



SURFACE RAIDERS · 1914-1918

SYMBOL	SHIP	NO OF DAYS AT SEA	SHIPS SUNK	FINAL ACTION
▲	EMDEN	95	24	Sunk at Cocos Islands by British cruiser
●	KARLSRUHE	90	18	Exploded mysteriously
◆	KONIGSBERG	339	2	Sunk off Tanganyika by British patrol
□	VON SPEE SQUADRON	124	14	Sunk off Falkland Islands by British
▲	KRONPRINZ WILHELM	248	16	Interned at Newport News
○	PRINZ EITEL FRIEDRICH	217	11	Interned at Newport News
+	MÖWE	189	30	Safe return to Germany
+	GREIF	2	0	Sunk by British patrol
■	WOLF	440	12	Safe return to Germany
⊕	SEEDLER	224	14	Wrecked in storm off Mopelia Is. South Seas
⊕	LEOPARD	2	0	Sunk by British patrol

GERMAN SEA RAIDERS

THE NAZI NAVY IS BUILT ON LESSONS LEARNED IN 1914-18

by MAJOR GEORGE FIELDING ELIOT

Well authenticated reports of the presence in the open Atlantic of the German "pocket battleship" *Deutschland* are followed by rumors that her sister ship, the *Admiral Scheer*, and the light cruiser *Emden* are also at large. Such employment of the German surface navy was not unexpected by those who had made a study of

its ships. It is not too much to say that the whole German Navy of today has been designed with a view to raiding British commerce rather than fighting the British Navy in line of battle. The raiders menace not only single merchant ships as in the last War, but the convoys which are necessary in order to avoid submarine attack. England has too few capital ships available to assign one to every convoy, though there are indications that something of the sort is being done. By following the track of the *Deutschland* in the successive dates indicated on the map, it will be clear that this ship has been at large in the Atlantic for a month at the very least, spending a good part of that time on the North Atlantic trade route, but accomplishing very little. Either her cruise is principally for experimental and reconnaissance purposes, or British capital ships are actively patrolling and accompanying convoys. The greatest problem to be solved by the Germans is refueling and supplying these large surface raiders. We may be sure that careful arrangements for this purpose have been made, but whether these arrange-

ments will stand up under the stress of war remains to be seen. The German freighter *Uhenfels*, which may well have been headed for a South Atlantic rendezvous with the *Deutschland*, was captured by the British and taken into Freetown on Nov. 7. But the long careers of many of the German raiders in the last War, despite the frantic searches by vastly superior numbers of Allied cruisers, give some indication of the difficulties which these new and far more formidable raiding craft may cause. In the last World War, the Germans made effective use of surface raiders as well as submarines. Some German cruisers were already at sea on distant stations when war broke out, and other raiders slipped out from German ports after the declaration of war. Of the first ships at sea when war broke out, the most famous was the light cruiser *Emden*, detailed by Admiral von Spee to raid British commerce in the Indian Ocean. This she did so successfully that for a time British shipping, especially in the Bay of Bengal, was practically paralyzed. Her most daring exploit was a raid on the port of Penang in which



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 1939 ACTIVITIES INDICATED IN WHITE
 ALL BOUNDARIES AS OF 1914

she sank the Russian cruiser *Jemtchug* and the French destroyer *Mousquet*.

Von Spee's squadron, after doing some damage in the Pacific, defeated a British squadron off the coast of Chile, sinking two British cruisers, but was intercepted at the Falkland Islands by a superior British force under Admiral Sturdee. Von Spee's squadron, with the exception of one light cruiser, was wiped out. The *Dresden*, the cruiser which escaped, was later destroyed in the South Pacific.

The *Karlsruhe* accounted for 18 Allied ships before she was destroyed by an internal explosion while on her way to raid the British island of Barbados. The *Königsberg* captured a British liner and sank the British light cruiser *Pegasus* off Zanzibar but was blockaded in the Rufiji River (Tanganyika) and eventually sunk. Two German armed liners, the *Kronprinz Wilhelm* and *Prinz Eitel Friedrich*, hastily equipped with arms by German warships, had comparatively long careers before they were compelled to put into Newport News, Va., where they were interned.

Of the raiders especially reconstructed for raiding

and sent out direct from German ports, the most successful was the *Möwe*. She was a former freighter of 4,500 tons and was equipped for raiding with a fake funnel, false superstructure and an extension to her stern, all of which could be lowered and raised. In addition to her guns she carried two torpedo tubes and several hundred mines. Rough weather and the long winter nights enabled her to slip out of the North Sea in December 1915, under command of Count zu Dohna-Schlodien. Her first success was the sinking of the British battleship *King Edward VII* by the mine field which she laid off Pentland Firth. She cruised in the Atlantic until March 4, 1916, when she successfully re-entered a German harbor. Her second voyage lasted from November 1916 until March 1917, when she again successfully reached a home port.

The German raider *Wolf* under Captain Nерger was unique in that besides her guns and mines she was equipped with a small seaplane. This ship was out from November 1916 until February 1918, when she successfully returned to Germany. She operated

in the Atlantic, the South Seas and the Indian Ocean. The *Seeadler*, a sailing vessel, commanded by the romantic Count von Luckner, went out in December 1916 and remained at sea until August 1917 when she was wrecked in the South Seas.

Two other German raiders, the *Leopard* and *Greif*, were sunk by British patrols in the North Sea while trying to get out.

The amount of damage done by these various raiders was considerable, and it will be noted on the map how the captures cluster about focal points of trade, especially the narrow area of the Atlantic between the western bulge of Africa and the northeastern shoulder of Brazil, where the wheat and beef ships from the Plata River in Argentina and ships rounding the Cape of Good Hope may be intercepted.

It will also be observed that almost all of the successful blockade-running by these raiders was during the fog, bad weather and long nights of winter, a season which is now upon us and which, it may well seem to the German Admiralty, will afford ideal opportunities for her raiders.