

1: Imperial German Navy Deployment

SMS Kurfürst Friedrich Wilhelm ("His Majesty's Ship Prince-elector Friedrich Wilhelm") was one of the first ocean-going battleships of the Imperial German Navy. The ship was named for Prince-elector (Kurfürst) Friedrich Wilhelm, 17th-century Duke of Prussia and Margrave of Brandenburg.

Military and intelligence history mostly dealing with World War II. The Republic of Ireland used for its secret diplomatic communications the British Government Telegraph Code, a five-letter, one-part, 84, group system. This was used unenciphered for low level messages and enciphered for more important traffic. Technical Assistant Wissenschaftliche Hilfsarbeiterin Dr. Ursula Hagen was born March 23, 1903. She entered Pers Z S on October 1, 1918, and by and through she was head of the group which was responsible for work on England, Ireland, Spain, Portugal, and Latin American countries. In her group had 12 people assigned to it. Personnel were roughly 26 hatted alphabets, each group being taken from one alphabet. The alphabets were not necessarily used in order but always systematically. The last group of a telegram indicated the system to be used in the next message, e. The tables changed at irregular intervals - only about four times during the war. Different keys were used for various posts, e. Berne, Rome, Berlin, Paris, Madrid. The traffic became more difficult to read in , when there was insufficient material and not enough staff. Then the Forschungsamt started work on it and solved the Berlin and Madrid links. Pers Z S took over the keys from the Forschungsamt in 1918. The first three figures of the message gave the page number, the fourth figure the number of the block, and the fifth and sixth figures the line-numbers. This new system used a figure subtractor; each end of the link was allotted 25 such keys, e. If the length of the message exceeded figures, the key was repeated, but a new key was used for each new message, always in the order 1 to 25. Messages consisted of reports from the Irish minister on the state of affairs in Germany. The traffic was regarded as valuable by Ribbentrop and some messages were shown to Hitler. HAGEN said that with any luck six fairly long messages were sufficient to break a new substitution recoding table, and this work took less than a week. Irish messages in plain G. Translated Pers Z reports from and confirm these statements 3. In decoded telegrams were published. Irischen Botschaften Posted by.

2: Christos military and intelligence corner: March

Note: Citations are based on reference standards. However, formatting rules can vary widely between applications and fields of interest or study. The specific requirements or preferences of your reviewing publisher, classroom teacher, institution or organization should be applied.

Monts, who favored a fleet of battleships over the coastal defense strategy emphasized by his predecessor, cancelled the last four coastal defense ships authorized under Caprivi and instead ordered four 10,000-ton battleships. Her secondary armament consisted of eight 150 mm guns. Her main belt armor was 150 millimeters. She was ordered as battleship D, [1] and was laid down at the Kaiserliche Werft Imperial Shipyard in Wilhelmshaven in 1890. She was the first ship of the class to be launched, on 30 June 1891. She was therefore decommissioned for repairs to the machinery, before being re-commissioned on 1 November 1891. The squadron thereafter began a winter training cruise in the Baltic Sea; this was the first such cruise by the German fleet. In previous years, the bulk of the fleet was deactivated for the winter months. During this voyage, the I Division anchored in Stockholm from 7 to 11 December, during the 10th anniversary of the birth of Swedish king Gustavus Adolphus. Thereafter, further exercises were conducted in the Baltic before the ships had to put into their home ports for repairs. This was followed by individual ship and divisional training, which was interrupted by a voyage to the northern North Sea. This was the first time units of the main German fleet had left home waters. The purpose of the exercise was to test the ships in heavy weather; both vessels performed admirably. In May, more fleet maneuvers were carried out in the western Baltic, and they were concluded by a visit of the fleet to Kirkwall in Orkney. The squadron returned to Kiel in early June, where preparations were under way for the opening of the Kaiser Wilhelm Canal. Tactical exercises were carried out in Kiel Bay in the presence of foreign delegations to the opening ceremony. Further training exercises lasted until 1 July, when the I Division began a voyage into the Atlantic Ocean. This operation had political motives; [14] Germany had only been able to send a small contingent of vessels—the protected cruiser Kaiserin Augusta, the coastal defense ship Hagen, and the sailing frigate Stosch—to an international naval demonstration off the Moroccan coast at the same time. The fleet departed Vigo and stopped in Queenstown, Ireland. The first exercises began in the Heligoland Bight on 25 August. The fleet then steamed through the Skagerrak to the Baltic; heavy storms caused significant damage to many of the ships and the torpedo boat S41 capsized and sank in the storms—only three men were saved. The fleet stayed briefly in Kiel before resuming exercises, including live-fire exercises, in the Kattegat and the Great Belt. The main maneuvers began on 7 September with a mock attack from Kiel toward the eastern Baltic. Subsequent maneuvers took place off the coast of Pomerania and in Danzig Bay. The ironclad Baden temporarily replaced her as flagship until the work was completed on 20 October. The rest of the year was spent on individual ship training, with the exception of a short trip to Gothenburg from 5 to 9 November. Individual ship training was conducted through April, followed by squadron training in the North Sea in late April and early May. This included a visit to the Dutch ports of Vlissingen and Nieuwediep. Further maneuvers, which lasted from the end of May to the end of July, took the squadron further north in the North Sea, frequently into Norwegian waters. The ships visited Bergen from 11 to 18 May. Koester again flew his flag aboard Sachsen from 15 December to 1 March. The typical routine was interrupted in early August when Wilhelm II and Augusta went to visit the Russian imperial court at Kronstadt; both divisions of the I Squadron were sent to accompany the Kaiser. They had returned to Neufahrwasser in Danzig on 15 August, where the rest of the fleet joined them for the annual autumn maneuvers. These exercises reflected the tactical thinking of the new State Secretary of the Reichsmarineamt, Konteradmiral Alfred von Tirpitz, and the new commander of the I Squadron, Vizeadmiral August von Thomsen. These new tactics stressed accurate gunnery, especially at longer ranges, though the necessities of the line-ahead formation led to a great deal of rigidity in the tactics. The maneuvers were completed by 22 September in Wilhelmshaven. The fleet followed the typical routine of individual and fleet training in without incident, though a voyage to the British Isles was also included. The fleet stopped in Queenstown, Greenock, and Kirkwall. The fleet assembled in Kiel on 14 August for the annual autumn

exercises. The maneuvers included a mock blockade of the coast of Mecklenburg and a pitched battle with an "Eastern Fleet" in the Danzig Bay. While steaming back to Kiel, a severe storm hit the fleet, causing significant damage to many ships and sinking the torpedo boat S Training finished on 17 September in Wilhelmshaven. During these maneuvers, the division visited Kungsbacka , Sweden, from 9 to 13 December. After returning to Kiel, the ships of the I Division went into dock for their winter repairs. There, they met the British Channel Fleet of eight battleships and four armored cruisers. The German fleet then departed for Germany, stopping again in Dover on 24 May. The fleet returned to Kiel on 31 May. On 16 August, the fleet assembled in Danzig once again for the annual autumn maneuvers. The third phase of the maneuvers took place in the Kattegat and the Great Belt from 8 to 26 September, when the maneuvers concluded and the fleet went into port for annual maintenance. The year began with the usual routine of individual and divisional exercises. In the second half of March, the squadrons met in Kiel, followed by torpedo and gunnery practice in April and a voyage to the eastern Baltic. From 7 to 26 May, the fleet went on a major training cruise to the northern North Sea, which included stops in the Shetlands from 12 to 15 May and in Bergen from 18 to 22 May. The four battleships and the aviso Hela transited the Kaiser Wilhelm Canal and stopped in Wilhelmshaven to rendezvous with the rest of the expeditionary force. On 11 July, the force steamed out of the Jade Bight , bound for China. They stopped to coal at Gibraltar on 17â€”18 July and they passed through the Suez Canal on 26â€”27 July. They arrived in Singapore on 18 August and departed five days later, reaching Hong Kong on 28 August. Two days later, the expeditionary force stopped in the outer roadstead at Wusong , downriver from Shanghai. A small Chinese fleet stationed upriver did not even clear their ships for action, owing to the strength of the Anglo-German fleet. She then returned to the Wusong roads while the ships of the East Asia Squadron remained off both ports. In March, the expeditionary fleet reassembled in Tsingtau for gunnery and tactical exercises. The fleet took on supplies in Shanghai and departed Chinese waters on 1 June. The fleet stopped in Singapore from 10 to 15 June and took on coal before proceeding to Colombo, where they stayed from 22 to 26 June. The fleet then stopped for a day each to take on coal in Aden and Port Said. They separated after reaching Heligoland, and on 11 August after reaching the Jade roadstead, the ships of the expeditionary force were visited by Admiral von Koester, who was now the Inspector General of the Navy. She was assigned to the I Squadron as the second command flagship for the annual autumn maneuvers. During the months of December, January, and February, the ship was in drydock for major repair work. The squadron initially steamed to Norwegian waters, then rounded the northern tip of Scotland, and stopped in Irish waters. The ships returned to Kiel on 28 May. The four Brandenburg class battleships were taken out of service for a major reconstruction. The fleet conducted its normal routine of individual and unit training, interrupted only by a cruise to Norway from mid-July to early August. The annual autumn maneuvers occurred as usual. Her three sister ships joined her in this unit; their duties typically consisted of training cruises in the North Sea. From 5 to 25 April, she operated with the Training Squadron with its flagship Vineta. They participated in the main series of exercises off Heligoland, and the squadron was dissolved when the maneuvers ended on 12 September. Starting on 27 March, she operated with the Training Squadron again, the flagship of which was now the armored cruiser Friedrich Carl. She continued in this routine in early ; she operated with the Training Squadron from 4 to 29 April and cruised in the Skagerrak and the western Baltic. The battleship was scheduled to take part in the autumn maneuvers, but shortly before the fleet assembled for the exercises, both she and Weissenburg were sold to the Ottoman Empire. The following day, the fleet departed for Constantinople for repairs in preparation to engage the Italian fleet. Their rangefinders and the ammunition hoists for their main battery guns had been removed, their telephones did not work, and the pipes for their pumps were badly rusted. Most of the watertight doors could not close, and the condensers remained problematic. The condition of Barbaros Hayreddin, as with most ships of the Ottoman fleet, had deteriorated significantly. During the war, Barbaros Hayreddin conducted gunnery training along with the other capital ships of the Ottoman navy, escorted troop convoys, and bombarded coastal installations. Two days later, the two battleships bombarded Bulgarian artillery positions near Varna. The Greek flotilla, which included the armored cruiser Georgios Averof and three Hydra-class ironclads, sailing from the island of Lemnos , altered course to the northeast to block the advance of the Ottoman battleships. Five minutes later, Georgios Averof

crossed over to the other side of the Ottoman fleet, placing the Ottomans in the unfavorable position of being under fire from both sides. The ships reached port by The first shell struck the afterdeck and killed five men assigned to a damage control party. The second shell jammed the rear turret, placing it out of action. Shell fragments from this hit damaged several boilers and caused a fire in one of the coal bunkers. Barbaros Hayreddin and the rest of the fleet supported the operation, but the appearance of the Greek fleet forced the Ottomans to break off the operation. The Greeks also withdrew, and several Ottoman cruisers opened fire as both sides departed, but no damage was done. On 10 January, the fleet conducted a patrol outside the Dardanelles. They encountered several Greek destroyers and forced them to withdraw, but inflicted no damage on the Greek ships. The protected cruiser Hamidiye evaded the Greek blockade and broke out into the Aegean Sea in an attempt to draw the Greek cruiser into pursuit. Despite the threat posed by the cruiser, the Greek commander refused to detach Georgios Averof. Barbaros Hayreddin led the line of battleships, with a flotilla of torpedo boats on either side of the formation. They concentrated their fire on the Greek Georgios Averof, which returned fire at The Ottoman commander detached the old battleship Mesudiye after a serious hit at At around the same time, a shell hit Barbaros Hayreddin on her amidships turret, killing the entire gun crew.

3: Christos military and intelligence corner: The Irish Government Telegraph Code

Delta Operations Paintball, Hagen. 1, likes 42 were here. Delta Operations Paintball Tauche ein in die Welt einer.

She was laid down in the Imperial Dockyard in Wilhelmshaven, launched in 1888, and completed in 1890 at a cost of 10 million marks. The Brandenburg-class battleships carried six large-caliber guns in three twin turrets, as opposed to four guns in two turrets, as was the standard in other navies. She saw limited active duty during her service career with the German fleet due to the relatively peaceful nature of the late 19th and early 20th centuries. As a result, her career focused on training exercises and goodwill visits to foreign ports. These training maneuvers were nevertheless very important to developing German naval tactical doctrine in the two decades before World War I, especially under the direction of Alfred von Tirpitz. She, along with her three sisters, saw only one major overseas deployment, to China in 1901, during the Boxer Rebellion. The ship underwent a major modernization in 1905. She saw heavy service during the Balkan Wars, primarily providing artillery support to Ottoman ground forces in Thrace. She also took part in two naval engagements with the Greek Navy: the Battle of Elli in December 1911, and the Battle of Lemnos the following month. Both battles were defeats for the Ottoman Navy. In a state of severe disrepair, the old battleship was partially disarmed after the Ottoman Empire joined the Central Powers early in World War I. Tirpitz, who favored a fleet of battleships over the coastal defense strategy emphasized by his predecessor, cancelled the last four coastal defense ships authorized under Caprivi and instead ordered four 10,000-ton 11,000-ton battleships. Her secondary armament consisted of eight 150 mm guns. Her main belt armor was 150 millimeters. She was ordered as battleship D, [1] and was laid down at the Kaiserliche Werft Imperial Shipyard in Wilhelmshaven in 1888. She was the first ship of the class to be launched, on 30 June 1888. She was therefore decommissioned for repairs to the machinery, before being recommissioned on 1 November 1888. The squadron thereafter began a winter training cruise in the Baltic Sea; this was the first such cruise by the German fleet. In previous years, the bulk of the fleet was deactivated for the winter months. During this voyage, the I Division anchored in Stockholm from 7 to 11 December, during the 100th anniversary of the birth of Swedish king Gustavus Adolphus. Thereafter, further exercises were conducted in the Baltic before the ships had to put into their home ports for repairs. This was followed by individual ship and divisional training, which was interrupted by a voyage to the northern North Sea. This was the first time units of the main German fleet had left home waters. The purpose of the exercise was to test the ships in heavy weather; both vessels performed admirably. In May, more fleet maneuvers were carried out in the western Baltic, and they were concluded by a visit of the fleet to Kirkwall in Orkney. The squadron returned to Kiel in early June, where preparations were under way for the opening of the Kaiser Wilhelm Canal. Tactical exercises were carried out in Kiel Bay in the presence of foreign delegations to the opening ceremony. Further training exercises lasted until 1 July, when the I Division began a voyage into the Atlantic Ocean. This operation had political motives; [14] Germany had only been able to send a small contingent of vessels: the protected cruiser Kaiserin Augusta, the coastal defense ship Hagen, and the sailing frigate Stosch to an international naval demonstration off the Moroccan coast at the same time. The fleet departed Vigo and stopped in Queenstown, Ireland. The first exercises began in the Heligoland Bight on 25 August. The fleet then steamed through the Skagerrak to the Baltic; heavy storms caused significant damage to many of the ships and the torpedo boat S41 capsized and sank in the storms; only three men were saved. The fleet stayed briefly in Kiel before resuming exercises, including live-fire exercises, in the Kattegat and the Great Belt. The main maneuvers began on 7 September with a mock attack from Kiel toward the eastern Baltic. Subsequent maneuvers took place off the coast of Pomerania and in Danzig Bay. The ironclad Baden temporarily replaced her as flagship until the work was completed on 20 October. The rest of the year was spent on individual ship training, with the exception of a short trip to Gothenburg from 5 to 9 November. Individual ship training was conducted through April, followed by squadron training in the North Sea in late April and early May. This included a visit to the Dutch ports of Vlissingen and Nieuwediep. Further maneuvers, which lasted from the end of May to the end of July, took the squadron further north in the North

Sea, frequently into Norwegian waters. The ships visited Bergen from 11 to 18 May. Koester again flew his flag aboard Sachsen from 15 December to 1 March. The typical routine was interrupted in early August when Wilhelm II and Augusta went to visit the Russian imperial court at Kronstadt ; both divisions of the I Squadron were sent to accompany the Kaiser. They had returned to Neufahrwasser in Danzig on 15 August, where the rest of the fleet joined them for the annual autumn maneuvers. These exercises reflected the tactical thinking of the new State Secretary of the Reichsmarineamt, Konteradmiral Alfred von Tirpitz, and the new commander of the I Squadron, Vizeadmiral August von Thomsen. These new tactics stressed accurate gunnery, especially at longer ranges, though the necessities of the line-ahead formation led to a great deal of rigidity in the tactics. The maneuvers were completed by 22 September in Wilhelmshaven. The fleet followed the typical routine of individual and fleet training in without incident, though a voyage to the British Isles was also included. The fleet stopped in Queenstown, Greenock , and Kirkwall. The fleet assembled in Kiel on 14 August for the annual autumn exercises. The maneuvers included a mock blockade of the coast of Mecklenburg and a pitched battle with an "Eastern Fleet" in the Danzig Bay. While steaming back to Kiel, a severe storm hit the fleet, causing significant damage to many ships and sinking the torpedo boat S Training finished on 17 September in Wilhelmshaven. During these maneuvers, the division visited Kungsbacka , Sweden, from 9 to 13 December. After returning to Kiel, the ships of the I Division went into dock for their winter repairs. There, they met the British Channel Fleet of eight battleships and four armored cruisers. The German fleet then departed for Germany, stopping again in Dover on 24 May. The fleet returned to Kiel on 31 May. On 16 August, the fleet assembled in Danzig once again for the annual autumn maneuvers. The third phase of the maneuvers took place in the Kattegat and the Great Belt from 8 to 26 September, when the maneuvers concluded and the fleet went into port for annual maintenance. The year began with the usual routine of individual and divisional exercises. In the second half of March, the squadrons met in Kiel, followed by torpedo and gunnery practice in April and a voyage to the eastern Baltic. From 7 to 26 May, the fleet went on a major training cruise to the northern North Sea, which included stops in the Shetlands from 12 to 15 May and in Bergen from 18 to 22 May. The four battleships and the aviso Hela transited the Kaiser Wilhelm Canal and stopped in Wilhelmshaven to rendezvous with the rest of the expeditionary force. On 11 July, the force steamed out of the Jade Bight , bound for China. They stopped to coal at Gibraltar on 17â€”18 July and they passed through the Suez Canal on 26â€”27 July. They arrived in Singapore on 18 August and departed five days later, reaching Hong Kong on 28 August. Two days later, the expeditionary force stopped in the outer roadstead at Wusong , downriver from Shanghai. A small Chinese fleet stationed upriver did not even clear their ships for action, owing to the strength of the Anglo-German fleet. She then returned to the Wusong roads while the ships of the East Asia Squadron remained off both ports. In March, the expeditionary fleet reassembled in Tsingtau for gunnery and tactical exercises. The fleet took on supplies in Shanghai and departed Chinese waters on 1 June. The fleet stopped in Singapore from 10 to 15 June and took on coal before proceeding to Colombo, where they stayed from 22 to 26 June. The fleet then stopped for a day each to take on coal in Aden and Port Said. They separated after reaching Heligoland, and on 11 August after reaching the Jade roadstead, the ships of the expeditionary force were visited by Admiral von Koester, who was now the Inspector General of the Navy. She was assigned to the I Squadron as the second command flagship for the annual autumn maneuvers. During the months of December, January, and February, the ship was in drydock for major repair work. The squadron initially steamed to Norwegian waters, then rounded the northern tip of Scotland, and stopped in Irish waters. The ships returned to Kiel on 28 May. The four Brandenburg class battleships were taken out of service for a major reconstruction. The fleet conducted its normal routine of individual and unit training, interrupted only by a cruise to Norway from mid-July to early August. The annual autumn maneuvers occurred as usual. Her three sister ships joined her in this unit; their duties typically consisted of training cruises in the North Sea. From 5 to 25 April, she operated with the Training Squadron with its flagship Vineta. They participated in the main series of exercises off Heligoland, and the squadron was dissolved when the maneuvers ended on 12 September. Starting on 27 March, she operated with the Training Squadron again, the flagship of which was now the armored cruiser Friedrich Carl. She continued in this routine in early ; she operated with the Training Squadron from 4 to 29 April and cruised in the Skagerrak and

the western Baltic. The battleship was scheduled to take part in the autumn maneuvers, but shortly before the fleet assembled for the exercises, both she and Weissenburg were sold to the Ottoman Empire. The following day, the fleet departed for Constantinople for repairs in preparation to engage the Italian fleet. Their rangefinders and the ammunition hoists for their main battery guns had been removed, their telephones did not work, and the pipes for their pumps were badly rusted. Most of the watertight doors could not close, and the condensers remained problematic. The condition of Barbaros Hayreddin, as with most ships of the Ottoman fleet, had deteriorated significantly. During the war, Barbaros Hayreddin conducted gunnery training along with the other capital ships of the Ottoman navy, escorted troop convoys, and bombarded coastal installations. Two days later, the two battleships bombarded Bulgarian artillery positions near Varna. The Greek flotilla, which included the armored cruiser Georgios Averof and three Hydra-class ironclads, sailing from the island of Lemnos, altered course to the northeast to block the advance of the Ottoman battleships. Five minutes later, Georgios Averof crossed over to the other side of the Ottoman fleet, placing the Ottomans in the unfavorable position of being under fire from both sides. The ships reached port by The first shell struck the afterdeck and killed five men assigned to a damage control party. The second shell jammed the rear turret, placing it out of action.

4: Kurfurst - Your resource on Messerschmitt Bf performance

www.enganchecubano.com Last updated 23 November Work in progress. All rights reserved. email at: kurfurst@www.enganchecubano.com Total Site Page loads.

She was laid down in the Imperial Dockyard in Wilhelmshaven, launched in 1890, and completed in 1891 at a cost of 10 million marks. The Brandenburg-class battleships carried six large-caliber guns in three twin turrets, as opposed to four guns in two turrets, as was the standard in other navies. She saw limited active duty during her service career with the German fleet due to the relatively peaceful nature of the late 19th and early 20th centuries. As a result, her career focused on training exercises and goodwill visits to foreign ports. These training maneuvers were nevertheless very important to developing German naval tactical doctrine in the two decades before World War I, especially under the direction of Alfred von Tirpitz. She, along with her three sisters, saw only one major overseas deployment, to China in 1901, during the Boxer Rebellion. The ship underwent a major modernization in 1905. She saw heavy service during the Balkan Wars, primarily providing artillery support to Ottoman ground forces in Thrace. She also took part in two naval engagements with the Greek Navy—the Battle of Elli in December 1912, and the Battle of Lemnos the following month. Both battles were defeats for the Ottoman Navy. In a state of severe disrepair, the old battleship was partially disarmed after the Ottoman Empire joined the Central Powers early in World War I. Her secondary armament consisted of eight 150 mm guns. Her main belt armor was 150 millimeters. She was ordered as battleship D, [1] and was laid down at the Kaiserliche Werft Imperial Shipyard in Wilhelmshaven in 1890. She was the first ship of the class to be launched, on 30 June 1890. She was therefore decommissioned for repairs to the machinery, before being re-commissioned on 1 November 1890. The squadron thereafter began a winter training cruise in the Baltic Sea; this was the first such cruise by the German fleet. In previous years, the bulk of the fleet was deactivated for the winter months. During this voyage, the I Division anchored in Stockholm from 7 to 11 December, during the 100th anniversary of the birth of Swedish king Gustavus Adolphus. Thereafter, further exercises were conducted in the Baltic before the ships had to put into their home ports for repairs. This was followed by individual ship and divisional training, which was interrupted by a voyage to the northern North Sea. This was the first time units of the main German fleet had left home waters. The purpose of the exercise was to test the ships in heavy weather; both vessels performed admirably. In May, more fleet maneuvers were carried out in the western Baltic, and they were concluded by a visit of the fleet to Kirkwall in Orkney. The squadron returned to Kiel in early June, where preparations were under way for the opening of the Kaiser Wilhelm Canal. Tactical exercises were carried out in Kiel Bay in the presence of foreign delegations to the opening ceremony. Further training exercises lasted until 1 July, when the I Division began a voyage into the Atlantic Ocean. This operation had political motives; [12] Germany had only been able to send a small contingent of vessels—the protected cruiser Kaiserin Augusta, the coastal defense ship Hagen, and the sailing frigate Stosch—to an international naval demonstration off the Moroccan coast at the same time. The fleet departed Vigo and stopped in Queenstown, Ireland. The first exercises began in the Heligoland Bight on 25 August. The fleet then steamed through the Skagerrak to the Baltic; heavy storms caused significant damage to many of the ships and the torpedo boat S 41 capsized and sank in the storms—only three men were saved. The fleet stayed briefly in Kiel before resuming exercises, including live-fire exercises, in the Kattegat and the Great Belt. The main maneuvers began on 7 September with a mock attack from Kiel toward the eastern Baltic. Subsequent maneuvers took place off the coast of Pomerania and in Danzig Bay. The ironclad Baden temporarily replaced her as flagship until the work was completed on 20 October. The rest of the year was spent on individual ship training, with the exception of a short trip to Gothenburg from 5 to 9 November. Individual ship training was conducted through April, followed by squadron training in the North Sea in late April and early May. This included a visit to the Dutch ports of Vlissingen and Nieuwediep. Further maneuvers, which lasted from the end of May to the end of July, took the squadron further north in the North Sea, frequently into Norwegian waters. The ships visited Bergen from 11 to 18 May. Koester again flew his flag aboard Sachsen from 15 December to 1 March 1891. The typical routine was interrupted in early August when Wilhelm II and Augusta went to visit the Russian

imperial court at Kronstadt ; both divisions of the I Squadron were sent to accompany the Kaiser. They had returned to Neufahrwasser in Danzig on 15 August, where the rest of the fleet joined them for the annual autumn maneuvers. These new tactics stressed accurate gunnery, especially at longer ranges, though the necessities of the line-ahead formation led to a great deal of rigidity in the tactics. The maneuvers were completed by 22 September in Wilhelmshaven. The fleet followed the typical routine of individual and fleet training in without incident, though a voyage to the British Isles was also included. The fleet stopped in Queenstown, Greenock , and Kirkwall. The fleet assembled in Kiel on 14 August for the annual autumn exercises. The maneuvers included a mock blockade of the coast of Mecklenburg and a pitched battle with an "Eastern Fleet" in the Danzig Bay. While steaming back to Kiel, a severe storm hit the fleet, causing significant damage to many ships and sinking the torpedo boat S Training finished on 17 September in Wilhelmshaven. During these maneuvers, the division visited Kungsbacka , Sweden, from 9 to 13 December. After returning to Kiel, the ships of the I Division went into dock for their winter repairs. There, they met the British Channel Fleet of eight battleships and four armored cruisers. The German fleet then departed for Germany, stopping again in Dover on 24 May. The fleet returned to Kiel on 31 May. On 16 August, the fleet assembled in Danzig once again for the annual autumn maneuvers. The third phase of the maneuvers took place in the Kattegat and the Great Belt from 8 to 26 September, when the maneuvers concluded and the fleet went into port for annual maintenance. The year began with the usual routine of individual and divisional exercises. In the second half of March, the squadrons met in Kiel, followed by torpedo and gunnery practice in April and a voyage to the eastern Baltic. From 7 to 26 May, the fleet went on a major training cruise to the northern North Sea, which included stops in the Shetlands from 12 to 15 May and in Bergen from 18 to 22 May. The four battleships and the aviso Hela transited the Kaiser Wilhelm Canal and stopped in Wilhelmshaven to rendezvous with the rest of the expeditionary force. On 11 July, the force steamed out of the Jade Bight , bound for China. They stopped to coal at Gibraltar on 17â€”18 July and they passed through the Suez Canal on 26â€”27 July. They arrived in Singapore on 18 August and departed five days later, reaching Hong Kong on 28 August. Two days later, the expeditionary force stopped in the outer roadstead at Wusong , downriver from Shanghai. A small Chinese fleet stationed upriver did not even clear their ships for action, owing to the strength of the Anglo-German fleet. She then returned to the Wusong roads while the ships of the East Asia Squadron remained off both ports. In March, the expeditionary fleet reassembled in Tsingtau for gunnery and tactical exercises. The fleet took on supplies in Shanghai and departed Chinese waters on 1 June. The fleet stopped in Singapore from 10 to 15 June and took on coal before proceeding to Colombo, where they stayed from 22 to 26 June. The fleet then stopped for a day each to take on coal in Aden and Port Said. They separated after reaching Heligoland, and on 11 August after reaching the Jade roadstead, the ships of the expeditionary force were visited by Admiral von Koester, who was now the Inspector General of the Navy. She was assigned to the I Squadron as the second command flagship for the annual autumn maneuvers. During the months of December, January, and February, the ship was in drydock for major repair work. The squadron initially steamed to Norwegian waters, then rounded the northern tip of Scotland, and stopped in Irish waters. The ships returned to Kiel on 28 May. The four Brandenburg class battleships were taken out of service for a major reconstruction. The fleet conducted its normal routine of individual and unit training, interrupted only by a cruise to Norway from mid-July to early August. The annual autumn maneuvers occurred as usual. Her three sister ships joined her in this unit; their duties typically consisted of training cruises in the North Sea. From 5 to 25 April, she operated with the Training Squadron with its flagship Vineta. They participated in the main series of exercises off Heligoland, and the squadron was dissolved when the maneuvers ended on 12 September. Starting on 27 March, she operated with the Training Squadron again, the flagship of which was now the armored cruiser Friedrich Carl. She continued in this routine in early ; she operated with the Training Squadron from 4 to 29 April and cruised in the Skagerrak and the western Baltic. The battleship was scheduled to take part in the autumn maneuvers, but shortly before the fleet assembled for the exercises, both she and Weissenburg were sold to the Ottoman Empire. The following day, the fleet departed for Constantinople for repairs in preparation to engage the Italian fleet. Their rangefinders and the ammunition hoists for their main battery guns had been removed, their telephones did not work, and the pipes

for their pumps were badly rusted. Most of the watertight doors could not close, and the condensers remained problematic. The condition of Barbaros Hayreddin, as with most ships of the Ottoman fleet, had deteriorated significantly. During the war, Barbaros Hayreddin conducted gunnery training along with the other capital ships of the Ottoman navy, escorted troop convoys, and bombarded coastal installations. Two days later, the two battleships bombarded Bulgarian artillery positions near Varna. The Greek flotilla, which included the armored cruiser Georgios Averof and three Hydra-class ironclads, sailing from the island of Lemnos, altered course to the northeast to block the advance of the Ottoman battleships. Five minutes later, Georgios Averof crossed over to the other side of the Ottoman fleet, placing the Ottomans in the unfavorable position of being under fire from both sides. The ships reached port by The first shell struck the afterdeck and killed five men assigned to a damage control party. The second shell jammed the rear turret, placing it out of action. Shell fragments from this hit damaged several boilers and caused a fire in one of the coal bunkers. Barbaros Hayreddin and the rest of the fleet supported the operation, but the appearance of the Greek fleet forced the Ottomans to break off the operation.

5: German addresses are blocked - www.enganchecubano.com

With complete disregard for his personal safety, 1st Lt. Hagen's courageous gallantry, extraordinary heroism, and intrepidity above and beyond the call of duty, at the cost of his own life, were in keeping with the highest traditions of the military service and reflect great credit upon him and the U.S. Army.

Monts, who favored a fleet of battleships over the coastal defense strategy emphasized by his predecessor, cancelled the last four coastal defense ships authorized under Caprivi and instead ordered four 10,000-ton battleships. Her secondary armament consisted of eight 150 mm guns. Her main belt armor was 150 millimeters. She was ordered as battleship D, [1] and was laid down at the Kaiserliche Werft Imperial Shipyard in Wilhelmshaven in 1890. She was the first ship of the class to be launched, on 30 June 1891. She was therefore decommissioned for repairs to the machinery, before being recommissioned on 1 November 1891. The squadron thereafter began a winter training cruise in the Baltic Sea; this was the first such cruise by the German fleet. In previous years, the bulk of the fleet was deactivated for the winter months. During this voyage, the I Division anchored in Stockholm from 7 to 11 December, during the 10th anniversary of the birth of Swedish king Gustavus Adolphus. Thereafter, further exercises were conducted in the Baltic before the ships had to put into their home ports for repairs. This was followed by individual ship and divisional training, which was interrupted by a voyage to the northern North Sea. This was the first time units of the main German fleet had left home waters. The purpose of the exercise was to test the ships in heavy weather; both vessels performed admirably. In May, more fleet maneuvers were carried out in the western Baltic, and they were concluded by a visit of the fleet to Kirkwall in Orkney. The squadron returned to Kiel in early June, where preparations were under way for the opening of the Kaiser Wilhelm Canal. Tactical exercises were carried out in Kiel Bay in the presence of foreign delegations to the opening ceremony. Further training exercises lasted until 1 July, when the I Division began a voyage into the Atlantic Ocean. This operation had political motives; [14] Germany had only been able to send a small contingent of vessels—the protected cruiser Kaiserin Augusta, the coastal defense ship Hagen, and the sailing frigate Stosch—to an international naval demonstration off the Moroccan coast at the same time. The fleet departed Vigo and stopped in Queenstown, Ireland. The first exercises began in the Heligoland Bight on 25 August. The fleet then steamed through the Skagerrak to the Baltic; heavy storms caused significant damage to many of the ships and the torpedo boat S41 capsized and sank in the storm—only three men were saved. The fleet stayed briefly in Kiel before resuming exercises, including live-fire exercises, in the Kattegat and the Great Belt. The main maneuvers began on 7 September with a mock attack from Kiel toward the eastern Baltic. Subsequent maneuvers took place off the coast of Pomerania and in Danzig Bay. The ironclad Baden temporarily replaced her as flagship until the work was completed on 20 October. The rest of the year was spent on individual ship training, with the exception of a short trip to Gothenburg from 5 to 9 November. Individual ship training was conducted through April, followed by squadron training in the North Sea in late April and early May. This included a visit to the Dutch ports of Vlissingen and Nieuwediep. Further maneuvers, which lasted from the end of May to the end of July, took the squadron further north in the North Sea, frequently into Norwegian waters. The ships visited Bergen from 11 to 18 May. Koester again flew his flag aboard Sachsen from 15 December to 1 March. The typical routine was interrupted in early August when Wilhelm II and Augusta went to visit the Russian imperial court at Kronstadt; both divisions of the I Squadron were sent to accompany the Kaiser. They had returned to Neufahrwasser in Danzig on 15 August, where the rest of the fleet joined them for the annual autumn maneuvers. These exercises reflected the tactical thinking of the new State Secretary of the Reichsmarineamt, Konteradmiral Alfred von Tirpitz, and the new commander of the I Squadron, Vizeadmiral August von Thomsen. These new tactics stressed accurate gunnery, especially at longer ranges, though the necessities of the line-ahead formation led to a great deal of rigidity in the tactics. The maneuvers were completed by 22 September in Wilhelmshaven. The fleet followed the typical routine of individual and fleet training in without incident, though a voyage to the British Isles was also included. The fleet stopped in Queenstown, Greenock, and Kirkwall. The fleet assembled in Kiel on 14 August for the annual autumn

exercises. The maneuvers included a mock blockade of the coast of Mecklenburg and a pitched battle with an "Eastern Fleet" in the Danzig Bay. While steaming back to Kiel, a severe storm hit the fleet, causing significant damage to many ships and sinking the torpedo boat S Training finished on 17 September in Wilhelmshaven. During these maneuvers, the division visited Kungsbacka , Sweden, from 9 to 13 December. After returning to Kiel, the ships of the I Division went into dock for their winter repairs. There, they met the British Channel Fleet of eight battleships and four armored cruisers. The German fleet then departed for Germany, stopping again in Dover on 24 May. The fleet returned to Kiel on 31 May. On 16 August, the fleet assembled in Danzig once again for the annual autumn maneuvers. The third phase of the maneuvers took place in the Kattegat and the Great Belt from 8 to 26 September, when the maneuvers concluded and the fleet went into port for annual maintenance. The year began with the usual routine of individual and divisional exercises. In the second half of March, the squadrons met in Kiel, followed by torpedo and gunnery practice in April and a voyage to the eastern Baltic. From 7 to 26 May, the fleet went on a major training cruise to the northern North Sea, which included stops in the Shetlands from 12 to 15 May and in Bergen from 18 to 22 May. The four battleships and the aviso Hela transited the Kaiser Wilhelm Canal and stopped in Wilhelmshaven to rendezvous with the rest of the expeditionary force. On 11 July, the force steamed out of the Jade Bight , bound for China. They stopped to coal at Gibraltar on 17â€”18 July and they passed through the Suez Canal on 26â€”27 July. They arrived in Singapore on 18 August and departed five days later, reaching Hong Kong on 28 August. Two days later, the expeditionary force stopped in the outer roadstead at Wusong , downriver from Shanghai. A small Chinese fleet stationed upriver did not even clear their ships for action, owing to the strength of the Anglo-German fleet. She then returned to the Wusong roads while the ships of the East Asia Squadron remained off both ports. In March, the expeditionary fleet reassembled in Tsingtau for gunnery and tactical exercises. The fleet took on supplies in Shanghai and departed Chinese waters on 1 June. The fleet stopped in Singapore from 10 to 15 June and took on coal before proceeding to Colombo, where they stayed from 22 to 26 June. The fleet then stopped for a day each to take on coal in Aden and Port Said. They separated after reaching Heligoland, and on 11 August after reaching the Jade roadstead, the ships of the expeditionary force were visited by Admiral von Koester, who was now the Inspector General of the Navy. She was assigned to the I Squadron as the second command flagship for the annual autumn maneuvers. During the months of December, January, and February, the ship was in drydock for major repair work. The squadron initially steamed to Norwegian waters, then rounded the northern tip of Scotland, and stopped in Irish waters. The ships returned to Kiel on 28 May. The four Brandenburg class battleships were taken out of service for a major reconstruction. The fleet conducted its normal routine of individual and unit training, interrupted only by a cruise to Norway from mid-July to early August. The annual autumn maneuvers occurred as usual. Her three sister ships joined her in this unit; their duties typically consisted of training cruises in the North Sea. From 5 to 25 April, she operated with the Training Squadron with its flagship Vineta. They participated in the main series of exercises off Heligoland, and the squadron was dissolved when the maneuvers ended on 12 September. Starting on 27 March, she operated with the Training Squadron again, the flagship of which was now the armored cruiser Friedrich Carl. She continued in this routine in early ; she operated with the Training Squadron from 4 to 29 April and cruised in the Skagerrak and the western Baltic. The battleship was scheduled to take part in the autumn maneuvers, but shortly before the fleet assembled for the exercises, both she and Weissenburg were sold to the Ottoman Empire. The following day, the fleet departed for Constantinople for repairs in preparation to engage the Italian fleet. Their rangefinders and the ammunition hoists for their main battery guns had been removed, their telephones did not work, and the pipes for their pumps were badly rusted. Most of the watertight doors could not close, and the condensers remained problematic. The condition of Barbaros Hayreddin, as with most ships of the Ottoman fleet, had deteriorated significantly. During the war, Barbaros Hayreddin conducted gunnery training along with the other capital ships of the Ottoman navy, escorted troop convoys, and bombarded coastal installations. Two days later, the two battleships bombarded Bulgarian artillery positions near Varna. The Greek flotilla, which included the armored cruiser Georgios Averof and three Hydra-class ironclads, sailing from the island of Lemnos , altered course to the northeast to block the advance of the Ottoman battleships. Five minutes later, Georgios Averof

crossed over to the other side of the Ottoman fleet, placing the Ottomans in the unfavorable position of being under fire from both sides. The ships reached port by The first shell struck the afterdeck and killed five men assigned to a damage control party. The second shell jammed the rear turret, placing it out of action. Shell fragments from this hit damaged several boilers and caused a fire in one of the coal bunkers. Barbaros Hayreddin and the rest of the fleet supported the operation, but the appearance of the Greek fleet forced the Ottomans to break off the operation. The Greeks also withdrew, and several Ottoman cruisers opened fire as both sides departed, but no damage was done. On 10 January, the fleet conducted a patrol outside the Dardanelles. They encountered several Greek destroyers and forced them to withdraw, but inflicted no damage on the Greek ships. The protected cruiser Hamidiye evaded the Greek blockade and broke out into the Aegean Sea in an attempt to draw the Greek cruiser into pursuit. Despite the threat posed by the cruiser, the Greek commander refused to detach Georgios Averof. Barbaros Hayreddin led the line of battleships, with a flotilla of torpedo boats on either side of the formation. They concentrated their fire on the Greek Georgios Averof, which returned fire at The Ottoman commander detached the old battleship Mesudiye after a serious hit at At around the same time, a shell hit Barbaros Hayreddin on her amidships turret, killing the entire gun crew.

6: The Project Gutenberg E-text of Camps, Quarters and Casual Places, by Archibald Forbes

Subsequent operations On 8 February , the Ottoman navy supported an amphibious assault at ÅžarkÅŒly. Barbaros Hayreddin and Turgut Reis, along with several cruisers weighed anchor at and arrived off the island at around

What a pity it is that all war cannot be like this early phase of it, of which I speak! It was playing at warfare, with just enough of the grim reality cropping up occasionally, to give the zest which the reckless Frenchwoman declared was added to a pleasure by its being also a sin. The Uhlans, their piebald lance-pennants fluttering in the wind, cantered leisurely round the crests of the little knolls which formed the vedette posts, despising mightily the straggling chassepot bullets which were pitched at them from time to time in a desultory way; but which, desultory as they were, now and then brought lance-pennant and its bearer to the groundâ€”an occurrence invariably followed by a little spurt of lively hostility. I had my quarters at the Rheinischer Hof, a right comfortable hotel on the St. Not a few pleasant evenings did I spend at the table of the long dining-room, with the close-cropped red head of silent and genial Hauptmann von Krehl looming large over the great ice-pail, with its chevaux de frise of long-necked Niersteiner bottlesâ€”the worthy Hauptmann supported by blithe Lieutenant von Klipphausen, ever ready with the Wacht am Rhein; quaint Dr. The Hagen was a free-and-easy place compared with the Rheinischer, and among its inmates there was no one who could sing a better song than manly Georgeâ€”type of the Briton at whom foreigners stareâ€”who, ignorant of a word of their language, wholly unprovided with any authorisation save the passport signed "Salisbury," and having not quite so much business at the seat of war as he might have at the bottom of a coal-mine, gravitates into danger with inevitable certainty, and stumbles through all manner of difficulties and bothers by reason of a serene good-humour that nothing can ruffle and a cool resolution before which every obstacle fades away. Was there ever a more compositely polyglot cosmopolitan than poor young de Liefdeâ€”half Dutchman, half German by birth, an Englishman by adoption, a Frenchman in temperament, speaking with equal fluency the language of all four countries, and an unconsidered trifle of some half-dozen European languages besides? Then there was the English student from Bonn, who had come down to the front accompanied by a terrible brute of a dog, vast, shaggy, self-willed, and dirty; an animal which, so to speak, owned his owner, and was so much the horror and disgust of everybody that on account of him the company of his masterâ€”one of the pleasantest fellows aliveâ€”was the source of general apprehension. There was young Silberer the many-sided and eccentric, an Austrian nobleman, a Vienna feuilletonist and correspondent, a rowing man, a gourmet, ever thinking of his stomach and yet prepared for all the roughness of the campaignâ€”warm-hearted, passionate, narrow-minded, capable of sleeping for twenty-three out of the twenty-four hours, and the wearer of a Scotch cap. We were a kind of happy family at the Hagen; the tone of the coterie was that of the easiest intimacy into which every newcomer slid quite naturally. Thus when on the 31st July there was a somewhat sensational arrival, the stolid landlord had not turned the gas on in the empty saal before everybody knew and sympathised with the errand of the strangers. The party consisted of a plump little girl of about eighteen with a bonny round face and fine frank eyes; her sister who was some years older; and a brother, the eldest of the three. They had come from Silesia on rather a strange tryst. The arrangement was certainly a charming one; we should have a wedding in the Hagen! There was no nonsense about our young Braut. She told me the little story at supper on the night of her arrival in the most matter-of-fact way possible, drank her two glasses of red wine, and went off serenely to bed with a dainty lisp *Schlafen Sie wohl!* While Minna was between the sheets in the pleasant chamber in the Hagen her lover was lying in bivouac some fifteen miles away. Of course we all went out to welcome it; some bearing peace-offerings of cigars, others the drink-offering of potent Schnapps. The Vogt family were left the sole inmates of the Hagen, delicacy preventing their accompanying us. The German journalist, however, had a commission to find out young Eckenstein and tell him of the bliss that awaited him two short miles away. Right hearty fellows were the officers of the second battalionâ€”from the grizzled Oberst down to the smooth-faced junior lieutenant; and the men who had been marching and bivouacking for a fortnight looked as fresh as if they had not travelled five miles. Stolid Hagen came out of his shell for once, and swore, *Donner Wetter* that he would give

us a supper we should remember; and he kept his word. The good old pastor of the snow-white hair and withered cheeksâ€”he had been engaged to perform the ceremony of the morrowâ€”we voted into the chair whether he would or not; and on his right sat Minna and Eckenstein, their arms interlacing and whispering soft speeches which were not for our ears. The table was covered with bottles of Blume de Saar, the champagne peculiar of the Hagen; and the speed with which the full bottles were converted into "dead marines" was a caution to teetotallers. Then de Liefde the polyglot gave the health of the happy couple in a felicitous but composite speech, in which half a dozen languages were impartially intermixed so that all might understand at least a portion. Then Minna and her sister retired, followed by Herr Pastor; and after a considerable number of more bottles of Blume de Saar had met their fate we formed a procession and escorted the happy Eckenstein to the Rheinischer Hof where he was to sleep. Next morning by eleven, we had all reassembled in the second saal of the Hagen. In the great room the marriage-breakfast was laid out, and in the kitchen Hagen and his Frau were up to their eyes in mystic culinary operations. Minna looked like a rosebud in her pretty low-necked blue dress, and the pastor in his cassock helped to the diversity of colour. We had done shaking hands with the bride and bridegroom after the ceremony, and were sitting down to the marriage feast, when young Eckenstein started and made three strides to the open window. His accustomed ear had caught a sound which none of us had heard. It was the sharp peremptory note of the drum beating the alarm. In two minutes more Eckenstein had his helmet on his head and his sword buckled on, and then he turned to say farewell to his girl ere he left her for the battle. The parting was silent and brief; but the faces of the two were more eloquent than words. Poor Minna sat down by the window straining her eyes as Eckenstein, running at speed, went his way to the rendezvous. When I got up to the Bellevue the French were streaming in overwhelming force down the slope of the Spicheren into the intervening valley. It was a beautiful sight; but I am not going to describe it here. Before I got back into the Hagen after paying my bill at the Rheinischer and fetching away my knapsack, the French guns were on the Exercise Platz. I heard for the first time the angry screech of the mitrailleuse and saw the hailstorm of its bullets spattering on the pavement of the bridge. Somehow or other the whole of our little coterie had found their way into the Hagen; by a sort of common impulse, I imagine. The landlady was already in hysterics; the Vogt girls were pale but plucky. Presently the shells began to fly. The Prussians had a gun or two on the railway esplanade above us, the fire of which the French began to return fiercely. Every shell that fell short tumbled in or about the Hagen; and a company of the Hohenzollerns was drawn up in the street in front of it, in trying to dislodge which the French fire could not well miss the Hagen and the houses opposite. A shell burst in the back-yard and the landlady fainted. Another came crashing in through a first-floor window, and, bursting, knocked several bedrooms into one. Then we thought it time to get the women down into the cellarâ€”rather a risky undertaking since the door of it was in the backyard. However, we got them all down in safety and came up into the second saal to watch the course of events. He gave a still deeper groan as another shell crashed into the principal dining-room and knocked the long table, laid out as it was for the marriage-feast, into a chaos of splinters, tablecloth, and knives and forks. In this pleasing situation of affairs George produced a pack of cards and coolly proposed a game of whist. Silberer and myself took counsel together and agreed that the occupation of the town by the French was only a question of a few hours at latest. We were both correspondents; and although the French would do us no harm our communications with our journals would inevitably be stoppedâ€”a serious contingency to contemplate at the beginning of a campaign. We both agreed that evacuation of the Hagen was imperative; but then, how to get out? The only way was up the esplanade to the railway station, and upon it the French shells were falling and bursting in numbers very trying to the nerves. However, there was nothing for it but to make a rush through the fire; and saying good-bye to the whist-players we sallied forth. To my disgust I found that Silberer positively refused to make a rush of it. Although an Austrian all his sympathies were Prussian, and he had the utmost contempt for the French. I would have run right gladly at top-speed; but I did not like to run when another man walked, and so he made me saunter at the rate of two miles an hour till we got under shelter. The 40th was the regiment to which was assigned the place of honour in the preliminary recapture of the Exercise Platz height. Kameke rode up the winding road to the Bellevue; then came the march across the broad valley and after much bloodshed the final storm of the Spicheren, in which the 40th occupied about the left centre of the Prussian

advance. Three times did the blue wave surge up the green steep, to be beaten back three times by the terrible blast of fire that crashed down upon it from above. Yet a fourth time it clambered up again, and this time it lipped the brink and poured over the intrenchment at the top. But I am not describing the battle. When it was over or at least when it had drifted away across the farther plateau, I followed on in the broad wake of dying and dead which the advance had left. The familiar faces of the Hohenzollerns were all around me; but either still in death or writhing in the torture of wounds. About the centre of the valley lay the genial Hauptmann von Krehl, more silent than ever now, for a bullet had gone right through that red head of his and he would never more quaff of the Niersteiner; neither would Lieutenant von Klipphausen ever again stir the blood of the sons of the Fatherland with the Wacht am Rhein; he lay dead close by the first spur of the slope—what of him at least a bursting shell had left. On a little flat half up sat quaint Dr. Diestelkamp, like Mark Tapley jolly under difficulties; by his side lay a man who had just bled to death as the good doctor explained to me. While he had been applying the tourniquet under a hot fire his right arm had been broken; and before he could pull himself up and go to the rear another bullet had found its billet in his thigh. There the little man sat, contentedly smoking till somebody would be good enough to come and take him away. I heard the ominous sound of the escaping air as I raised him to give him a drink from my flask. What needs it to become diffuse as to the terrible sights which that steep and the plateau above it presented on this beautiful summer evening? It was farther to the right, in ground more broken with gullies and ravines, that the second battalion of the Hohenzollerns had gone up; and I wandered along there among the carnage eking out the contents of my flask as far as I could, and when the wounded had exhausted the brandy in it filling it up with water and still toiling on in a task that seemed endless. At last, in a sitting posture, his back against a hawthorn tree in one of the grassy ravines, I saw one whom I thought I recognised. He had not been killed outright by the fatal bullet; the track was apparent by the blood on the grass along which he had crawled to the hawthorn tree against which I found him. His head had fallen forward on his chest and his right hand was pressed against his left breast. I saw something white in the hollow of the hand and easily moved the arm for he was yet warm; it was the photograph of the little girl he had married but three short days before. The frank eyes looked up at me with a merry unconsciousness; and the face of the photograph was spotted with the life-blood of the young soldier. I sent the death-token to Saarlouis by post to the young widow. I never knew whether she received it, for all the address I had was Saarlouis. Any one taking the ascent up the fourth ravine Forbach-ward from the bluff of the Spicheren, may easily find it about halfway up. It may be recognised by the wooden cross bearing the rude inscription: Reaching Mandalay, the capital of Native Burmah, in the beginning of February, I immediately set about compassing an interview with the young king. Shaw, who was our Resident at Mandalay at the time of my visit, and Dr. Clement Williams whose kindly services I found so useful, are now dead, and many changes have occurred since the episode described below; but no description, so far as I am aware, has appeared of any visit of courtesy and curiosity to the Court of King Thebau of a later date than that made by myself at the date specified. One of my principal objects in visiting Mandalay, or, in Burmese phrase, of "coming to the Golden Feet," was to see the King of Burmah in his royal state in the Presence Chamber of the Palace. Certain difficulties stood in the way of the accomplishment of this object. I had but a few days to spend in Mandalay. With the approval of Mr. Shaw, the British Resident, I determined to pursue an informal course of action, and with this intent I enlisted the good offices of an English gentleman resident in Mandalay, who had intimate relations with the Ministers and the Court. Williams, was good enough to help me with zeal and address. The line of strategy to adopt was to interest in my cause one of the principal Ministers. These "Woonghys" or "Menghyis," as they were more commonly called—"Menghyi," meaning "Great Prince"—were of equal rank; but the senior Minister, the Yenangyoung Menghyi, who had precedence, was then in confinement, and, indeed, a decree of degradation had gone forth against him. Obviously he was of no use; but a more influential man than he ever was, and having the additional advantages of being at liberty, in power and in favour, was the "Kingwoon Menghyi. His position was roughly equivalent to that of Bismarck in Germany, or of Gortschakoff in Russia, since, in addition to his internal influence, he had the chief direction of foreign affairs. Now this "Kingwoon Menghyi" had for a day or two been relaxing from the cares of State. Partly for his own pleasure, partly by way of example, he had laid out a beautiful garden on the low ground

near the river. Within this garden he had the intention to build himself a suburban residence, which meanwhile was represented by a summer pavilion of teak and bamboo. He was a liberal-minded man, and it was a satisfaction to him that the shady walks and pleasant rose-groves of this garden should be enjoyed by the people of Mandalay.

7: SMS Kurfürst Friedrich Wilhelm - WikiVisually

After entering active service, Kurfürst Friedrich Wilhelm and the rest of the squadron attended ceremonies for the Kaiser Wilhelm Canal at Kiel on 3 December. The squadron thereafter began a winter training cruise in the Baltic Sea; this was the first such cruise by the German fleet.

8: SMS Kurfürst Friedrich Wilhelm - Wikipedia

Fallout 4 - U.S. Covert Operations Manual, Fort Hagen Farhan Alam. Loading Unsubscribe from Farhan Alam? Cancel Unsubscribe. Working Subscribe Subscribed Unsubscribe

9: German Navy Organisation

Khizr operated in the Aegean Sea and based his operations mostly in Thessaloniki, Ishak, the eldest, remained on Mytilene and was involved with the financial affairs of the family business. Oruç was a very successful seaman and he also learned to speak Italian, Spanish, French, Greek and Arabic in the early years of his career.

The practice standard for scheduling Political cohesion of American Jews in American politics Getting Ready for School (My Day at School) The Cheiro book of fate and fortune. Tchaikovskys early years Cranmer and common prayer Gordon Jeanes Manual of ideas 2014 Three pearls in amniotic membrane transplantation Kimberly C. Sippel and C. Stephen Foster Probability and Schrodingers Mechanics Fce use of english 1 Mayoral takeover in the District of Columbia: the need for a shake-up Jane Hannaway, Michael D. Usdam Transistor sizing for timing optimization of combinational digital CMOS circuits You are the placebo Warhammer 40k dark angels codex 6th edition The zonally symmetric motion of the atmosphere. The Alpha and Omega Facts in a flash: Addition subtraction, grades 1-3 Desperate Husbands Pocket Guide Fabric of the heavens TOM BRGHTWIND, OR, HOW THE FAIRY BRIDGE Cookie Monsters Christmas Toward peace and security in southern Africa Fiber industries from northern New England : ethnicity and technological traditions during the woodland p A Submarine Forest Winston Churchill : The lights are going out in Europe Collections relative to claims at the coronations The performance and pay alignment zone Visualizing Lincoln : Abraham Lincoln as student, subject, and patron of the visual arts Harold Holzer Conflict of Eagles 4. Sybilla Masters, Mary Beatrice Davidson Kenner and Mildred Davidson Austin Smith, Stephanie Kwolek, Fr Smpp 3.4 manual Other specialties. Gold By Gemini (A Lovejoy Mystery) Defining noncompliant behavior Prayers to Mary for a Happy Death 1186 Wild talents rpg SFWA grand masters Epilogue : Two railroads Old Florida 2007 Wall Calendar Sylvia Ostry, Asymmetry in the Uruguay round and in the Doha round