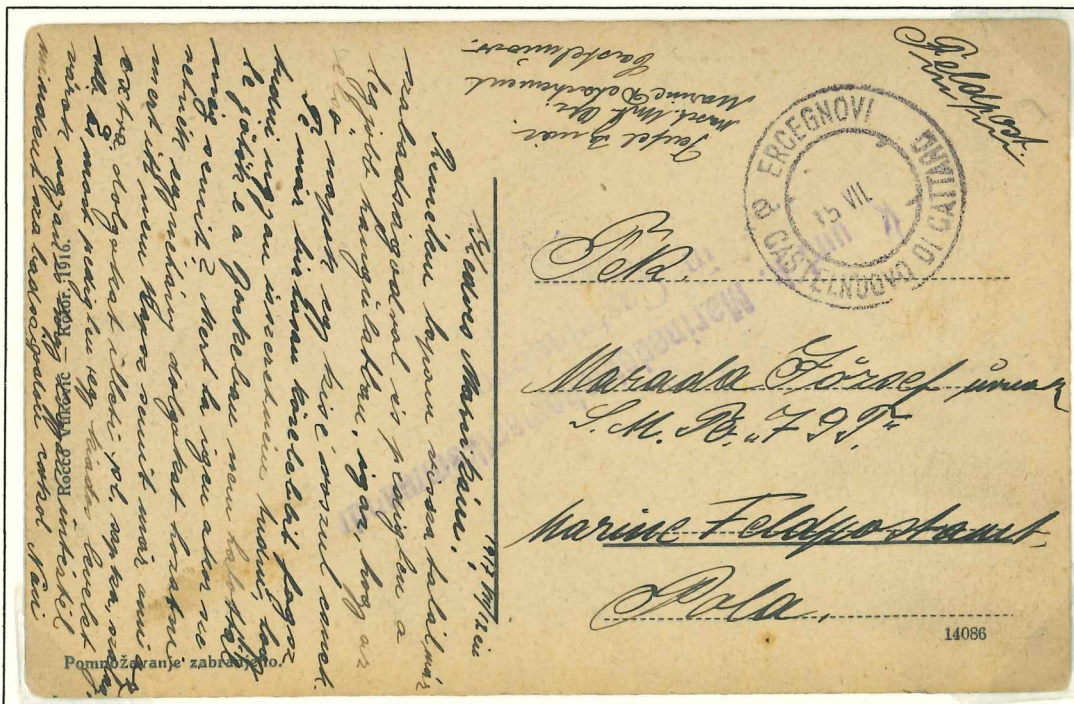
All at Sea

Austro-Hungarian Navy, 1900-1920

Torpedoboats: SMB 50T, SMB 51T, 79T



1915 Ppc showing SMB 50T, SMB 51T Kaiman class vessels leaving Pola on a mine-hunting exercise.



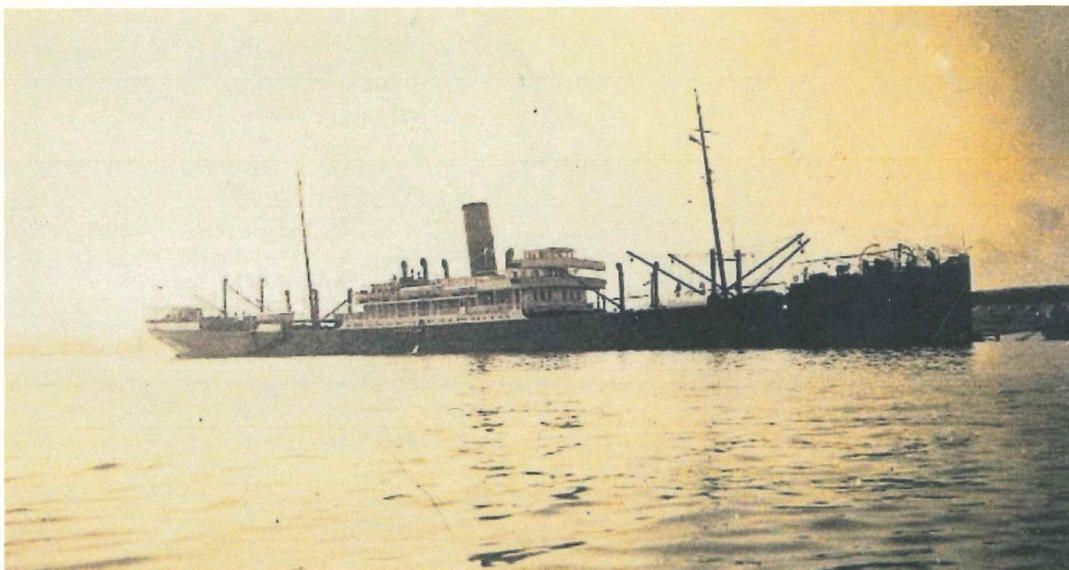
1917 received ppc from a marine commando in Bosnia-Hercegovina to a sailor onboard torpedo boat, SMB 79T. Straight purple cachet *Marinedetachment kommando in Castelnuovo Hecegovni*. Double-ring cancel, Ercegovni, Castelnuovo di Cattaro, 15.VII.? (year in Ms).

All at Sea

Austro-Hungarian Navy, 1900-1920

Requisitioned ships: *SM Dampfer IV* (-ex *SS Gastein*), owned by Austrian Lloyd.

SM Dampfer IV* was requisitioned in 1914. Used as a transport ship for troops and materials. Also used as torpedo depot ship, supplying capital ships and submarines. Initially based at Pola, later at Fiume. Weaponry was installed in 1918. She had a motorboat attached, *SS Kitty*, until she was returned to her owners in 1919. Sold to Adriatico S.A. in 1935. Plied the Adriatic till 1959 before being scrapped.



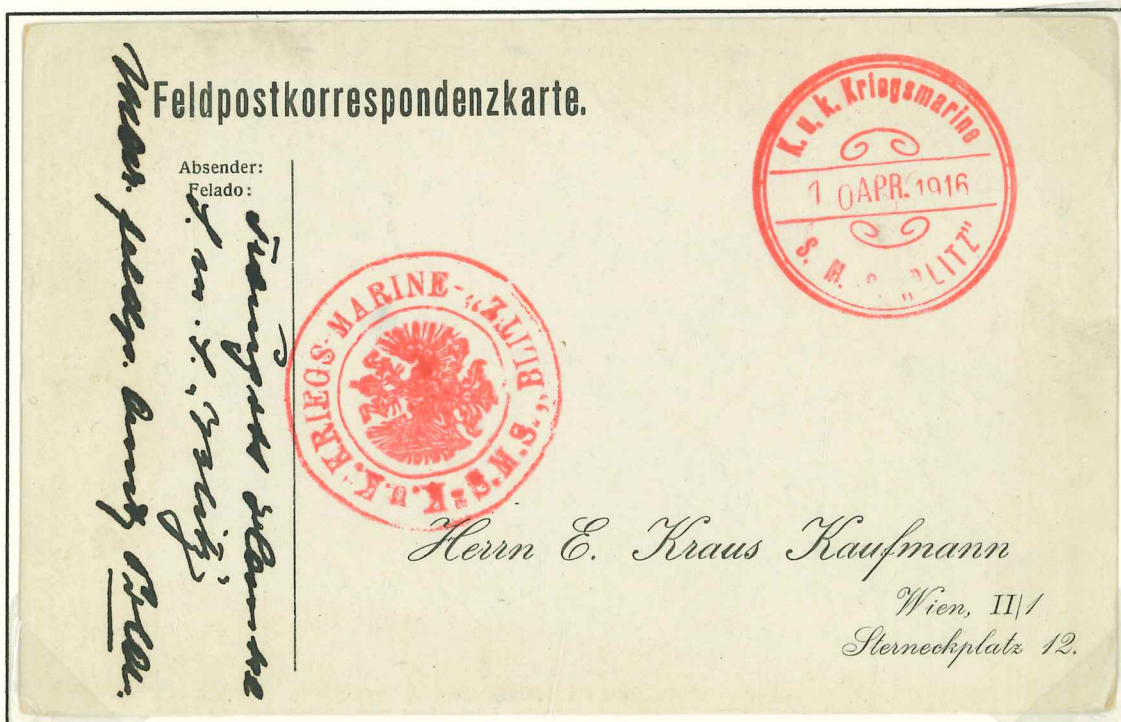
Ms. Marinefeldpostcard to Kolozsvár, Hungary, Pola k.u.k. Kriegsmarine double-ring cancel 30.VI.17. Purple box cachet *SM Dampfer IV* Zensuriert

All at Sea

Austro-Hungarian Navy, 1900-1920

Destroyers: Huszár Class group at Pola.

Tasks: U-boat patrols, attack coastal facilities e.g. radio stations, radio masts; escorts for capital ships.
(390-400 tonnes, 28.5 knots, 65 crew, 5 officers).



Feldpost to Vienna, 10.APR 1916. SMS Blitz
cachet/cancel also with a type C1C-a cachet



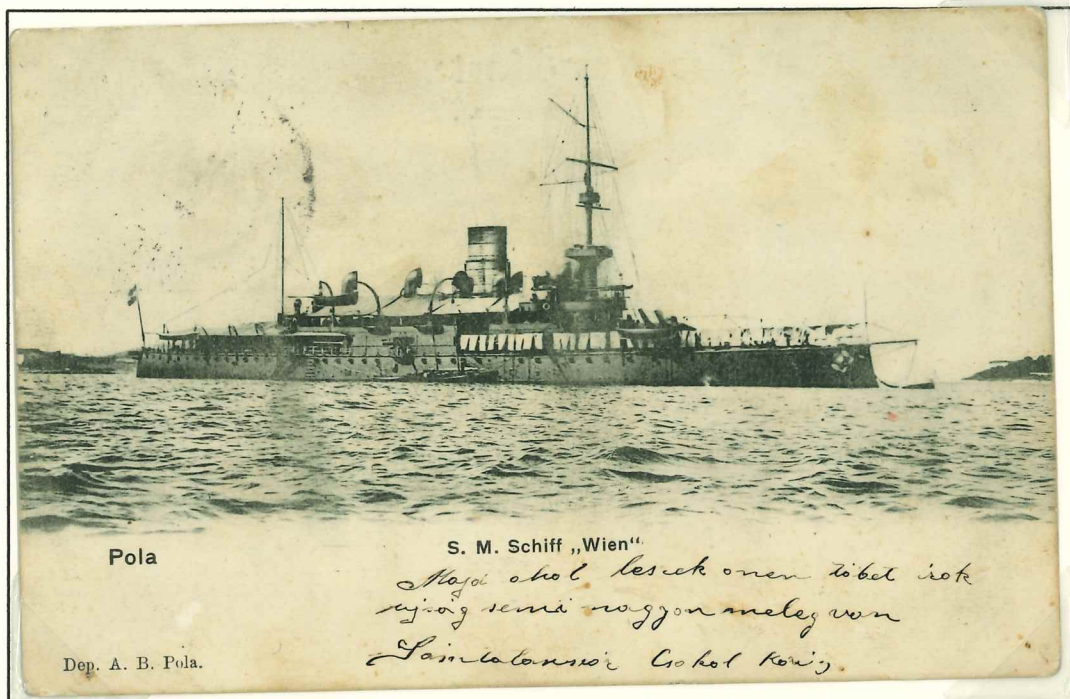
SMS Blitz, early destroyer, 21 knots

All at Sea

Austro-Hungarian Navy, 1900-1920

Small Battleship for Coastal Defence: SMS Wien

(5,878 tonnes, 17.5 knots, 397 crew, 26 officers).



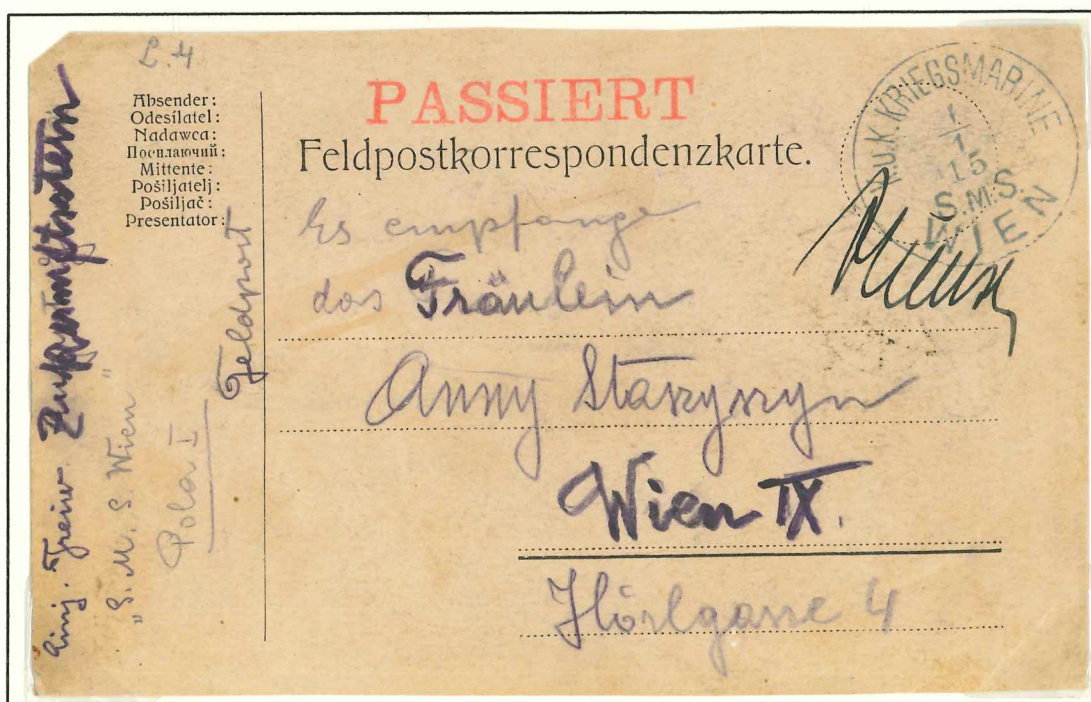
Pola

S. M. Schiff „Wien“

*Mađarokat leszek onnan többet isok
újra semmi nagyon aneleg von
Lambertusok Csohol kerij.*

Dep. A. B. Pola.

SMS Wien was launched in 1896, armed with heavy guns in two turrets, anti-aircraft gun fitted 1917; she was torpedoed off Trieste on 10.12.17, sank in 5 minutes.



Feldpost to Vienna SMS Wien cancel 1.1.15 type D6a with Passiert cachet in red.

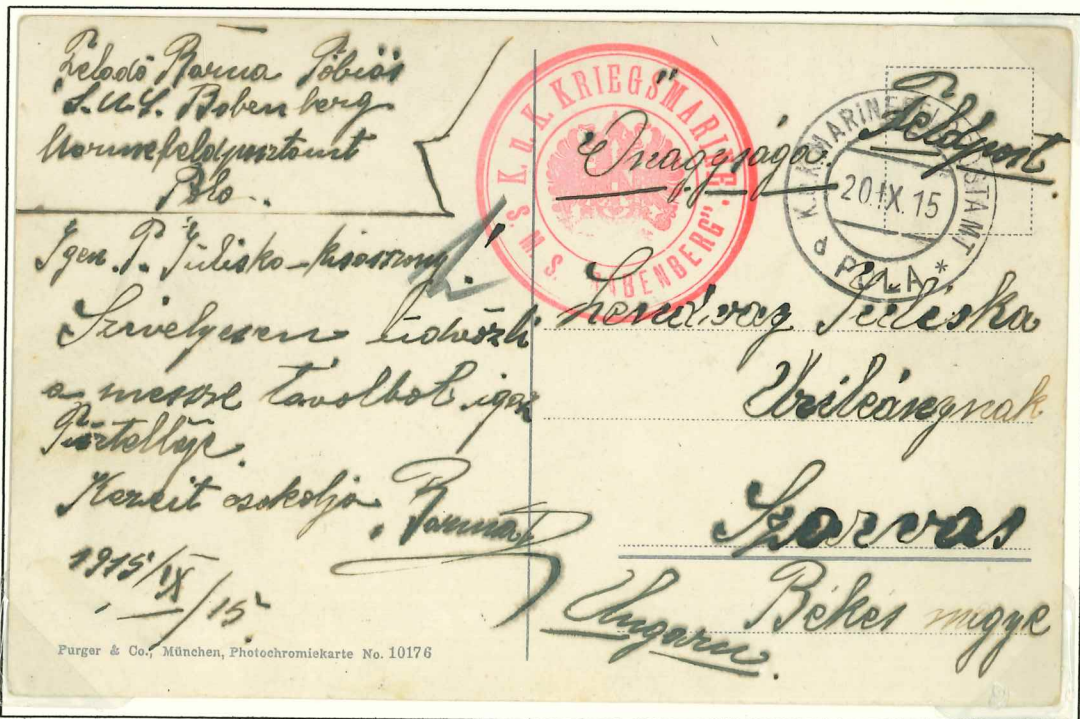
All at Sea

Austro-Hungarian Navy, 1900-1920

Cachets: SMS Kaiser Franz Josef I; SMS Babenberg



St Patrick's Day marinefeldpost to Budapest bearing an SMS Monarch cancel/cachet. Also a large purple SMS Kaiser Franz Josef I type C1-a. Red Passiert box cachet. The writer was crew member of Kaiser Franz Josef I. Mail was often transferred to other ships if these were bound for port. Monarch cancels are often seen on other ships' feldpost.

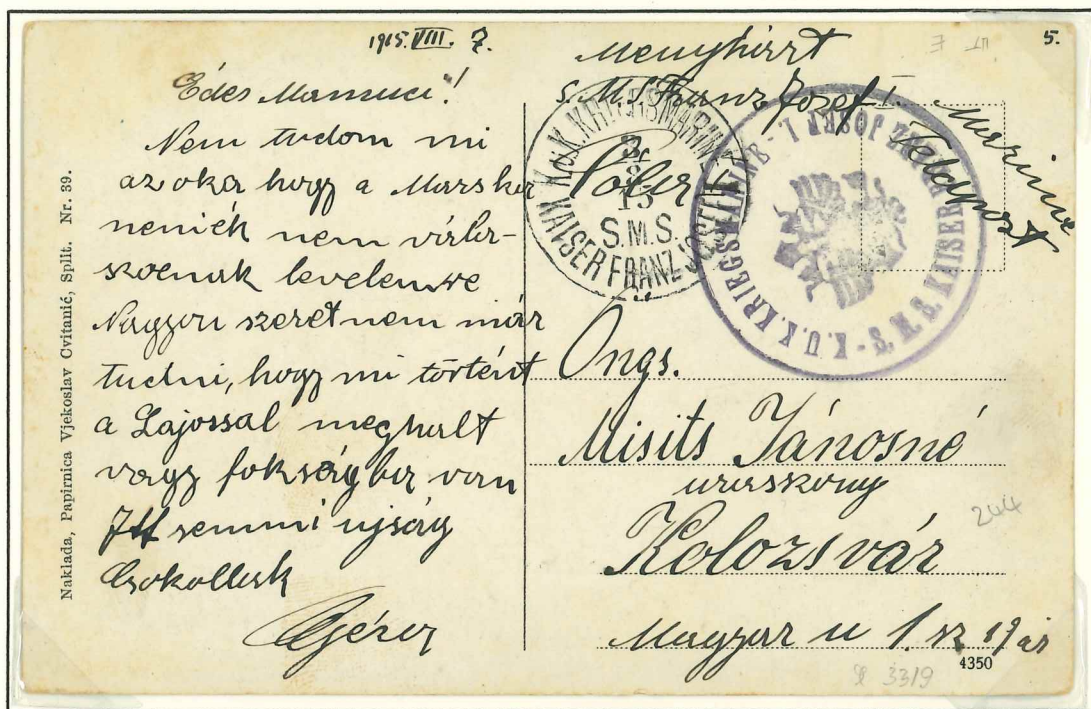


Feldpost to Szarvas, Hungary, double-ring Pola cancel 20.IX.15. Type C2C-a SMS Babenberg cachet.

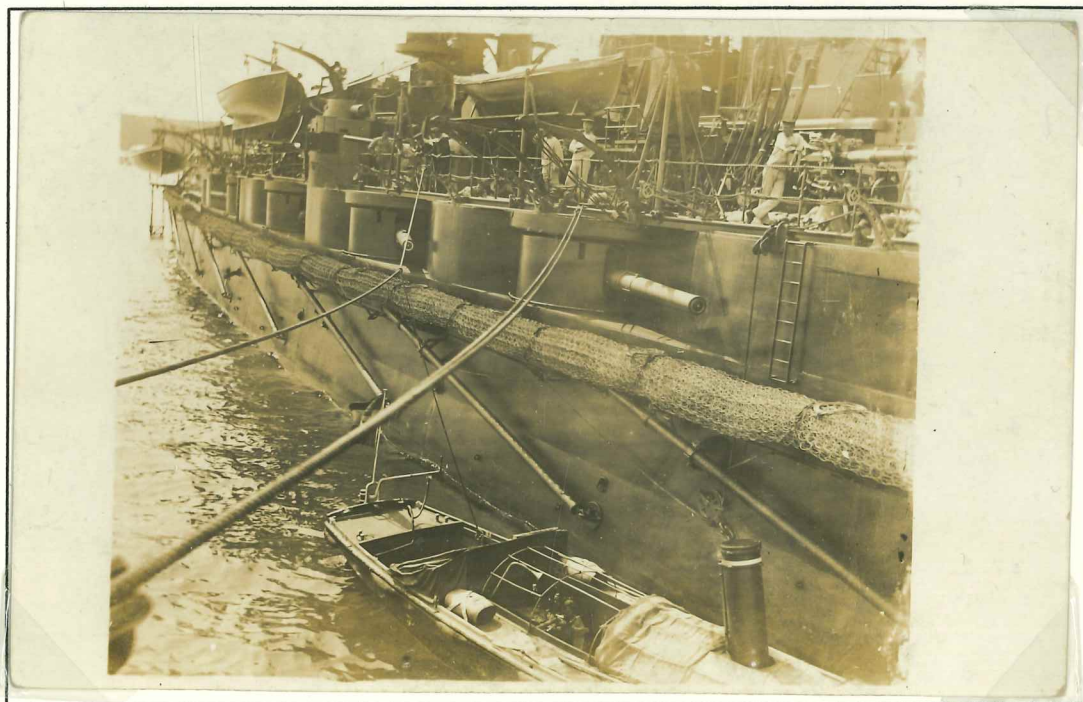
All at Sea

Austro-Hungarian Navy, 1900-1920

Small Protected Cruiser: SMS Kaiser Franz Josef I.
(4,494 tonnes, 19 knots, 418 crew, 26 officers).



Ms Marine Feldpost, type D6a double-ring cancel k.u.k. Kriegsmarine 7.8.15, with type C1-a, dull purple k.u.k. Kriegsmarine SMS Kaiser Franz Josef I cachet.



Photograph showing SMS Radetsky's steel torpedo nets and side guns. Apart from occasional shelling of Italian positions, this 1909 semi-dreadnought remained in Pola during WW1. Her design was outdated before she was launched. She was at Spithead in 1911 to celebrate George V's coronation.

Hungarian Postal History, 1913 - 1923

6.1. k.u.k Kriegsmarine

S.M.S. Erzherzog Friedrich (H.M.S. Archduke Frederick) was a pre-dreadnought battleship of the Austro-Hungarian navy. She was launched in Trieste in 1904. Of 10,500 tons displacement her maximum speed was 21 knots. Although she saw little action in WW1 she took part in several engagements in the Mediterranean in the pre-war years, notably at Malta, Gibraltar, and Barcelona.



This feldpost was sent by an Austrian crew member of the SMS Erz. Friedrich to Salzburg on 7th November 1917. It carries the Kriegsmarine cachet and censor box. Crews were of mixed nationality, mostly Austrian, Hungarian, Croat and Serb.



All at Sea

Austro-Hungarian Navy, 1900-1920

Battleship: Dreadnought type 'Tegetthoff' class: Prinz Eugen (IV).

(21,698 tonnes, 20.3 knots, 1,046 crew, 48 officers)

Launched in 1912, Trieste, *Prinz Eugen* was an unsatisfactory warship built for a different era. Admirals differed and the revered ones, the ones with medals and gongs, got their way. She took part in only three actions, all in the Adriatic, despite the fact that she carried 2000 tons of coal, enough for over 4000 nm, and a crew of around 1,000. She was kept as a reserve ship in Pola till sold to France in 1919 for target practice.



SMS Prinz Eugen IV

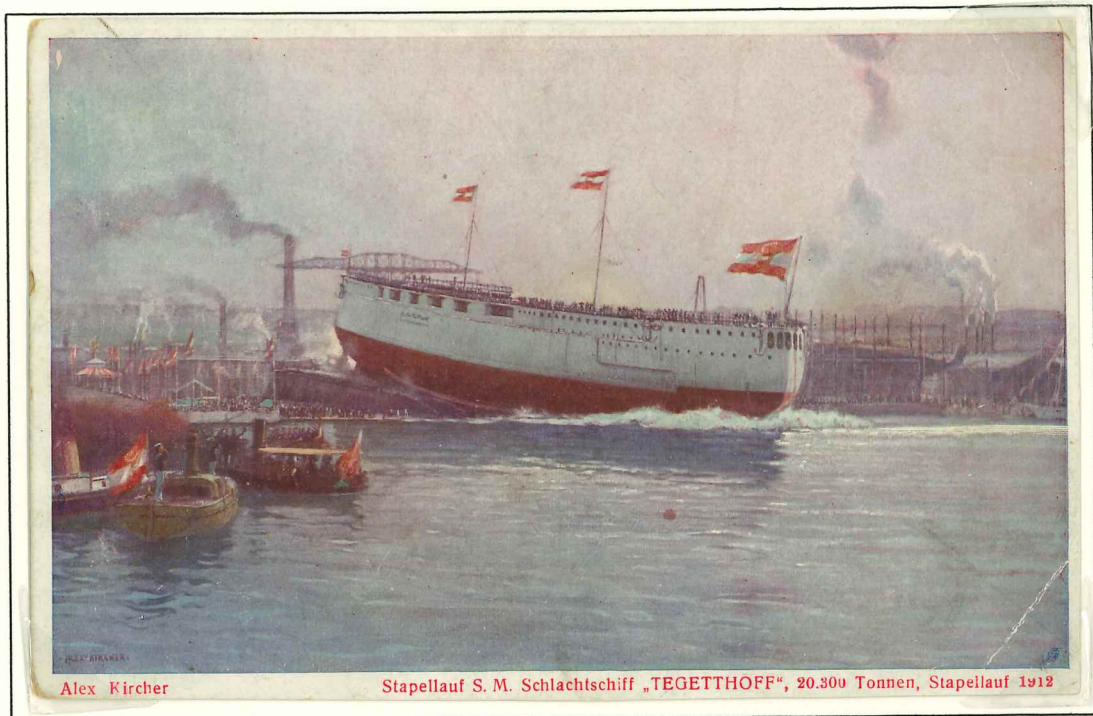
Photograph of some of the crew of *Prinz Eugen* operating a block and tackle. Plenty of bystanders, no doubt offering advice.



All at Sea

Austro-Hungarian Navy, 1900-1920 : Armoured Battleship, *SMS Tegetthoff*

Launch of *SMS Tegetthoff* in San Marco, Italy, 1912. She was a huge armoured battleship, a vanity project, proving totally unsuitable for WW1 duties in the Adriatic and Mediterranean. She was 21,698 tonnes, speed 20.3 knots, 4 screws; crew 993/37.



Alex Kircher

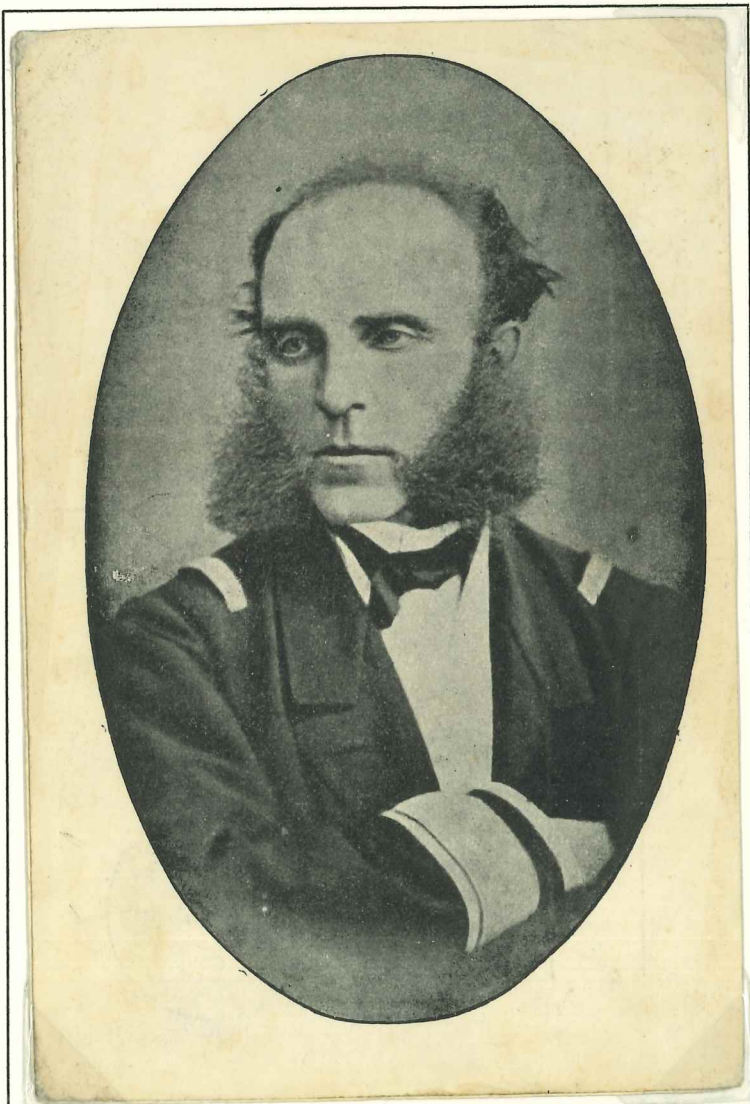
Stapellauf S. M. Schlachtschiff „TEGETTHOFF“, 20.300 Tonnen, Stapellauf 1912

Wilhelm von Tegetthoff (1827-1871) was an important figure in the development of the k.u.k. Kriegsmarine. In 1868 he was promoted *Marinekommandant*.

Through his advocacy the navy was granted substantial funds for new ships. His belief in heavily armoured battleships like *Tegetthoff* carried sway long after his premature death on Good Friday, 1871.

The pattern of naval warfare changed as faster, lighter, cruisers and destroyers were designed and built.

The navy he did so much to promote reached its peak between 1870 and 1910; by 1914 ironclads and dreadnoughts were obsolete; by 1920 there was no navy.

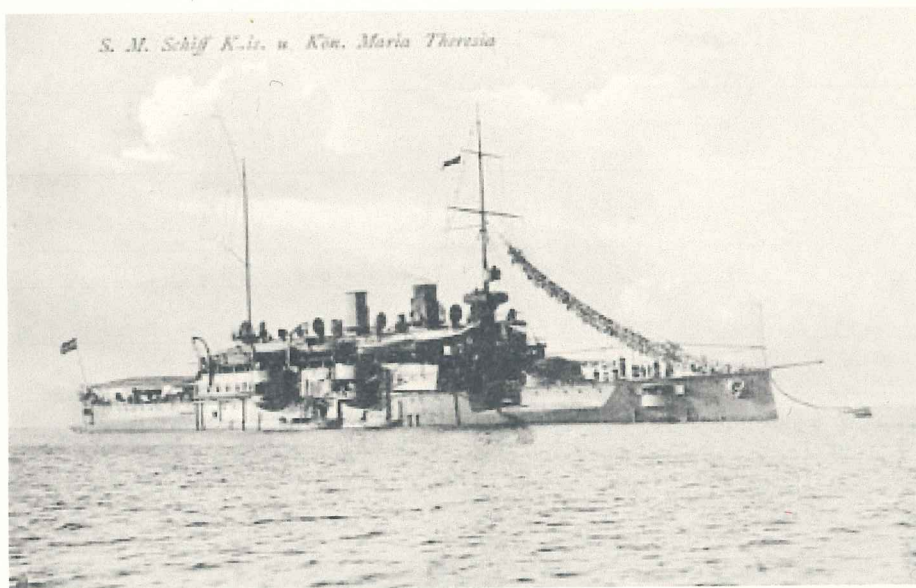


All at Sea

Austro-Hungarian Navy, 1900-1920

Armoured Cruiser: *SMS Kaiserin und Königen Maria Theresia*
(6,026 tonnes, 19 knots, 443 crew, 32 officers)

Launched 1893, Trieste. In 1898 she took part in evacuation of Austrian and Hungarian citizens from Cuba to Jamaica during USA-Spanish war. In 1900 she carried troops to China (Boxer Rebellion) and remained on station periodically thereafter. Navigated the R. Yangtse to Hankow, the farthest upstream by any ship of her size and draught. Decommissioned in 1916.



1915 Feldpost to Klosterneuburg, Austria, combined k.u.k. Kriegsmarine type D6b double-ring cancel dated 19.1.15 for SMS Kaiserin und Königen Maria Theresia. A censor mark is not unusual in Marinefeldpost.

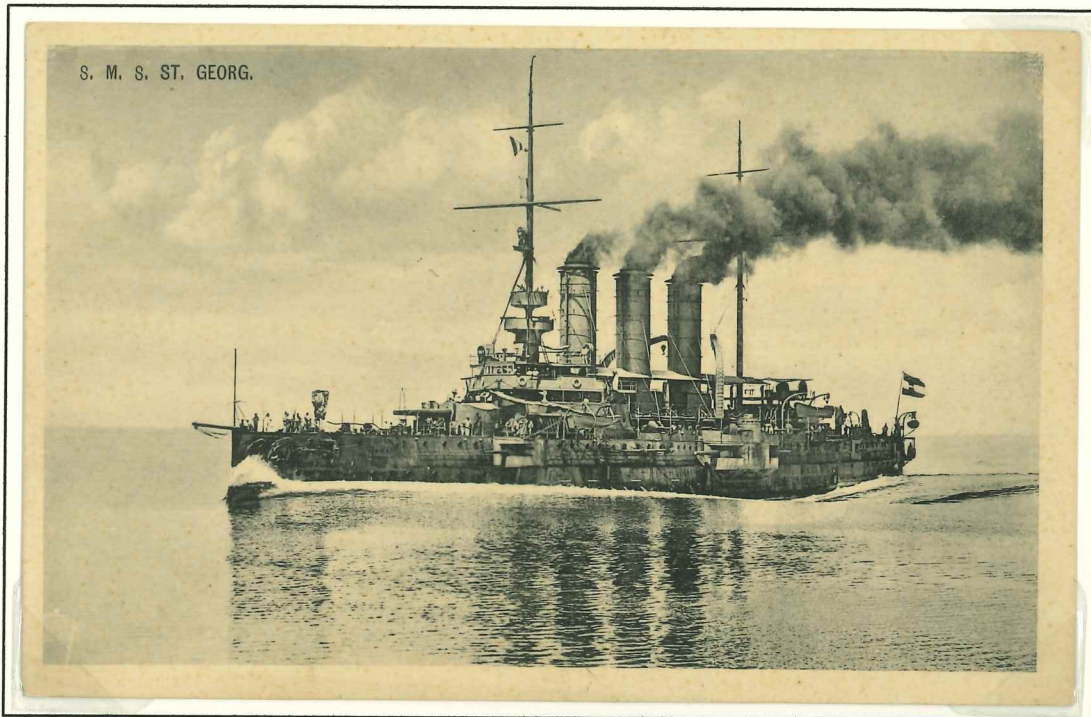
All at Sea

Austro-Hungarian Navy, 1900-1920

Armoured Cruiser: *SMS Sankt Georg*

(8,070 tonnes, 22 knots, 589 crew, 32 officers)

SMS Sankt Georg was built in Pola and launched in 1903. In WW1 she was used to shell Italian coastal positions. Famously, she took part in the Otranto Barrage. *Sankt Georg* might not have bossed the Mediterranean, but in 1917 she bossed the Adriatic. One look and the British and French ships withdrew. **Mutiny!** On 1st March 1918, a red flag was raised, Soviet-style, on *Sankt Georg* at Cattaro. Six thousand mariners in 40 ships took part in the mutiny. Eight hundred were arrested, 40 imprisoned, 4 executed.



8.7.17 k.u.k. *SMS Sankt Georg* cancel with purple straight line cachet. Not marked as Feldpost despite cachet, it contained details about medication (from ships's doctor?). Kr.3.50 to pay.

All at Sea

Austro-Hungarian Navy, 1900-1920

Warships: Battleships

Every ship in the k.u.k. Kriegsmarine down to the smallest motorboat, had its own cachet for use on feldpost.



SMS Árpád was launched in 1901, 8,887 tonnes, 19.6 knots, crew 620 + 32. She was a pre-dreadnaught battleship. Her only action in WW1 was as part of a fleet which shelled Ancona (Italy) in 1915. She was slow and coal hungry.



Feldpost card, type 4 Pola double-ring Marinefeldpostant cancel dated 22.VII.16, *SMS Arpad* violet cachet Type C2C-a Apr 1915-Jul 1916.

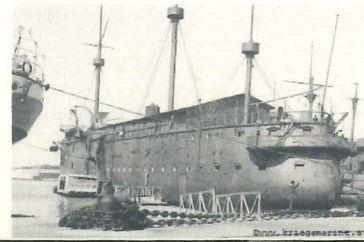
All at Sea

Austro-Hungarian Navy, 1900-1920

Ironclad: 1872 SMS Custoza

Originally a three masted sail training ship with steam.

Decommissioned and hulked in 1915. Accommodation ship thereafter.



Absender:

Name: Jug

Charge: Eij. Presur. Maschinemat.

Zugeteilt (Wohnung) } S.M.S. „Custoza“
 S. M. Schiff (Boot) } Pola
 M.-K.-Kompagnie }

Feldpost.
Táboriposta.


Pani

cht inž. Palackého 99

Portofrei.

Muster Nr. 1 (K.-M.) Jos. Krmpotić, Pola.

Bohemia



1914 Feldpost, Pola cancel 6.XII.14. Violet ship's cachet with coat of arms.

CARTE POSTALE

POSTKARTE — POST CARD — CARTOLINA — POSTKARTEN — LEVELEZŐ-LAP.

Önagys Kreska Jenka

urleányok.

P. Budapest.

I. P. Ottó Könyv 12 szám


916 augusztus 14.

M. M. VIENNE. No. 348.

Déposé.

S.M.S. „Custoza“

Pola Táboripost.

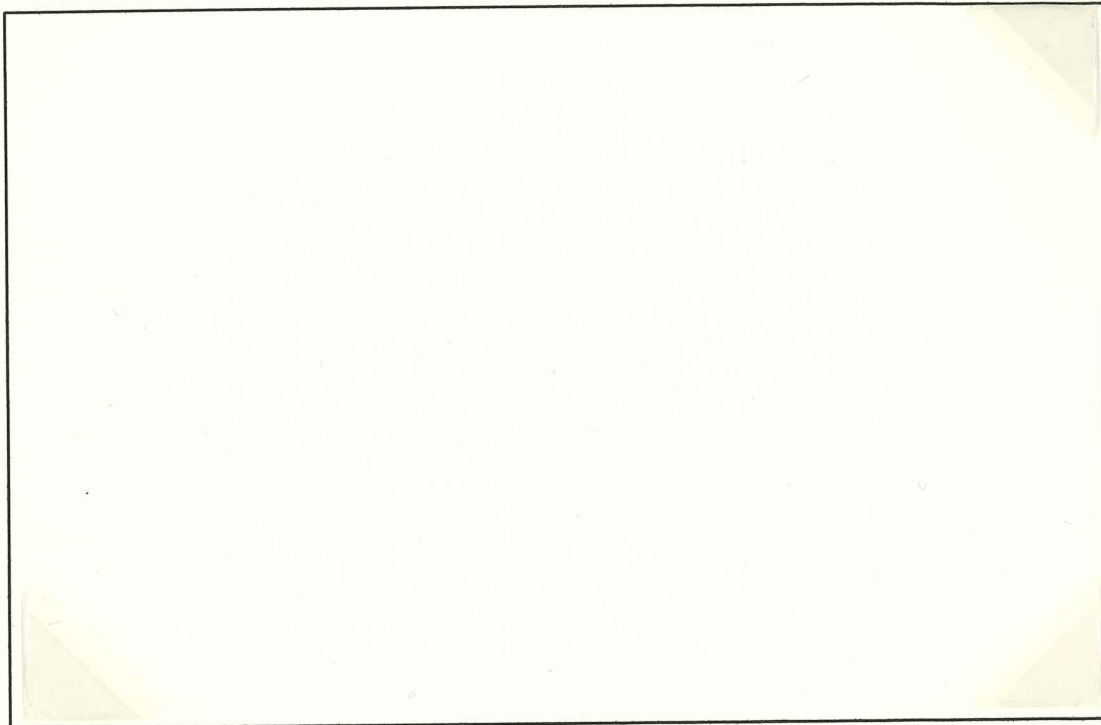


1916 MS MarineFeldpost, SMS Custoza. Pola cancel 15.VIII.16. Red SMS Bellona ship's cachet

All at Sea
Austro-Hungarian Navy, 1900-1920

China, 1900 -

In 1914, SMS Kaiserin Elisabeth became trapped, her return to the Adriatic blocked. She took refuge at the German port of Tsingtao. Shortly afterwards the Japanese declared war on Germany. The old cruiser would have been no match for the Japanese warships; on 3rd Nov. 1914 she was scuttled with all flags flying and her crew interred.



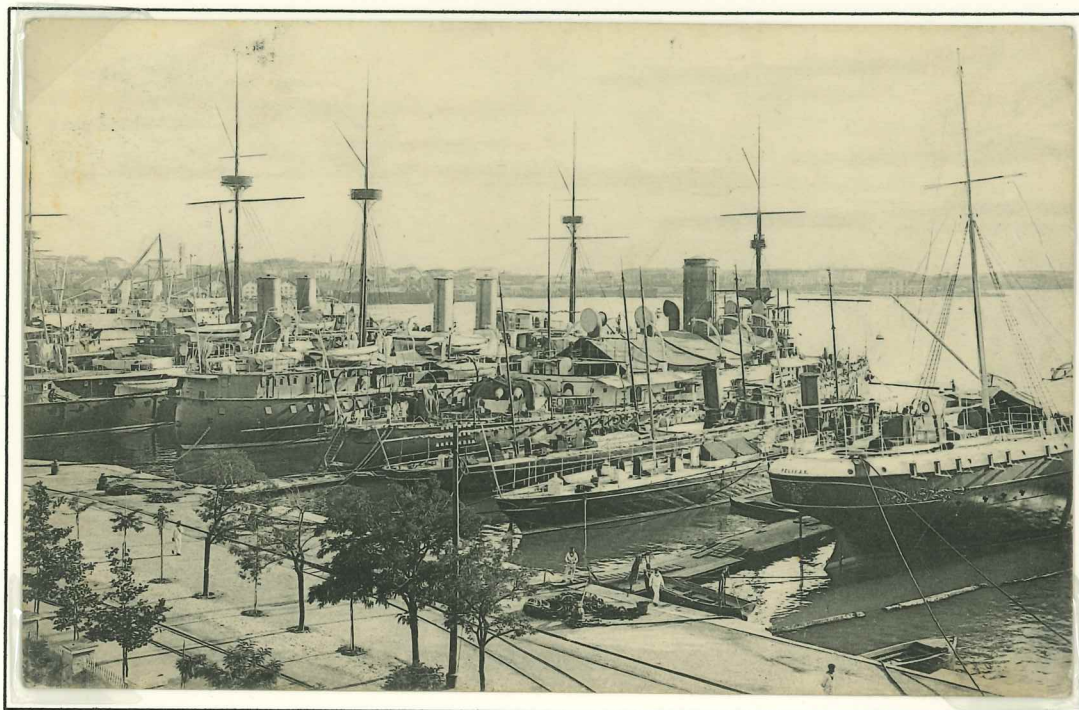
1904 ppc (4.IV.04) franked 5h, tied with k.u.k. SMS Kaiserin Elisabeth cancel (on China station at the time) to Lichterfelde, Prussia, arrival 19/5.04.



Cheefoo, now Yantai, lies in NW China on Korea Bay. Warships of the k.u.k. Kriegsmarine were frequently stationed there. This card was sent by a crew member of the SMS Kaiserin Elisabeth. Cards of this kind are rarely seen. The writer, if he survived, was one of those interred.

All at Sea
Austro-Hungarian Navy, 1900-1920

The Naval Base at Pola



Warships, 1908.



SM Torpedoboats: *Delphin*, *Triton*, *Drache*, *Seehund*, and others, 1914.
SMS *Bellona* (1858, last wooden battleship) in far background, barracks ship for torpedo boat crews.

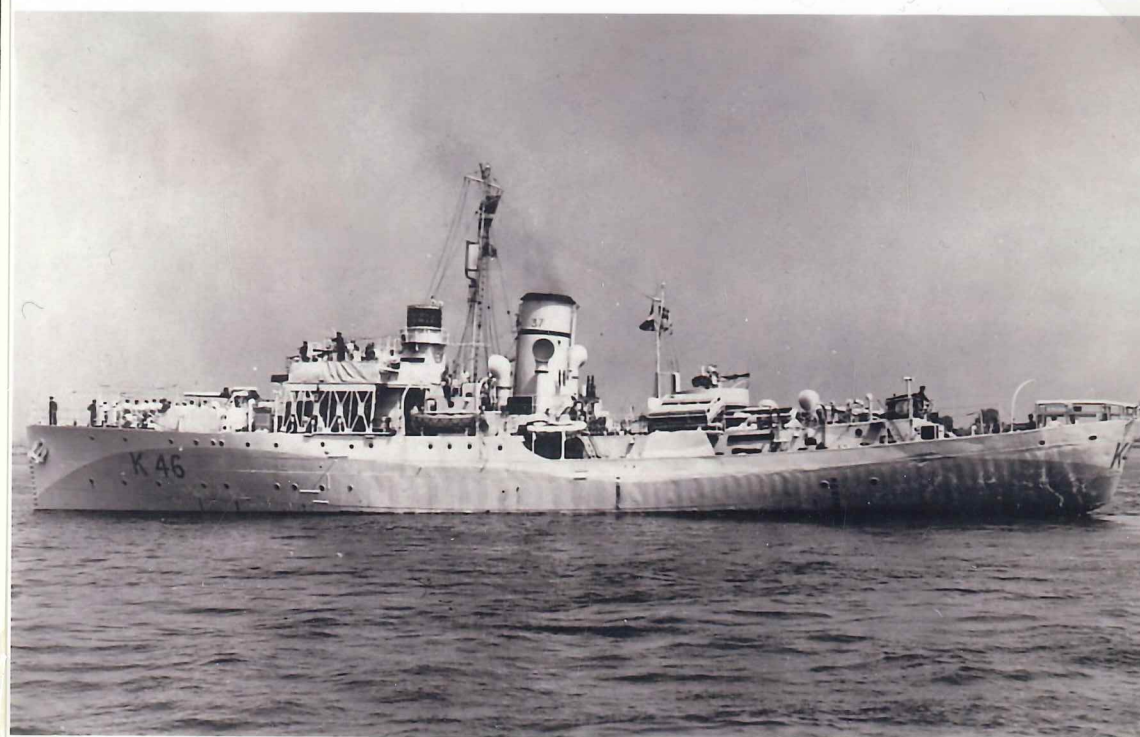
All at Sea

Austro-Hungarian Navy, 1900-1920

A Bizarre Connection: *SMS Teodo*



SMS Teodo, built 1914 in Italy for k.u.k. Kriegsmarine, as a supply collier for bases in Adriatic. In 1919 ceded to Italy. In 1940 captured by British. Renamed *Empire Airman*. Sailed from Halifax, Nova Scotia bound for Cardiff on 9 Sept 1940 with a cargo of iron ore. Sunk by German *U-100* off Ireland on 23rd Sept.. Four crew were picked up by *HMS La Malouine*, thirty-three perished.



HMS La Malouine was built by Smiths Dock, N. Shields for the French Navy. She was a Flower class corvette. After the fall of France she was seized by the Royal Navy and sailed on 14 convoys during the war, flying both La Tricolore and the White Ensign. She was broken up in 1947.