



Late War Type VIIC & VIIC/41 Configurations

Dougie Martindale
Accurate Model Parts



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Part I – Introduction

In the previous article “Type VII U-Boat Modifications”, currently available within AMP downloadable file “The Wolf Pack”, the implementation of the Atlantic bow, planked deck and Askania compass fairing on Type VIIC and VIIC/41 U-boats were discussed. In this article I would like to further explore all three topics. Where possible I will provide details of which boats had each feature and the time frame when the changes took place. It is patently impossible to collect photos showing every angle of all 659 boats of this variant and therefore the conclusions are limited by the resources currently available to the author.

In the following discussion an attempt has been made to estimate the time period over which each feature was implemented. It is of critical importance to maintain a consistent reference point so that all boats can be compared with each other. The reference point which is given throughout this article is the launching date.

Although the information herein may be of interest to all U-boat enthusiasts, the article is primarily intended to assist a modeller who is striving to be historically accurate in relation to the configuration of a particular late war boat. To assist this task, advice is given towards the end of this article about how one may select individual features so that almost any VIIC or VIIC/41 boat can be depicted.

Part II – Atlantic Bow

Evidence of Atlantic bow on Type VIICs

The German Kriegsmarine built vast quantities of the medium-sized Type VII U-boat in several different variants. The most numerous variant was the Type VIIC, with 572 examples being launched and commissioned into the Kriegsmarine. A sub-variant, referred to as the VIIC/41, was also produced, with 87 boats being commissioned. The characteristic of the VIIC/41 was that it had a thicker pressure hull which allowed this sub-variant to dive to greater depths than the VIIC.

There is a common misconception which has developed in regard to the VIIC and VIIC/41. There was an assumption by many (including the author) that all VIICs were fitted with the standard bow and that all VIIC/41s were fitted with a longer, wider bow known as the “Atlantic bow” (*Atlantikstevan*). It has been further assumed that the Atlantic bow was an exclusive feature of the VIIC/41 and that this feature may allow us to identify this sub-variant from the regular VIICs.

A number of period photos provide us with incontrovertible proof that this view is erroneous. Contrary to popular opinion, the Atlantic bow was in fact fitted to a large number of VIICs and *was not exclusive to VIIC/41s*. In the table presented in Part V, the list shows that the Atlantic bow can be identified within period photographs on no fewer than 25 VIICs. Although it is next to

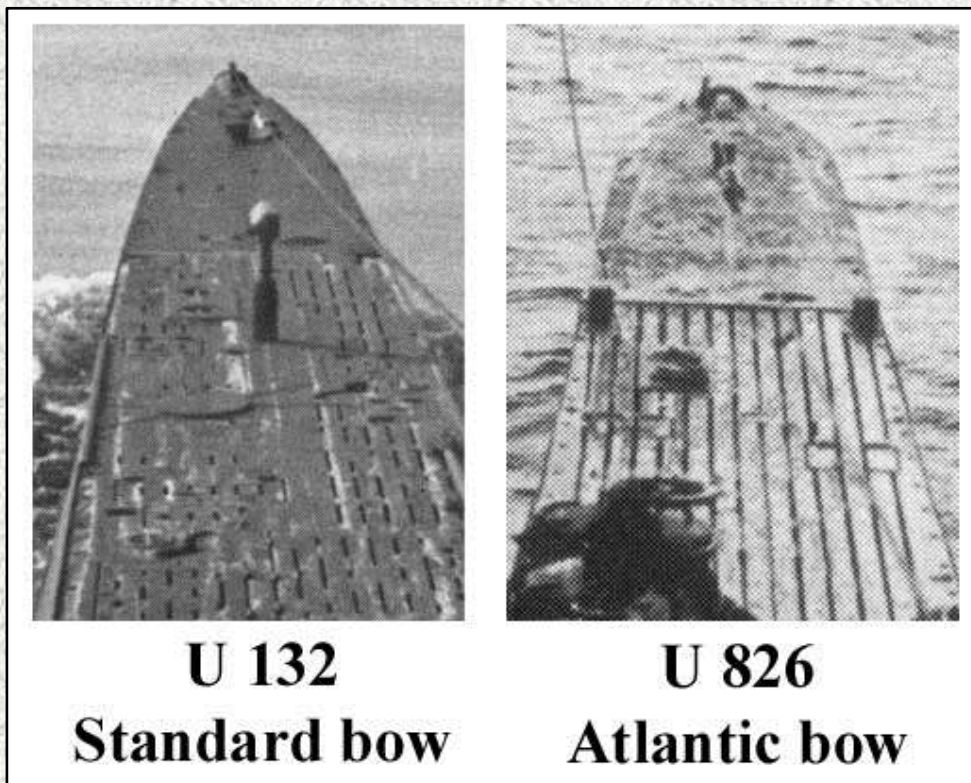
impossible to determine the exact number of VIICs with the Atlantic bow, interpretation of the information contained in the table may suggest a number in excess of 170. When we compare this figure with the 87 VIIC/41s (all of which had the Atlantic bow), it can be seen that at least 65% of all the Atlantic bows featured on VIICs.

Other than photographic evidence, there are existing plans which do back up the theory of the late VIICs having the Atlantic bow. On a reputable plan showing a boat with all the late war features - including Atlantic bow, planked deck, Turm IV and *schnorchel* - the plan is labelled as "VIIC (1944)" rather than VIIC/41.

If one is to accept that the Atlantic bow did feature on the later VIICs – and the photographic evidence is overwhelming - then we must also accept there is an error in very reputable books and websites. In the specifications provided by reliable sources, the length of the Type VIIC is specified as 67.10 metres. The length of the Type VIIC/41 is specified as 67.23 metres, the 13cm additional length being attributed the Atlantic bow. The length of the VIIC/41 is not in question, for as all boats of this sub-variant had the Atlantic bow then the length of 67.23 metres must be correct for all VIIC/41s. However, the shorter length of 67.10 metres, hitherto applicable to all VIICs, can no longer be accepted in relation to every Type VIIC. All of the early VIICs were produced with the standard bow and would undoubtedly have conformed to the overall length of 67.10 metres. But the later VIICs, built with the Atlantic bow, would surely have measured 67.23 metres. Therefore the length of VIICs varied depending on the type of bow employed.

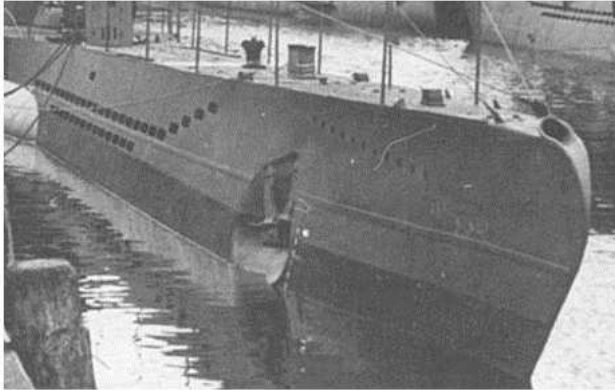
One of the major facets of the bow type – whether standard or Atlantic – was that it was not retrofitted on existing boats. Boats which were launched with the standard bow therefore retained this smaller style until their demise. Another point can be made in relation to the Atlantic bow. For VIICs and VIIC/41s with the Atlantic bow, it can be said that there were no external differences between these sub-variants. Since the thickness of the pressure hull cannot be reflected upon a model, from a purely modelling perspective we may think of the VIICs and VIIC/41s as being essentially the same. Assuming that one chooses a VIIC with late war features, we can therefore use Revell's late war VIIC/41 kit (RV5045) to model a mid to late war VIIC.

Identifying bow type

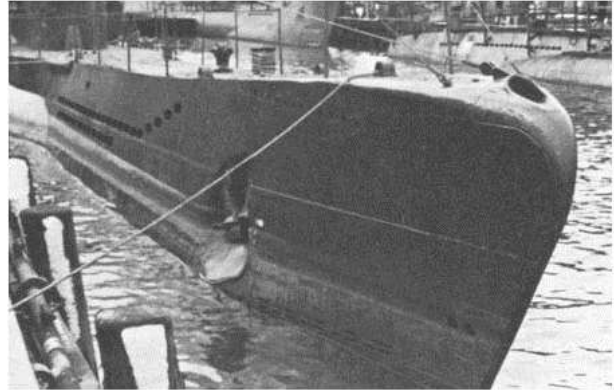


Left (1a and 1b): These two images illustrate the difference in profile between the early standard bow and the later Atlantic bow. The latter type is quite clearly much wider towards the tip of the bow. A comparison between the slotted deck on U 132 and the planked deck on U 826 can also be made here.

Below (2a and 2b): The difference between the bow types can also be discerned from other angles. Here we can see that on U 442 the deck level does not rise up towards the bow. However, on U 1171 the deck towards the bow is clearly at a higher level than on the forward deck. The rising of the deck towards the bow can be used as a very useful identifying characteristic of the Atlantic bow. This does not necessarily mean that distinguishing the bow type is straightforward since the differences between bow types are not always easily discernable from certain angles.

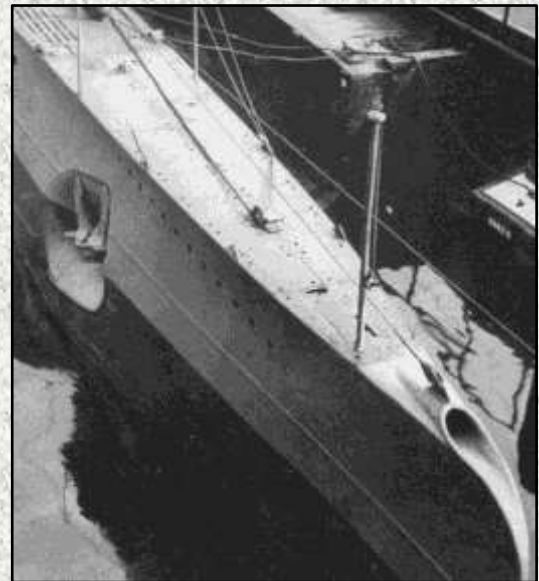


U 442 Standard bow



U 1171 Atlantic bow

Right (3): Another method to help us distinguish bow type is to look at the hole at the top of the stem, through which a tow rope could be passed. As illustrated in this photo of U 431, in the standard bow the edge of the hull casing runs up to the side of this hole. When we look at the Atlantic bow on U 1171, we can see a noticeable gap between the edge of the hull casing and the hole. The image of U 431 also shows another helpful feature. In this photo we can see two triangular shapes on either side of the deck. These were the support brackets for the net cutter, which was removed from all VIICs in early 1941. When the net cutter was removed the triangular brackets remained in place. If we see these supports we can be sure that we are looking at a standard bow.



Implementation of Atlantic bow

The important question to be answered is when the Atlantic bow replaced the standard bow on boats being launched down the slipways. To attempt to answer this question I have formulated the table in Part V. This shows all VIICs and VIIC/41s listed in order of launch date, with SB referring to Standard Bow and AB referring to Atlantic Bow. Every entry in bold print represents a bow type identified on a particular boat within a period photograph. Certain reasonable assumptions can be made in regard to date and batch and these are given in regular font type.

The order date for the Atlantic bow was placed on the 19th July 1941 but it can be seen that it took some time before this could be implemented upon launched boats. From the table it can be seen that the earliest boat which is known through photographic evidence to possess the Atlantic bow is U 711. This VIIC was launched as early as the 25th June 1942. Unfortunately this does not mean that every boat launched after this date had the Atlantic bow – if only it were that easy! The

table also indicates that the latest boat which is known through photographic evidence to have the standard bow is U 471, launched on the 6th March 1943. This does not mean that we can assume that all boats after this date had the Atlantic bow and that is why several cells in relation to boats launched after this date have been left blank. All boxes in between U 711 and U 471 (in a lovely pink font) represent the approximate range of the process of change from standard to Atlantic bow. It would be imprudent to make assumptions about many of the boats in this range. This leaves us with an unsatisfactory situation where we cannot, at least with only the author's present resources, specify what bow type was used on many boats launched in this period. Modellers may wish to refrain from choosing such boats in case evidence by other researchers proves their choice of bow type to be erroneous.

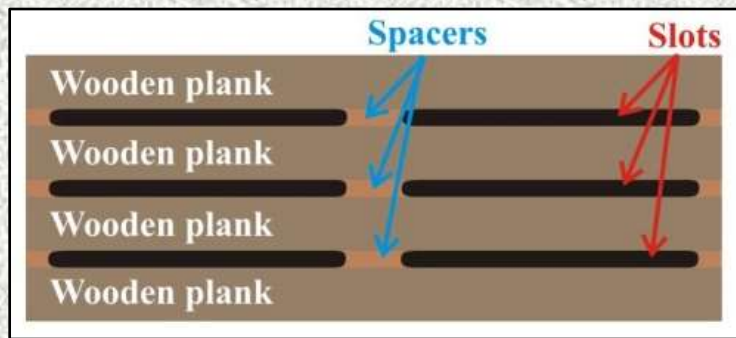
Although the implementation range in the table runs from the 25th June 1942 until the 6th March 1943, it should be pointed out that the Atlantic bow was very likely implemented on many boats launched before March 1943. While it is true that the standard bow featured on U 471, launched in Flensburg on the 6th March 1943, the penultimate occurrence of the standard bow was on U 362, launched on the 21st October 1942. It may be that the standard bow on U 471 was an exception and not representative of the majority of boats. Overall, we might consider that by November 1942 almost all of the VIICs were being launched with the Atlantic bow.

Conclusion – It appears that the Atlantic bow began to appear on launched boats towards the end of June 1942. With the exception of a few boats, most VIICs were being launched with the Atlantic bow by November 1942.

Part III – Deck Type

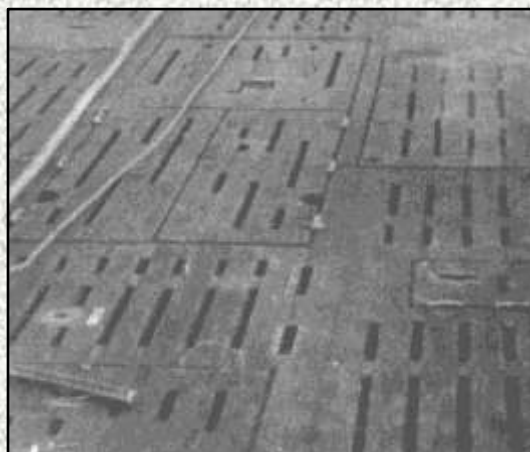
All the early VIICs were completed with the slotted deck arrangement. In this style, there was a noticeable gap (slot) between the wooden planks. In between the ends of the slots were positioned wooden spacers, under which the supports were positioned. The result was a distinctive style of deck (referred to as the “slotted deck” by the author) which can be seen on early boats of various types such as the Type IIs, Type VIIIs and Type IXs.

In the mid-war period the new build Type VIICs and IXs were launched with a much simplified form of deck. The slot and spacer arrangement was dropped in favour of a simple system whereby water drained away through the gaps between the long wooden planks. The result was a completely different style of deck that is very easy to differentiate from the earlier slotted deck.



Above: The width of the slots (25mm), the width of the wooden planks (75mm) and the length of the spacers (75mm) were consistent within the “slotted deck” used on all early Kriegsmarine U-boat types. The length of the slots differed at some areas of the deck, either due to the supports underneath or the presence of wooden or metal hatches.

Left (4): The distinctive pattern of slots on the “slotted deck” on an early VIIC. The spacers between the end of the slots can also be distinguished at the bottom right hand side of the photo. The slots were a standard width and allowed water upon the deck to drain through the deck.



Implementation of planked deck

Once again the task we face is to try to establish the period of time over which the feature was implemented, in this case when the planked deck (PD) replaced the slotted deck (SD). The results of the analysis of period photos are produced within the final column within the table in Part V. The first observed instance of the planked deck from the author's sources is on the VIIC U 360, launched on the 28th July 1942; the final observed instance of the slotted deck is on the VIIC U 345, launched on the 11th March 1943. In between these dates the boxes are coloured purple to indicate the range of change from slotted to planked deck.

In the bow type results there is a single outlier which drags out the implementation range. The same is true for the results of the deck arrangements, for in this case it is U 345 which appears to be an outlier. The penultimate instance of the slotted deck is U 957, a VIIC launched much earlier, on the 21st November 1942. We might consider that by December 1942 almost all of the VIICs were being launched with the planked deck.

Conclusion – It appears that the planked bow began to appear on launched boats towards the end of July 1942. With the exception of a few boats, most VIICs were being launched with the planked deck by December 1942.

Cautionary note – The conclusions drawn from the table in Part V rely exclusively upon the assessment of period photographs presently available to the author. These conclusions are limited by the relatively small number of photos in the author's collection. As more photographs become available it may be possible to identify a planked deck on a boat launched before U 360 or a slotted deck on a boat launched after U 345, thus allowing us to expand the implementation range beyond what is stated in the conclusion above.



Above (5): The forward deck of U 826 shows the "planked deck" used on later VIICs and VIIC/41s. It can be seen that this style of deck was much simpler, requiring far fewer man hours to produce.

Part IV – Magnetic Compass Fairing

The standard magnetic compass fairing was positioned at the foot of the front of the tower on all early and mid-war VIICs. It also featured on some late-war boats and it is this type which features on the Revell kits.

Towards the end of the war, a very different type known as the Askania fairing replaced the standard fairing. The Askania fairing was a stand-alone unit directly ahead and separate from the tower. The name Askania derives from the company of the same name which manufactured the device. Founded in 1871, the company produced precision instruments for the aeronautical and naval industries, including depth gauges for U-boats and instruments for aircraft cockpits. The company is presently extant, currently producing a range of quality watches. On the museum page on their website there appears to be a magnetic compass repeater not dissimilar to the type mounted at the front of the attack periscope housing on U-boats. Regarding their involvement with the compass fairing, it is possible that other companies contributed to the manufacture of some of the fairings but for simplicity we shall continue to refer to the compass and the fairing as the Askania type.

Implementation of Askania

According to *U-Boot Im Focus* Edition 2, the new Askania magnetic compass was ordered on the 15th October 1942. The order may indeed have been placed on that date but period photos show that implementation took place at a much later date. The information below has been attained solely through assessment of period photographs.

The following boats retained the standard fairing at the following time periods –

- U 223, U 667, U 703 and U 707 in October 1943
- U 290 in February 1944
- U 275, U 673 and U 953 in April 1944
- U 1105 in July 1944
- U 711 and U 995 in July 1944
- U 1060 in October 1944
- U 968 in December 1944
- U 953 in February 1945



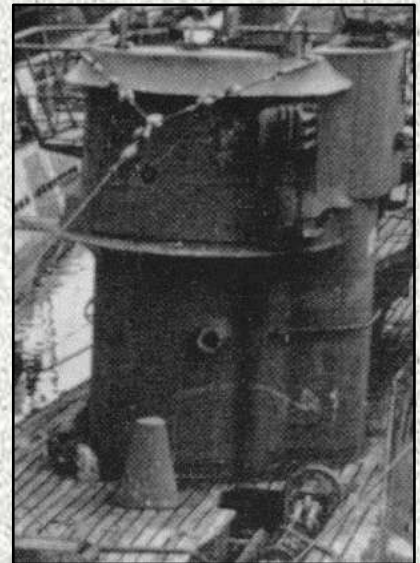
Above (6): The standard magnetic compass fairing on U 408. As the photo illustrates, the fairing abutted the front of the tower.

Below (7): The Askania magnetic compass fairing on U 1109. This new style of fairing was in the same position ahead of the tower but was a completely different shape and was a stand-alone feature. This type of fairing was also introduced to Type IXs around the same time period.

The earliest instance of the Askania fairing in period photos is on U 235 in October 1943. U 235 was used as a test boat and it is quite likely that this was the first VIIC to be fitted with the Askania fairing. It should be noted that the Type IX U 534 also had the Askania fairing in 1943 and it is assumed that this boat was used to test the feature on a Type IX.

The Askania fairing can be seen on the following boats at the following dates –

- U 1172 in March 1944
- U 778 in spring 1944
- U 957 in summer 1944
- U 362 in July 1944
- U 483 prior to August 1944
- U 393 and U 929 in autumn 1944
- U 930 in December 1944



The above information suggests that the Askania fairing was tested in the autumn of 1943 but actual implementation began around the spring of 1944. It would, however, take some time to convert the hundreds of boats (VIICs, VIIC/41s and IXs) within the fleet and this conversion process was not completed by the cessation of hostilities.

End of war (standard) – The following boats still had the standard housing at the end of hostilities in May 1945 – U 278, U 281, U 471, U 766, U 977 and U 978.

End of war (Askania) – The following boats had the Askania housing at the end of hostilities in May 1945 – U 249, U 250, U 299, U 362, U 369, U 393, U 483, U 719, U 749, U 776, U 778, U

929, U 930, U 957, U 1007, U 1009, U 1022, U 1023, U 1052, U 1058, U 1101, U 1105, U 1109, U 1165, U 1171, U 1172, U 1192, U 1197 and U 1305.

Of the 35 VIICs and VIIC/41s which have been observed in photos, only six (17%) retained the standard magnetic compass housing by the end of hostilities. This suggests that the majority had been converted to the Askania type by the end of the war.

Unfortunately for modellers there were at least three versions of the fairing. The most common version seen in photos had a fairing in which both the leading and trailing edges were sloped. However, U 299 had a version with a vertical leading edge and a sloped trailing edge; and the version on U 776 was longer in length and had a vertical edge on both the leading and trailing edge. Although the Askania company produced the actual magnetic compass it is possible that one or more different companies actually manufactured the fairing itself, thus leading to the three or more variations of fairing evidenced in photos.

Conclusion – The Askania fairing was tested on U 235 in October 1943. There is photographic proof to confirm that the actual implementation of this feature began as early as March 1944. Other photos may prove that other boats were fitted even earlier than this time. Implementation was not universal by the cessation of hostilities.



Part V – Individual Boat Details

In the table below are listed the 659 Type VIICs and VIIC/41s which were launched and commissioned into the Kriegsmarine. By sorting in order of launch date, a few points become obvious. The first is that there was no regard for chronology with regard to the U-numbers: for example, U 551 was launched on the 14th September 1940 and U 328 was launched nearly four years later, on the 24th July 1944. It may be assumed that U 69 was the first VIIC but the list shows that this boat was the ninth VIIC to be launched. U-numbers were often assigned with a deliberate lack of chronological order, presumably to confuse the enemy about the number and type of boats being produced by German yards.

Above (8): Three boats in Lisahally in Northern Ireland at the end of June 1945. U 278, on the left, has the standard magnetic compass fairing, whereas U 1058 (in the centre) and U 1109 (on the right) both have the newer Askania type. U 278 was one of the boats which did not have the opportunity to convert to the Askania housing before the end of hostilities. Other differences can be seen between the three boats. For example, only U 1058 has the *schnorchel* pipe on the port side of the tower.

Unless one explores the launch dates it may be assumed that VIIC/41s were built after VIIC production ceased. One benefit of the table is that it illustrates that there was a year-long overlap when both VIICs and VIIC/41s were being launched down the slipways in various shipyards. It can be seen that the first launch of a VIIC/41 (U 1163 on the 12th June 1943) took place over a year before the final launch of a VIIC (U 779 on the 17th June 1944).

The VIICs and VIIC/41s were built in sixteen different shipyards. Details of the batches are provided below, with blue text indicating VIICs and brown text indicating VIIC/41s. The purple text shows the shipyard code used in the main table. Each of the batches has been numbered with a B prefix and this batch number system is also used in the main table. The batches are important because boats belonging to the same batch often had the same features.

Danziger Werft, Danzig (Dan, Danzig)

B1 = 401-404, B2 = 405-408, B3 = 409-412, B4 = 413-416, B5 = 417-420, B6 = 421-424, B7 = 425-428, B8 = 429-430 + 1161-1162 (total of 32 VIICs)

B9 = 1163-1166, B10 = 1167-1170, B11 = 1171-1172 (total of 10 VIIC/41s)

F Schichau, Danzig (Sch, Danzig)

B1 = 431-434, B2 = 435-438, B3 = 439-442, B4 = 443-444, B5 = 445-448, B6 = 449-450 + 731-734, B7 = 735-740, B8 = 741-746, B9 = 747-750, B10 = 1191-1198, B11 = 1199-1204, B12 = 1205-1210, B13 = 825-826 (total of 62 VIICs)

B14 = 827-828 (total of 2 VIIC/41s)

Nordsee-Werke, Emden (Nor, Emden)

B1 = 331-334, B2 = 335-336, B3 = 337-338, B4 = 339-340, B5 = 341-344, B6 = 345-348, B7 = 349-350 + 1101-1102, B8 = 1103-1106 (total of 26 VIICs)

B9 = 1107-1110 (total of 4 VIIC/41s)

Flensburger Schiffbau Gesellschaft, Flensburg (Fle, Flensburg)

B1 = 351-354, B2 = 355-358, B3 = 359-360, B4 = 361-362, B5 = 363-366, B6 = 367-370 (total of 20 VIICs)

B7 = 1301-1304, B8 = 1305-1308 (total of 8 VIIC/41s)

Blohm & Voss, Hamburg (B&V, Hamburg)

B1 = 551-558, B2 = 559-562, B3 = 563-574, B4 = 575-586, B5 = 587-598, B6 = 599-610, B7 = 611-634, B8 = 635-646, B9 = 647-650 + 951-958, B10 = 959-982, B11 = 983-994 (total of 144 VIICs)

B12 = 995 + 997-1006, B13 = 1007-1010 + 1013-1018, B14 = 1019-1025 (total of 28 VIIC/41s)

H C Stülcken Sohn, Hamburg (Stü, Hamburg)

B1 = 701-706, B2 = 707-708, B3 = 709-710, B4 = 711-714, B5 = 715-718, B6 = 719-722, B7 = 905 & 907 (total of 24 VIICs)

Howaltswerke, Hamburg (How, Hamburg)

B1 = 651-662, B2 = 663-668, B3 = 669-674, B4 = 675-680, B5 681-683 (total of 33 VIICs)

Deutsche Werke, Kiel (DW, Kiel)

B1 = 451-454, B2 = 455-458, B3 = 465-468, B4 = 469-474, B5 = 475-480, B6 = 481-486 (total of 29 VIICs)

Germaniawerft, Kiel (GW, Kiel)

B1 = 93-98 + 69-70, B2 = 71-72, B3 = 201-204, B4 = 205-212, B5 = 221-226, B6 = 227-232,

B7 = 235-240, B8 = 241-246, B9 = 247-250, B10 = 1051-1058 (total of 58 VIICs)

B11 = 1063-1065 (total of 3 VIIC/41s)

Howaltswerken, Kiel (How, Kiel)

B1 = 371-374, B2 = 375-382, B3 = 383-386, B4 = 387-390, B5 = 391-394, B6 = 396-398, B7 = 399-400 + 1131-1132 (total of 31 VIICs)

Flender-Werft, Lübeck (Fle, Lübeck)

B1 = 88-92, B2 = 301-302, B3 = 303-304, B4 = 305-308, B5 = 309-312, B6 = 313-316, B7 = 903-904 (total of 23 VIICs)

B8 = 317-322, B9 = 323-328 (total of 12 VIIC/41s)

Neptun-Werft, Rostock (Nep, Rostock)

B1 = 921-924, B2 = 925-928 (total of 8 VIICs)

B3 = 929-930 (total of 2 VIIC/41s)

Stettiner Orderwerke, Stettin (SO, Stettin)

B1 = 821-822 (total of 2 VIICs)

Stettiner Vulcan Werke, Stettin (SV, Stettin)

B1 = 901 (total of 1 VIIC)

Veegesacker Werft (Bremen Vulcan), Veegesack (BV, Veegesack)

B1 = 77-82, B2 = 132-136, B3 = 251-255, B4 = 256-261, B5 = 262-267, B6 = 268-273, B7 = 274-279, B8 = 280-291 (total of 52 VIICs)

B9 = 292-297, B10 = 298-300 + 1271-1273, B11 = 1274-1279 (total of 18 VIIC/41s)

Kriegsmarinewerft, Wilhelmshaven (KW, Wilhelmshaven)

B1 = 751-762, B2 = 763-768, B3 = 771-776, B4 = 777-779 (total of 27 VIICs)

Totals – 572 VIICs + 87 VIIC/41s = 659 (this only includes boats launched and commissioned)

Note: U 1103 to U 1106 are given as VIIC/41s in some sources and VIICs in another source. They are given as VIICs here.

In the main table below, the following codes have been used –

- SB = Standard Bow
- AB = Atlantic Bow
- SD = Slotted Deck
- PD = Planked Deck

When bold print has been used, the bow type has been identified on a particular boat in a period photograph. Regular print has been used when the bow type is assumed to have featured on the individual bow. An example of how such assumptions have been made is as follows. It is known through photographic evidence that U 617 and U 622 both featured the standard bow. Since both boats were within the same batch (B&V, Hamburg batch 6) it can be reasonably assumed that all boats in between (U 618, U 619, U 620 and U 621) also had the standard bow.

Boxes that have been left blank are when no reasonable assumptions can be made with the current resources. The entries in red font colour are the earliest and latest known examples of bow type. All entries in between are in pink font and this represents the process of change from standard to Atlantic bow. The same system has been used in the deck column.

| List of commissioned VIICs and VIIC/41s in order of launch date | | | | | |
|--|-------------|-------------------------|--------------------|-----------------|------------------|
| Boat | Type | Shipyard / batch | Launch date | Bow type | Deck type |
| U 93 | VIIC | GW, Kiel B1 | 08/06/40 | SB | SD |
| U 94 | VIIC | GW, Kiel B1 | 12/06/40 | SB | SD |
| U 95 | VIIC | GW, Kiel B1 | 18/07/40 | SB | SD |
| U 96 | VIIC | GW, Kiel B1 | 01/08/40 | SB | SD |
| U 97 | VIIC | GW, Kiel B1 | 15/08/40 | SB | SD |
| U 98 | VIIC | GW, Kiel B1 | 31/08/40 | SB | SD |
| U 551 | VIIC | B&V, Hamburg B1 | 14/09/40 | SB | SD |
| U 552 | VIIC | B&V, Hamburg B1 | 14/09/40 | SB | SD |
| U 69 | VIIC | GW, Kiel B1 | 19/09/40 | SB | SD |
| U 70 | VIIC | GW, Kiel B1 | 12/10/40 | SB | SD |
| U 71 | VIIC | GW, Kiel B2 | 31/10/40 | SB | SD |
| U 553 | VIIC | B&V, Hamburg B1 | 07/11/40 | SB | SD |
| U 554 | VIIC | B&V, Hamburg B1 | 07/11/40 | SB | SD |
| U 751 | VIIC | KW, Wilhelmshaven B1 | 16/11/40 | SB | SD |
| U 72 | VIIC | GW, Kiel B2 | 22/11/40 | SB | SD |
| U 77 | VIIC | BV, Vegesack B1 | 23/11/40 | SB | SD |
| U 78 | VIIC | BV, Vegesack B1 | 07/12/40 | SB | SD |
| U 201 | VIIC | GW, Kiel B3 | 07/12/40 | SB | SD |
| U 555 | VIIC | B&V, Hamburg B1 | 07/12/40 | SB | SD |
| U 556 | VIIC | B&V, Hamburg B1 | 07/12/40 | SB | SD |
| U 401 | VIIC | Dan, Danzig B1 | 16/12/40 | SB | SD |
| U 331 | VIIC | Nor, Emden B1 | 20/12/40 | SB | SD |
| U 651 | VIIC | How, Hamburg B1 | 21/12/40 | SB | SD |
| U 557 | VIIC | B&V, Hamburg B1 | 22/12/40 | SB | SD |
| U 558 | VIIC | B&V, Hamburg B1 | 23/12/40 | SB | SD |
| U 402 | VIIC | Dan, Danzig B1 | 28/12/40 | SB | SD |
| U 203 | VIIC | GW, Kiel B3 | 04/01/41 | SB | SD |
| U 559 | VIIC | B&V, Hamburg B2 | 08/01/41 | SB | SD |
| U 560 | VIIC | B&V, Hamburg B2 | 10/01/41 | SB | SD |
| U 204 | VIIC | GW, Kiel B3 | 23/01/41 | SB | SD |
| U 561 | VIIC | B&V, Hamburg B2 | 23/01/41 | SB | SD |
| U 562 | VIIC | B&V, Hamburg B2 | 24/01/41 | SB | SD |
| U 79 | VIIC | BV, Vegesack B1 | 25/01/41 | SB | SD |
| U 371 | VIIC | How, Kiel B1 | 27/01/41 | SB | SD |
| U 431 | VIIC | Sch, Danzig B1 | 02/02/41 | SB | SD |
| U 432 | VIIC | Sch, Danzig B1 | 03/02/41 | SB | SD |
| U 563 | VIIC | B&V, Hamburg B3 | 05/02/41 | SB | SD |
| U 564 | VIIC | B&V, Hamburg B3 | 07/02/41 | SB | SD |
| U 652 | VIIC | How, Hamburg B1 | 07/02/41 | SB | SD |
| U 202 | VIIC | GW, Kiel B3 | 10/02/41 | SB | SD |
| U 80 | VIIC | BV, Vegesack B1 | 11/02/41 | SB | SD |
| U 565 | VIIC | B&V, Hamburg B3 | 20/02/41 | SB | SD |
| U 566 | VIIC | B&V, Hamburg B3 | 20/02/41 | SB | SD |
| U 81 | VIIC | BV, Vegesack B1 | 22/02/41 | SB | SD |
| U 403 | VIIC | Dan, Danzig B1 | 26/02/41 | SB | SD |
| U 451 | VIIC | DW, Kiel B1 | 05/03/41 | SB | SD |

Accurate Model Parts

| | | | | | |
|-------|------|----------------------|----------|----|----|
| U 567 | VIIC | B&V, Hamburg B3 | 06/03/41 | SB | SD |
| U 568 | VIIC | B&V, Hamburg B3 | 06/03/41 | SB | SD |
| U 372 | VIIC | How, Kiel B1 | 08/03/41 | SB | SD |
| U 82 | VIIC | BV, Vegesack B1 | 15/03/41 | SB | SD |
| U 433 | VIIC | Sch, Danzig B1 | 15/03/41 | SB | SD |
| U 434 | VIIC | Sch, Danzig B1 | 15/03/41 | SB | SD |
| U 205 | VIIC | GW, Kiel B4 | 20/03/41 | SB | SD |
| U 332 | VIIC | Nor, Emden B1 | 20/03/41 | SB | SD |
| U 569 | VIIC | B&V, Hamburg B3 | 20/03/41 | SB | SD |
| U 570 | VIIC | B&V, Hamburg B3 | 20/03/41 | SB | SD |
| U 653 | VIIC | How, Hamburg B1 | 22/03/41 | SB | SD |
| U 337 | VIIC | Nor, Emden B3 | 26/03/41 | SB | SD |
| U 351 | VIIC | Fle, Flensburg B1 | 27/03/41 | SB | SD |
| U 452 | VIIC | DW, Kiel B1 | 29/03/41 | SB | SD |
| U 752 | VIIC | KW, Wilhelmshaven B1 | 29/03/41 | SB | SD |
| U 206 | VIIC | GW, Kiel B4 | 04/04/41 | SB | SD |
| U 404 | VIIC | Dan, Danzig B1 | 04/04/41 | SB | SD |
| U 571 | VIIC | B&V, Hamburg B3 | 04/04/41 | SB | SD |
| U 373 | VIIC | How, Kiel B1 | 05/04/41 | SB | SD |
| U 572 | VIIC | B&V, Hamburg B3 | 05/04/41 | SB | SD |
| U 132 | VIIC | BV, Vegesack B2 | 10/04/41 | SB | SD |
| U 574 | VIIC | B&V, Hamburg B3 | 12/04/41 | SB | SD |
| U 701 | VIIC | Stü, Hamburg B1 | 16/04/41 | SB | SD |
| U 573 | VIIC | B&V, Hamburg B3 | 17/04/41 | SB | SD |
| U 338 | VIIC | Nor, Emden B3 | 20/04/41 | SB | SD |
| U 207 | VIIC | GW, Kiel B4 | 24/04/41 | SB | SD |
| U 753 | VIIC | KW, Wilhelmshaven B1 | 26/04/41 | SB | SD |
| U 133 | VIIC | BV, Vegesack B2 | 28/04/41 | SB | SD |
| U 453 | VIIC | DW, Kiel B1 | 30/04/41 | SB | SD |
| U 454 | VIIC | DW, Kiel B1 | 30/04/41 | SB | SD |
| U 575 | VIIC | B&V, Hamburg B4 | 30/04/41 | SB | SD |
| U 576 | VIIC | B&V, Hamburg B4 | 30/04/41 | SB | SD |
| U 654 | VIIC | How, Hamburg B1 | 03/05/41 | SB | SD |
| U 352 | VIIC | Fle, Flensburg B1 | 07/05/41 | SB | SD |
| U 374 | VIIC | How, Kiel B1 | 10/05/41 | SB | SD |
| U 577 | VIIC | B&V, Hamburg B4 | 15/05/41 | SB | SD |
| U 578 | VIIC | B&V, Hamburg B4 | 15/05/41 | SB | SD |
| U 134 | VIIC | BV, Vegesack B2 | 17/05/41 | SB | SD |
| U 208 | VIIC | GW, Kiel B4 | 21/05/41 | SB | SD |
| U 702 | VIIC | Stü, Hamburg B1 | 24/05/41 | SB | SD |
| U 579 | VIIC | B&V, Hamburg B4 | 28/05/41 | SB | SD |
| U 580 | VIIC | B&V, Hamburg B4 | 28/05/41 | SB | SD |
| U 435 | VIIC | Sch, Danzig B2 | 31/05/41 | SB | SD |
| U 405 | VIIC | Dan, Danzig B2 | 04/06/41 | SB | SD |
| U 655 | VIIC | How, Hamburg B1 | 05/06/41 | SB | SD |
| U 375 | VIIC | How, Kiel B2 | 07/06/41 | SB | SD |
| U 135 | VIIC | BV, Vegesack B2 | 12/06/41 | SB | SD |
| U 581 | VIIC | B&V, Hamburg B4 | 12/06/41 | SB | SD |
| U 582 | VIIC | B&V, Hamburg B4 | 12/06/41 | SB | SD |

Accurate Model Parts

| | | | | | |
|-------|------|----------------------|----------|----|----|
| U 333 | VIIC | Nor, Emden B1 | 14/06/41 | SB | SD |
| U 406 | VIIC | Dan, Danzig B2 | 16/06/41 | SB | SD |
| U 436 | VIIC | Sch, Danzig B2 | 21/06/41 | SB | SD |
| U 455 | VIIC | DW, Kiel B2 | 21/06/41 | SB | SD |
| U 456 | VIIC | DW, Kiel B2 | 21/06/41 | SB | SD |
| U 583 | VIIC | B&V, Hamburg B4 | 26/06/41 | SB | SD |
| U 584 | VIIC | B&V, Hamburg B4 | 26/06/41 | SB | SD |
| U 339 | VIIC | Nor, Emden B4 | 30/06/41 | SB | SD |
| U 136 | VIIC | BV, Vegesack B2 | 05/07/41 | SB | SD |
| U 355 | VIIC | Fle, Flensburg B2 | 05/07/41 | SB | SD |
| U 754 | VIIC | KW, Wilhelmshaven B1 | 05/07/41 | SB | SD |
| U 656 | VIIC | How, Hamburg B1 | 08/07/41 | SB | SD |
| U 585 | VIIC | B&V, Hamburg B4 | 09/07/41 | SB | SD |
| U 376 | VIIC | How, Kiel B2 | 10/07/41 | SB | SD |
| U 586 | VIIC | B&V, Hamburg B4 | 10/07/41 | SB | SD |
| U 408 | VIIC | Dan, Danzig B2 | 16/07/41 | SB | SD |
| U 703 | VIIC | Stü, Hamburg B1 | 16/07/41 | SB | SD |
| U 587 | VIIC | B&V, Hamburg B5 | 23/07/41 | SB | SD |
| U 588 | VIIC | B&V, Hamburg B5 | 23/07/41 | SB | SD |
| U 251 | VIIC | BV, Vegesack B3 | 26/07/41 | SB | SD |
| U 437 | VIIC | Sch, Danzig B2 | 26/07/41 | SB | SD |
| U 589 | VIIC | B&V, Hamburg B5 | 06/08/41 | SB | SD |
| U 590 | VIIC | B&V, Hamburg B5 | 06/08/41 | SB | SD |
| U 657 | VIIC | How, Hamburg B1 | 12/08/41 | SB | SD |
| U 252 | VIIC | BV, Vegesack B3 | 14/08/41 | SB | SD |
| U 334 | VIIC | Nor, Emden B1 | 15/08/41 | SB | SD |
| U 377 | VIIC | How, Kiel B2 | 15/08/41 | SB | SD |
| U 88 | VIIC | Fle, Lübeck B1 | 16/08/41 | SB | SD |
| U 407 | VIIC | Dan, Danzig B2 | 16/08/41 | SB | SD |
| U 340 | VIIC | Nor, Emden B4 | 20/08/41 | SB | SD |
| U 591 | VIIC | B&V, Hamburg B5 | 20/08/41 | SB | SD |
| U 592 | VIIC | B&V, Hamburg B5 | 20/08/41 | SB | SD |
| U 755 | VIIC | KW, Wilhelmshaven B1 | 23/08/41 | SB | SD |
| U 209 | VIIC | GW, Kiel B4 | 28/08/41 | SB | SD |
| U 704 | VIIC | Stü, Hamburg B1 | 28/08/41 | SB | SD |
| U 253 | VIIC | BV, Vegesack B3 | 30/08/41 | SB | SD |
| U 593 | VIIC | B&V, Hamburg B5 | 03/09/41 | SB | SD |
| U 594 | VIIC | B&V, Hamburg B5 | 03/09/41 | SB | SD |
| U 438 | VIIC | Sch, Danzig B2 | 06/09/41 | SB | SD |
| U 658 | VIIC | How, Hamburg B1 | 11/09/41 | SB | SD |
| U 378 | VIIC | How, Kiel B2 | 13/09/41 | SB | SD |
| U 356 | VIIC | Fle, Flensburg B2 | 16/09/41 | SB | SD |
| U 595 | VIIC | B&V, Hamburg B5 | 17/09/41 | SB | SD |
| U 596 | VIIC | B&V, Hamburg B5 | 17/09/41 | SB | SD |
| U 89 | VIIC | Fle, Lübeck B1 | 20/09/41 | SB | SD |
| U 254 | VIIC | BV, Vegesack B3 | 20/09/41 | SB | SD |
| U 409 | VIIC | Dan, Danzig B3 | 23/09/41 | SB | SD |
| U 597 | VIIC | B&V, Hamburg B5 | 01/10/41 | SB | SD |
| U 598 | VIIC | B&V, Hamburg B5 | 02/10/41 | SB | SD |

Accurate Model Parts

| | | | | | |
|-------|------|----------------------|----------|----|----|
| U 457 | VIIC | DW, Kiel B2 | 04/10/41 | SB | SD |
| U 458 | VIIC | DW, Kiel B2 | 04/10/41 | SB | SD |
| U 255 | VIIC | BV, Vegesack B3 | 08/10/41 | SB | SD |
| U 341 | VIIC | Nor, Emden B5 | 10/10/41 | SB | SD |
| U 439 | VIIC | Sch, Danzig B3 | 11/10/41 | SB | SD |
| U 705 | VIIC | Stü, Hamburg B1 | 13/10/41 | SB | SD |
| U 410 | VIIC | Dan, Danzig B3 | 14/10/41 | SB | SD |
| U 659 | VIIC | How, Hamburg B1 | 14/10/41 | SB | SD |
| U 335 | VIIC | Nor, Emden B2 | 15/10/41 | SB | SD |
| U 379 | VIIC | How, Kiel B2 | 15/10/41 | SB | SD |
| U 599 | VIIC | B&V, Hamburg B6 | 15/10/41 | SB | SD |
| U 600 | VIIC | B&V, Hamburg B6 | 16/10/41 | SB | SD |
| U 756 | VIIC | KW, Wilhelmshaven B1 | 18/10/41 | SB | SD |
| U 90 | VIIC | Fle, Lübeck B1 | 25/10/41 | SB | SD |
| U 256 | VIIC | BV, Vegesack B4 | 28/10/41 | SB | SD |
| U 601 | VIIC | B&V, Hamburg B6 | 29/10/41 | SB | SD |
| U 602 | VIIC | B&V, Hamburg B6 | 30/10/41 | SB | SD |
| U 380 | VIIC | How, Kiel B2 | 05/11/41 | SB | SD |
| U 440 | VIIC | Sch, Danzig B3 | 08/11/41 | SB | SD |
| U 342 | VIIC | Nor, Emden B5 | 10/11/41 | SB | SD |
| U 353 | VIIC | Fle, Flensburg B1 | 11/11/41 | SB | SD |
| U 411 | VIIC | Dan, Danzig B3 | 15/11/41 | SB | SD |
| U 603 | VIIC | B&V, Hamburg B6 | 16/11/41 | SB | SD |
| U 604 | VIIC | B&V, Hamburg B6 | 16/11/41 | SB | SD |
| U 660 | VIIC | How, Hamburg B1 | 17/11/41 | SB | SD |
| U 257 | VIIC | BV, Vegesack B4 | 19/11/41 | SB | SD |
| U 706 | VIIC | Stü, Hamburg B1 | 24/11/41 | SB | SD |
| U 605 | VIIC | B&V, Hamburg B6 | 27/11/41 | SB | SD |
| U 606 | VIIC | B&V, Hamburg B6 | 27/11/41 | SB | SD |
| U 91 | VIIC | Fle, Lübeck B1 | 30/11/41 | SB | SD |
| U 336 | VIIC | Nor, Emden B2 | 04/12/41 | SB | SD |
| U 607 | VIIC | B&V, Hamburg B6 | 11/12/41 | SB | SD |
| U 608 | VIIC | B&V, Hamburg B6 | 11/12/41 | SB | SD |
| U 661 | VIIC | How, Hamburg B1 | 11/12/41 | SB | SD |
| U 258 | VIIC | BV, Vegesack B4 | 13/12/41 | SB | SD |
| U 441 | VIIC | Sch, Danzig B3 | 13/12/41 | SB | SD |
| U 757 | VIIC | KW, Wilhelmshaven B1 | 14/12/41 | SB | SD |
| U 412 | VIIC | Dan, Danzig B3 | 15/12/41 | SB | SD |
| U 707 | VIIC | Stü, Hamburg B2 | 18/12/41 | SB | SD |
| U 343 | VIIC | Nor, Emden B5 | 21/12/41 | SB | SD |
| U 210 | VIIC | GW, Kiel B4 | 23/12/41 | SB | SD |
| U 609 | VIIC | B&V, Hamburg B6 | 23/12/41 | SB | SD |
| U 610 | VIIC | B&V, Hamburg B6 | 24/12/41 | SB | SD |
| U 259 | VIIC | BV, Vegesack B4 | 30/12/41 | SB | SD |
| U 611 | VIIC | B&V, Hamburg B7 | 08/01/42 | SB | SD |
| U 612 | VIIC | B&V, Hamburg B7 | 09/01/42 | SB | SD |
| U 92 | VIIC | Fle, Lübeck B1 | 10/01/42 | SB | SD |
| U 354 | VIIC | Fle, Flensburg B1 | 10/01/42 | SB | SD |
| U 381 | VIIC | How, Kiel B2 | 14/01/42 | SB | SD |

Accurate Model Parts

| | | | | | |
|-------|------|----------------------|----------|-----------|-----------|
| U 211 | VIIC | GW, Kiel B4 | 15/01/42 | SB | SD |
| U 413 | VIIC | Dan, Danzig B4 | 15/01/42 | SB | SD |
| U 442 | VIIC | Sch, Danzig B3 | 17/01/42 | SB | SD |
| U 662 | VIIC | How, Hamburg B1 | 22/01/42 | SB | SD |
| U 613 | VIIC | B&V, Hamburg B7 | 29/01/42 | SB | SD |
| U 614 | VIIC | B&V, Hamburg B7 | 29/01/42 | SB | SD |
| U 443 | VIIC | Sch, Danzig B4 | 31/01/42 | SB | SD |
| U 615 | VIIC | B&V, Hamburg B7 | 08/02/42 | SB | SD |
| U 616 | VIIC | B&V, Hamburg B7 | 08/02/42 | SB | SD |
| U 260 | VIIC | BV, Vegesack B4 | 09/02/42 | SB | SD |
| U 617 | VIIC | B&V, Hamburg B7 | 14/02/42 | SB | SD |
| U 261 | VIIC | BV, Vegesack B4 | 16/02/42 | SB | SD |
| U 618 | VIIC | B&V, Hamburg B7 | 20/02/42 | SB | SD |
| U 444 | VIIC | Sch, Danzig B4 | 26/02/42 | SB | SD |
| U 758 | VIIC | KW, Wilhelmshaven B1 | 01/03/42 | SB | SD |
| U 619 | VIIC | B&V, Hamburg B7 | 09/03/42 | SB | SD |
| U 620 | VIIC | B&V, Hamburg B7 | 09/03/42 | SB | SD |
| U 262 | VIIC | BV, Vegesack B5 | 10/03/42 | SB | SD |
| U 212 | VIIC | GW, Kiel B4 | 11/03/42 | SB | SD |
| U 221 | VIIC | GW, Kiel B5 | 14/03/42 | SB | SD |
| U 263 | VIIC | BV, Vegesack B5 | 18/03/42 | SB | SD |
| U 445 | VIIC | Sch, Danzig B5 | 19/03/42 | SB | SD |
| U 621 | VIIC | B&V, Hamburg B7 | 19/03/42 | SB | SD |
| U 622 | VIIC | B&V, Hamburg B7 | 19/03/42 | SB | SD |
| U 382 | VIIC | How, Kiel B2 | 21/03/42 | SB | SD |
| U 708 | VIIC | Stü, Hamburg B2 | 24/03/42 | SB | SD |
| U 301 | VIIC | Fle, Lübeck B2 | 25/03/42 | SB | SD |
| U 414 | VIIC | Dan, Danzig B4 | 25/03/42 | SB | SD |
| U 663 | VIIC | How, Hamburg B2 | 26/03/42 | SB | SD |
| U 222 | VIIC | GW, Kiel B5 | 28/03/42 | SB | SD |
| U 465 | VIIC | DW, Kiel B3 | 30/03/42 | SB | SD |
| U 466 | VIIC | DW, Kiel B3 | 30/03/42 | SB | SD |
| U 357 | VIIC | Fle, Flensburg B2 | 31/03/42 | SB | SD |
| U 623 | VIIC | B&V, Hamburg B7 | 31/03/42 | SB | SD |
| U 624 | VIIC | B&V, Hamburg B7 | 31/03/42 | SB | SD |
| U 264 | VIIC | BV, Vegesack B5 | 02/04/42 | SB | SD |
| U 446 | VIIC | Sch, Danzig B5 | 11/04/42 | SB | SD |
| U 709 | VIIC | Stü, Hamburg B3 | 14/04/42 | SB | SD |
| U 625 | VIIC | B&V, Hamburg B7 | 15/04/42 | SB | SD |
| U 626 | VIIC | B&V, Hamburg B7 | 15/04/42 | SB | SD |
| U 223 | VIIC | GW, Kiel B5 | 16/04/42 | SB | SD |
| U 383 | VIIC | How, Kiel B3 | 22/04/42 | SB | SD |
| U 265 | VIIC | BV, Vegesack B5 | 23/04/42 | SB | SD |
| U 302 | VIIC | Fle, Lübeck B2 | 25/04/42 | SB | SD |
| U 664 | VIIC | How, Hamburg B2 | 28/04/42 | SB | SD |
| U 627 | VIIC | B&V, Hamburg B7 | 29/04/42 | SB | SD |
| U 628 | VIIC | B&V, Hamburg B7 | 29/04/42 | SB | SD |
| U 358 | VIIC | Fle, Flensburg B2 | 30/04/42 | SB | SD |
| U 447 | VIIC | Sch, Danzig B5 | 30/04/42 | SB | SD |

Accurate Model Parts

| | | | | | |
|-------|------|----------------------|----------|-----------|-----------|
| U 224 | VIIC | GW, Kiel B5 | 07/05/42 | SB | SD |
| U 415 | VIIC | Dan, Danzig B4 | 09/05/42 | SB | SD |
| U 416 | VIIC | Dan, Danzig B4 | 09/05/42 | SB | SD |
| U 266 | VIIC | BV, Vegesack B5 | 11/05/42 | SB | SD |
| U 629 | VIIC | B&V, Hamburg B7 | 12/05/42 | SB | SD |
| U 630 | VIIC | B&V, Hamburg B7 | 12/05/42 | SB | SD |
| U 710 | VIIC | Stü, Hamburg B3 | 12/05/42 | SB | SD |
| U 303 | VIIC | Fle, Lübeck B3 | 16/05/42 | SB | SD |
| U 467 | VIIC | DW, Kiel B3 | 16/05/42 | SB | SD |
| U 468 | VIIC | DW, Kiel B3 | 16/05/42 | SB | SD |
| U 267 | VIIC | BV, Vegesack B5 | 23/05/42 | SB | SD |
| U 448 | VIIC | Sch, Danzig B5 | 23/05/42 | | SD |
| U 631 | VIIC | B&V, Hamburg B7 | 27/05/42 | | SD |
| U 632 | VIIC | B&V, Hamburg B7 | 27/05/42 | | SD |
| U 225 | VIIC | GW, Kiel B5 | 28/05/42 | SB | SD |
| U 384 | VIIC | How, Kiel B3 | 28/05/42 | SB | |
| U 759 | VIIC | KW, Wilhelmshaven B1 | 30/05/42 | | |
| U 417 | VIIC | Dan, Danzig B5 | 06/06/42 | | |
| U 268 | VIIC | BV, Vegesack B6 | 09/06/42 | SB | |
| U 665 | VIIC | How, Hamburg B2 | 09/06/42 | | SD |
| U 633 | VIIC | B&V, Hamburg B7 | 10/06/42 | | SD |
| U 634 | VIIC | B&V, Hamburg B7 | 10/06/42 | | SD |
| U 359 | VIIC | Fle, Flensburg B3 | 11/06/42 | SB | |
| U 304 | VIIC | Fle, Lübeck B3 | 13/06/42 | | SD |
| U 449 | VIIC | Sch, Danzig B6 | 13/06/42 | | |
| U 226 | VIIC | GW, Kiel B5 | 18/06/42 | SB | SD |
| U 760 | VIIC | KW, Wilhelmshaven B1 | 21/06/42 | | |
| U 269 | VIIC | BV, Vegesack B6 | 24/06/42 | SB | |
| U 635 | VIIC | B&V, Hamburg B8 | 24/06/42 | | SD |
| U 636 | VIIC | B&V, Hamburg B8 | 25/06/42 | | SD |
| U 711 | VIIC | Stü, Hamburg B4 | 25/06/42 | AB | SD |
| U 450 | VIIC | Sch, Danzig B6 | 04/07/42 | | |
| U 637 | VIIC | B&V, Hamburg B8 | 07/07/42 | | SD |
| U 385 | VIIC | How, Kiel B3 | 08/07/42 | SB | |
| U 638 | VIIC | B&V, Hamburg B8 | 08/07/42 | | SD |
| U 227 | VIIC | GW, Kiel B6 | 09/07/42 | SB | SD |
| U 270 | VIIC | BV, Vegesack B6 | 11/07/42 | SB | |
| U 418 | VIIC | Dan, Danzig B5 | 11/07/42 | | |
| U 666 | VIIC | How, Hamburg B2 | 18/07/42 | | SD |
| U 639 | VIIC | B&V, Hamburg B8 | 22/07/42 | | SD |
| U 640 | VIIC | B&V, Hamburg B8 | 23/07/42 | | SD |
| U 305 | VIIC | Fle, Lübeck B4 | 25/07/42 | AB | SD |
| U 731 | VIIC | Sch, Danzig B6 | 25/07/42 | | SD |
| U 360 | VIIC | Fle, Flensburg B3 | 28/07/42 | SB | PD |
| U 271 | VIIC | BV, Vegesack B6 | 29/07/42 | | |
| U 228 | VIIC | GW, Kiel B6 | 30/07/42 | SB | SD |
| U 641 | VIIC | B&V, Hamburg B8 | 06/08/42 | | SD |
| U 642 | VIIC | B&V, Hamburg B8 | 06/08/42 | | SD |
| U 469 | VIIC | DW, Kiel B4 | 08/08/42 | SB | |

Accurate Model Parts

| | | | | | |
|-------|------|----------------------|----------|----|----|
| U 470 | VIIC | DW, Kiel B4 | 08/08/42 | SB | |
| U 712 | VIIC | Stü, Hamburg B4 | 10/08/42 | AB | SD |
| U 272 | VIIC | BV, Vegesack B6 | 15/08/42 | | |
| U 420 | VIIC | Dan, Danzig B5 | 18/08/42 | | |
| U 732 | VIIC | Sch, Danzig B6 | 18/08/42 | | SD |
| U 386 | VIIC | How, Kiel B3 | 19/08/42 | | |
| U 229 | VIIC | GW, Kiel B6 | 20/08/42 | SB | SD |
| U 643 | VIIC | B&V, Hamburg B8 | 20/08/42 | | |
| U 644 | VIIC | B&V, Hamburg B8 | 20/08/42 | | |
| U 419 | VIIC | Dan, Danzig B5 | 22/08/42 | | |
| U 306 | VIIC | Fle, Lübeck B4 | 29/08/42 | AB | SD |
| U 667 | VIIC | How, Hamburg B2 | 29/08/42 | | SD |
| U 273 | VIIC | BV, Vegesack B6 | 02/09/42 | | |
| U 645 | VIIC | B&V, Hamburg B8 | 03/09/42 | | |
| U 646 | VIIC | B&V, Hamburg B8 | 03/09/42 | | |
| U 733 | VIIC | Sch, Danzig B6 | 05/09/42 | | SD |
| U 361 | VIIC | Fle, Flensburg B4 | 09/09/42 | SB | PD |
| U 230 | VIIC | GW, Kiel B6 | 10/09/42 | SB | SD |
| U 647 | VIIC | B&V, Hamburg B9 | 16/09/42 | | |
| U 648 | VIIC | B&V, Hamburg B9 | 16/09/42 | | |
| U 274 | VIIC | BV, Vegesack B7 | 19/09/42 | | |
| U 734 | VIIC | Sch, Danzig B6 | 19/09/42 | | |
| U 421 | VIIC | Dan, Danzig B6 | 24/09/42 | | |
| U 713 | VIIC | Stü, Hamburg B4 | 24/09/42 | AB | |
| U 761 | VIIC | KW, Wilhelmshaven B1 | 26/09/42 | | |
| U 307 | VIIC | Fle, Lübeck B4 | 30/09/42 | AB | SD |
| U 649 | VIIC | B&V, Hamburg B9 | 30/09/42 | | |
| U 231 | VIIC | GW, Kiel B6 | 01/10/42 | SB | SD |
| U 387 | VIIC | How, Kiel B4 | 01/10/42 | | |
| U 650 | VIIC | B&V, Hamburg B9 | 01/10/42 | | |
| U 668 | VIIC | How, Hamburg B2 | 05/10/42 | | SD |
| U 669 | VIIC | How, Hamburg B3 | 05/10/42 | | |
| U 275 | VIIC | BV, Vegesack B7 | 08/10/42 | | |
| U 422 | VIIC | Dan, Danzig B6 | 10/10/42 | | |
| U 735 | VIIC | Sch, Danzig B7 | 10/10/42 | | |
| U 951 | VIIC | B&V, Hamburg B9 | 14/10/42 | | SD |
| U 952 | VIIC | B&V, Hamburg B9 | 14/10/42 | | SD |
| U 232 | VIIC | GW, Kiel B6 | 15/10/42 | | ? |
| U 362 | VIIC | Fle, Flensburg B3 | 21/10/42 | SB | PD |
| U 276 | VIIC | BV, Vegesack B7 | 24/10/42 | AB | PD |
| U 953 | VIIC | B&V, Hamburg B9 | 28/10/42 | | SD |
| U 954 | VIIC | B&V, Hamburg B9 | 28/10/42 | | SD |
| U 308 | VIIC | Fle, Lübeck B4 | 31/10/42 | AB | |
| U 736 | VIIC | Sch, Danzig B7 | 31/10/42 | | |
| U 235 | VIIC | GW, Kiel B7 | 04/11/42 | AB | PD |
| U 277 | VIIC | BV, Vegesack B7 | 07/11/42 | AB | PD |
| U 423 | VIIC | Dan, Danzig B6 | 07/11/42 | | PD |
| U 388 | VIIC | How, Kiel B4 | 12/11/42 | | |
| U 714 | VIIC | Stü, Hamburg B4 | 13/11/42 | AB | |

Accurate Model Parts

| | | | | | |
|-------|------|----------------------|----------|----|----|
| U 955 | VIIC | B&V, Hamburg B9 | 14/11/42 | | SD |
| U 956 | VIIC | B&V, Hamburg B9 | 14/11/42 | | SD |
| U 737 | VIIC | Sch, Danzig B7 | 21/11/42 | | |
| U 762 | VIIC | KW, Wilhelmshaven B1 | 21/11/42 | | |
| U 957 | VIIC | B&V, Hamburg B9 | 21/11/42 | AB | SD |
| U 958 | VIIC | B&V, Hamburg B9 | 21/11/42 | AB | SD |
| U 236 | VIIC | GW, Kiel B7 | 24/11/42 | AB | PD |
| U 424 | VIIC | Dan, Danzig B6 | 28/11/42 | | PD |
| U 278 | VIIC | BV, Vegesack B7 | 02/12/42 | AB | PD |
| U 959 | VIIC | B&V, Hamburg B10 | 03/12/42 | AB | |
| U 960 | VIIC | B&V, Hamburg B10 | 03/12/42 | AB | |
| U 309 | VIIC | Fle, Lübeck B5 | 05/12/42 | AB | |
| U 738 | VIIC | Sch, Danzig B7 | 12/12/42 | | |
| U 715 | VIIC | Stü, Hamburg B5 | 14/12/42 | AB | |
| U 670 | VIIC | How, Hamburg B3 | 15/12/42 | | |
| U 671 | VIIC | How, Hamburg B3 | 15/12/42 | | |
| U 279 | VIIC | BV, Vegesack B7 | 16/12/42 | AB | PD |
| U 237 | VIIC | GW, Kiel B7 | 17/12/42 | AB | PD |
| U 363 | VIIC | Fle, Flensburg B3 | 17/12/42 | | PD |
| U 961 | VIIC | B&V, Hamburg B10 | 17/12/42 | AB | |
| U 962 | VIIC | B&V, Hamburg B10 | 17/12/42 | AB | |
| U 389 | VIIC | How, Kiel B4 | 19/12/42 | | |
| U 425 | VIIC | Dan, Danzig B7 | 19/12/42 | | PD |
| U 739 | VIIC | Sch, Danzig B7 | 23/12/42 | | |
| U 740 | VIIC | Sch, Danzig B7 | 23/12/42 | | |
| U 963 | VIIC | B&V, Hamburg B10 | 30/12/42 | AB | PD |
| U 964 | VIIC | B&V, Hamburg B10 | 30/12/42 | AB | PD |
| U 310 | VIIC | Fle, Lübeck B5 | 03/01/43 | AB | |
| U 280 | VIIC | BV, Vegesack B8 | 04/01/43 | AB | PD |
| U 238 | VIIC | GW, Kiel B7 | 07/01/43 | AB | PD |
| U 965 | VIIC | B&V, Hamburg B10 | 14/01/43 | AB | PD |
| U 966 | VIIC | B&V, Hamburg B10 | 14/01/43 | AB | PD |
| U 716 | VIIC | Stü, Hamburg B5 | 15/01/43 | AB | |
| U 281 | VIIC | BV, Vegesack B8 | 16/01/43 | AB | PD |
| U 763 | VIIC | KW, Wilhelmshaven B2 | 16/01/43 | | PD |
| U 311 | VIIC | Fle, Lübeck B5 | 20/01/43 | AB | |
| U 364 | VIIC | Fle, Flensburg B4 | 21/01/43 | | PD |
| U 390 | VIIC | How, Kiel B4 | 23/01/43 | | PD |
| U 239 | VIIC | GW, Kiel B7 | 28/01/43 | AB | PD |
| U 344 | VIIC | Nor, Emden B5 | 29/01/43 | | SD |
| U 282 | VIIC | BV, Vegesack B8 | 03/02/43 | AB | PD |
| U 741 | VIIC | Sch, Danzig B8 | 04/02/43 | | |
| U 742 | VIIC | Sch, Danzig B8 | 04/02/43 | | |
| U 967 | VIIC | B&V, Hamburg B10 | 04/02/43 | AB | PD |
| U 968 | VIIC | B&V, Hamburg B10 | 04/02/43 | AB | PD |
| U 426 | VIIC | Dan, Danzig B7 | 06/02/43 | AB | PD |
| U 427 | VIIC | Dan, Danzig B7 | 06/02/43 | AB | PD |
| U 969 | VIIC | B&V, Hamburg B10 | 11/02/43 | AB | PD |
| U 970 | VIIC | B&V, Hamburg B10 | 11/02/43 | AB | PD |

Accurate Model Parts

| | | | | | |
|--------|------|----------------------|----------|----|----|
| U 283 | VIIC | BV, Vegesack B8 | 17/02/43 | AB | PD |
| U 240 | VIIC | GW, Kiel B7 | 18/02/43 | AB | PD |
| U 717 | VIIC | Stü, Hamburg B5 | 20/02/43 | AB | |
| U 971 | VIIC | B&V, Hamburg B10 | 22/02/43 | AB | PD |
| U 972 | VIIC | B&V, Hamburg B10 | 22/02/43 | AB | PD |
| U 312 | VIIC | Fle, Lübeck B5 | 27/02/43 | AB | |
| U 672 | VIIC | How, Hamburg B3 | 27/02/43 | | |
| U 673 | VIIC | How, Hamburg B3 | 27/02/43 | | |
| U 391 | VIIC | How, Kiel B5 | 05/03/43 | | PD |
| U 284 | VIIC | BV, Vegesack B8 | 06/03/43 | AB | PD |
| U 471 | VIIC | DW, Kiel B4 | 06/03/43 | SB | PD |
| U 472 | VIIC | DW, Kiel B4 | 06/03/43 | | PD |
| U 365 | VIIC | Fle, Flensburg B4 | 09/03/43 | | PD |
| U 973 | VIIC | B&V, Hamburg B10 | 10/03/43 | AB | PD |
| U 345 | VIIC | Nor, Emden B6 | 11/03/43 | | SD |
| U 428 | VIIC | Dan, Danzig B7 | 11/03/43 | AB | PD |
| U 743 | VIIC | Sch, Danzig B8 | 11/03/43 | | |
| U 744 | VIIC | Sch, Danzig B8 | 11/03/43 | | |
| U 974 | VIIC | B&V, Hamburg B10 | 11/03/43 | AB | PD |
| U 764 | VIIC | KW, Wilhelmshaven B2 | 13/03/43 | | PD |
| U 990 | VIIC | B&V, Hamburg B11 | 16/03/43 | AB | PD |
| U 975 | VIIC | B&V, Hamburg B10 | 24/03/43 | AB | PD |
| U 976 | VIIC | B&V, Hamburg B10 | 25/03/43 | AB | PD |
| U 718 | VIIC | Stü, Hamburg B5 | 26/03/43 | AB | |
| U 313 | VIIC | Fle, Lübeck B6 | 27/03/43 | AB | |
| U 429 | VIIC | Dan, Danzig B8 | 30/03/43 | AB | PD |
| U 977 | VIIC | B&V, Hamburg B10 | 31/03/43 | AB | PD |
| U 978 | VIIC | B&V, Hamburg B10 | 01/04/43 | AB | PD |
| U 285 | VIIC | BV, Vegesack B8 | 03/04/43 | AB | PD |
| U 921 | VIIC | Nep, Rostock B1 | 03/04/43 | AB | PD |
| U 392 | VIIC | How, Kiel B5 | 10/04/43 | AB | PD |
| U 287 | VIIC | BV, Vegesack B8 | 13/04/43 | AB | PD |
| U 346 | VIIC | Nor, Emden B6 | 13/04/43 | AB | PD |
| U 979 | VIIC | B&V, Hamburg B10 | 15/04/43 | AB | PD |
| U 980 | VIIC | B&V, Hamburg B10 | 15/04/43 | AB | PD |
| U 366 | VIIC | Fle, Flensburg B4 | 16/04/43 | AB | PD |
| U 745 | VIIC | Sch, Danzig B8 | 16/04/43 | AB | PD |
| U 746 | VIIC | Sch, Danzig B8 | 16/04/43 | AB | PD |
| U 314 | VIIC | Fle, Lübeck B6 | 17/04/43 | AB | PD |
| U 473 | VIIC | DW, Kiel B4 | 17/04/43 | AB | PD |
| U 286 | VIIC | BV, Vegesack B8 | 21/04/43 | AB | PD |
| U 430 | VIIC | Dan, Danzig B8 | 22/04/43 | AB | PD |
| U 765 | VIIC | KW, Wilhelmshaven B2 | 22/04/43 | AB | PD |
| U 719 | VIIC | Stü, Hamburg B6 | 28/04/43 | AB | PD |
| U 981 | VIIC | B&V, Hamburg B10 | 29/04/43 | AB | PD |
| U 982 | VIIC | B&V, Hamburg B10 | 29/04/43 | AB | PD |
| U 674 | VIIC | How, Hamburg B3 | 08/05/43 | AB | PD |
| U 675 | VIIC | How, Hamburg B4 | 08/05/43 | AB | PD |
| U 1161 | VIIC | Dan, Danzig B8 | 08/05/43 | AB | PD |

Accurate Model Parts

| | | | | | |
|--------|---------|----------------------|----------|-----------|-----------|
| U 983 | VIIC | B&V, Hamburg B11 | 12/05/43 | AB | PD |
| U 984 | VIIC | B&V, Hamburg B11 | 12/05/43 | AB | PD |
| U 747 | VIIC | Sch, Danzig B9 | 13/05/43 | AB | PD |
| U 748 | VIIC | Sch, Danzig B9 | 13/05/43 | AB | PD |
| U 288 | VIIC | BV, Vegesack B8 | 15/05/43 | AB | PD |
| U 393 | VIIC | How, Kiel B5 | 15/05/43 | AB | PD |
| U 985 | VIIC | B&V, Hamburg B11 | 20/05/43 | AB | PD |
| U 986 | VIIC | B&V, Hamburg B11 | 20/05/43 | AB | PD |
| U 347 | VIIC | Nor, Emden B6 | 21/05/43 | AB | PD |
| U 289 | VIIC | BV, Vegesack B8 | 25/05/43 | AB | PD |
| U 475 | VIIC | DW, Kiel B5 | 28/05/43 | AB | PD |
| U 315 | VIIC | Fle, Lübeck B6 | 29/05/43 | AB | PD |
| U 766 | VIIC | KW, Wilhelmshaven B2 | 29/05/43 | AB | PD |
| U 1162 | VIIC | Dan, Danzig B8 | 29/05/43 | AB | PD |
| U 922 | VIIC | Nep, Rostock B1 | 01/06/43 | AB | PD |
| U 987 | VIIC | B&V, Hamburg B11 | 02/06/43 | AB | PD |
| U 988 | VIIC | B&V, Hamburg B11 | 03/06/43 | AB | PD |
| U 476 | VIIC | DW, Kiel B5 | 05/06/43 | AB | PD |
| U 720 | VIIC | Stü, Hamburg B6 | 05/06/43 | AB | PD |
| U 749 | VIIC | Sch, Danzig B9 | 10/06/43 | AB | PD |
| U 750 | VIIC | Sch, Danzig B9 | 10/06/43 | AB | PD |
| U 367 | VIIC | Fle, Flensburg B5 | 11/06/43 | AB | PD |
| U 1163 | VIIC/41 | Dan, Danzig B9 | 12/06/43 | AB | PD |
| U 290 | VIIC | BV, Vegesack B8 | 16/06/43 | AB | PD |
| U 989 | VIIC | B&V, Hamburg B11 | 16/06/43 | AB | PD |
| U 316 | VIIC | Fle, Lübeck B6 | 19/06/43 | AB | PD |
| U 394 | VIIC | How, Kiel B5 | 19/06/43 | AB | PD |
| U 991 | VIIC | B&V, Hamburg B11 | 24/06/43 | AB | PD |
| U 992 | VIIC | B&V, Hamburg B11 | 24/06/43 | AB | PD |
| U 241 | VIIC | GW, Kiel B8 | 25/06/43 | AB | PD |
| U 348 | VIIC | Nor, Emden B6 | 25/06/43 | AB | PD |
| U 821 | VIIC | SO, Stettin B1 | 26/06/43 | AB | PD |
| U 291 | VIIC | BV, Vegesack B8 | 30/06/43 | AB | PD |
| U 477 | VIIC | DW, Kiel B5 | 03/07/43 | AB | PD |
| U 1164 | VIIC/41 | Dan, Danzig B9 | 03/07/43 | AB | PD |
| U 676 | VIIC | How, Hamburg B4 | 06/07/43 | AB | PD |
| U 677 | VIIC | How, Hamburg B4 | 06/07/43 | AB | PD |
| U 1191 | VIIC | Sch, Danzig B10 | 06/07/43 | AB | PD |
| U 993 | VIIC | B&V, Hamburg B11 | 08/07/43 | AB | PD |
| U 994 | VIIC | B&V, Hamburg B11 | 08/07/43 | AB | PD |
| U 767 | VIIC | KW, Wilhelmshaven B2 | 10/07/43 | AB | PD |
| U 1192 | VIIC | Sch, Danzig B10 | 16/07/43 | AB | PD |
| U 478 | VIIC | DW, Kiel B5 | 17/07/43 | AB | PD |
| U 903 | VIIC | Fle, Lübeck B7 | 17/07/43 | AB | PD |
| U 242 | VIIC | GW, Kiel B8 | 20/07/43 | AB | PD |
| U 292 | VIIC/41 | BV, Vegesack B9 | 20/07/43 | AB | PD |
| U 1165 | VIIC/41 | Dan, Danzig B9 | 20/07/43 | AB | PD |
| U 349 | VIIC | Nor, Emden B7 | 22/07/43 | AB | PD |
| U 995 | VIIC/41 | B&V, Hamburg B12 | 22/07/43 | AB | PD |

Accurate Model Parts

| | | | | | |
|--------|---------|----------------------|----------|----|----|
| U 721 | VIIC | Stü, Hamburg B6 | 23/07/43 | AB | PD |
| U 293 | VIIC/41 | BV, Vegesack B9 | 30/07/43 | AB | PD |
| U 1193 | VIIC | Sch, Danzig B10 | 05/08/43 | AB | PD |
| U 1194 | VIIC | Sch, Danzig B10 | 05/08/43 | AB | PD |
| U 904 | VIIC | Fle, Lübeck B7 | 07/08/43 | AB | PD |
| U 923 | VIIC | Nep, Rostock B1 | 07/08/43 | AB | PD |
| U 479 | VIIC | DW, Kiel B5 | 14/08/43 | AB | PD |
| U 480 | VIIC | DW, Kiel B5 | 14/08/43 | AB | PD |
| U 350 | VIIC | Nor, Emden B7 | 17/08/43 | AB | PD |
| U 369 | VIIC | Fle, Flensburg B5 | 17/08/43 | AB | PD |
| U 997 | VIIC/41 | B&V, Hamburg B12 | 18/08/43 | AB | PD |
| U 998 | VIIC/41 | B&V, Hamburg B12 | 18/08/43 | AB | PD |
| U 768 | VIIC | KW, Wilhelmshaven B2 | 22/08/43 | AB | PD |
| U 294 | VIIC/41 | BV, Vegesack B9 | 27/08/43 | AB | PD |
| U 396 | VIIC | How, Kiel B6 | 27/08/43 | AB | PD |
| U 1166 | VIIC/41 | Dan, Danzig B9 | 28/08/43 | AB | PD |
| U 1167 | VIIC/41 | Dan, Danzig B10 | 28/08/43 | AB | PD |
| U 317 | VIIC/41 | Fle, Lübeck B8 | 01/09/43 | AB | PD |
| U 243 | VIIC | GW, Kiel B8 | 02/09/43 | AB | PD |
| U 244 | VIIC | GW, Kiel B8 | 02/09/43 | AB | PD |
| U 1195 | VIIC | Sch, Danzig B10 | 02/09/43 | AB | PD |
| U 1196 | VIIC | Sch, Danzig B10 | 02/09/43 | AB | PD |
| U 296 | VIIC/41 | BV, Vegesack B9 | 05/09/43 | AB | PD |
| U 295 | VIIC/41 | BV, Vegesack B9 | 13/09/43 | AB | PD |
| U 1101 | VIIC | Nor, Emden B7 | 13/09/43 | AB | PD |
| U 999 | VIIC/41 | B&V, Hamburg B12 | 17/09/43 | AB | PD |
| U 1000 | VIIC/41 | B&V, Hamburg B12 | 17/09/43 | AB | PD |
| U 678 | VIIC | How, Hamburg B4 | 18/09/43 | AB | PD |
| U 679 | VIIC | How, Hamburg B4 | 18/09/43 | AB | PD |
| U 722 | VIIC | Stü, Hamburg B6 | 21/09/43 | AB | PD |
| U 247 | VIIC | GW, Kiel B9 | 23/09/43 | AB | PD |
| U 370 | VIIC | Fle, Flensburg B5 | 24/09/43 | AB | PD |
| U 318 | VIIC/41 | Fle, Lübeck B8 | 25/09/43 | AB | PD |
| U 481 | VIIC | DW, Kiel B6 | 25/09/43 | AB | PD |
| U 482 | VIIC | DW, Kiel B6 | 25/09/43 | AB | PD |
| U 924 | VIIC | Nep, Rostock B1 | 25/09/43 | AB | PD |
| U 771 | VIIC | KW, Wilhelmshaven B3 | 26/09/43 | AB | PD |
| U 1197 | VIIC | Sch, Danzig B10 | 30/09/43 | AB | PD |
| U 1198 | VIIC | Sch, Danzig B10 | 30/09/43 | AB | PD |
| U 1168 | VIIC/41 | Dan, Danzig B10 | 02/10/43 | AB | PD |
| U 1169 | VIIC/41 | Dan, Danzig B10 | 02/10/43 | AB | PD |
| U 397 | VIIC | How, Kiel B6 | 06/10/43 | AB | PD |
| U 1001 | VIIC/41 | B&V, Hamburg B12 | 06/10/43 | AB | PD |
| U 1002 | VIIC/41 | B&V, Hamburg B12 | 06/10/43 | AB | PD |
| U 248 | VIIC | GW, Kiel B9 | 07/10/43 | AB | PD |
| U 297 | VIIC/41 | BV, Vegesack B9 | 09/10/43 | AB | PD |
| U 901 | VIIC | SV, Stettin B1 | 09/10/43 | AB | PD |
| U 1103 | VIIC | Nor, Emden B8 | 12/10/43 | AB | PD |
| U 1199 | VIIC | Sch, Danzig B11 | 12/10/43 | AB | PD |

Accurate Model Parts

| | | | | | |
|--------|---------|----------------------|----------|-----------|-----------|
| U 1170 | VIIC/41 | Dan, Danzig B10 | 14/10/43 | AB | PD |
| U 319 | VIIC/41 | Fle, Lübeck B8 | 16/10/43 | AB | PD |
| U 249 | VIIC | GW, Kiel B9 | 23/10/43 | AB | PD |
| U 298 | VIIC/41 | BV, Vegesack B10 | 25/10/43 | AB | PD |
| U 1003 | VIIC/41 | B&V, Hamburg B12 | 27/10/43 | AB | PD |
| U 1004 | VIIC/41 | B&V, Hamburg B12 | 27/10/43 | AB | PD |
| U 483 | VIIC | DW, Kiel B6 | 30/10/43 | AB | PD |
| U 1200 | VIIC | Sch, Danzig B11 | 04/11/43 | AB | PD |
| U 1201 | VIIC | Sch, Danzig B11 | 04/11/43 | AB | PD |
| U 299 | VIIC/41 | BV, Vegesack B10 | 06/11/43 | AB | PD |
| U 320 | VIIC/41 | Fle, Lübeck B8 | 06/11/43 | AB | PD |
| U 398 | VIIC | How, Kiel B6 | 06/11/43 | AB | PD |
| U 925 | VIIC | Nep, Rostock B2 | 06/11/43 | AB | PD |
| U 321 | VIIC/41 | Fle, Lübeck B8 | 07/11/43 | AB | PD |
| U 250 | VIIC | GW, Kiel B9 | 11/11/43 | AB | PD |
| U 1202 | VIIC | Sch, Danzig B11 | 11/11/43 | AB | PD |
| U 368 | VIIC | Fle, Flensburg B5 | 16/11/43 | AB | PD |
| U 1005 | VIIC/41 | B&V, Hamburg B12 | 17/11/43 | AB | PD |
| U 1006 | VIIC/41 | B&V, Hamburg B12 | 17/11/43 | AB | PD |
| U 484 | VIIC | DW, Kiel B6 | 20/11/43 | AB | PD |
| U 680 | VIIC | How, Hamburg B4 | 20/11/43 | AB | PD |
| U 681 | VIIC | How, Hamburg B5 | 20/11/43 | AB | PD |
| U 905 | VIIC | Stü, Hamburg B7 | 20/11/43 | AB | PD |
| U 300 | VIIC/41 | BV, Vegesack B10 | 23/11/43 | AB | PD |
| U 1171 | VIIC/41 | Dan, Danzig B11 | 23/11/43 | AB | PD |
| U 245 | VIIC | GW, Kiel B8 | 25/11/43 | AB | PD |
| U 1172 | VIIC/41 | Dan, Danzig B11 | 03/12/43 | AB | PD |
| U 399 | VIIC | How, Kiel B7 | 04/12/43 | AB | PD |
| U 246 | VIIC | GW, Kiel B8 | 07/12/43 | AB | PD |
| U 1104 | VIIC | Nor, Emden B8 | 07/12/43 | AB | PD |
| U 773 | VIIC | KW, Wilhelmshaven B3 | 08/12/43 | AB | PD |
| U 1007 | VIIC/41 | B&V, Hamburg B13 | 08/12/43 | AB | PD |
| U 1008 | VIIC/41 | B&V, Hamburg B13 | 08/12/43 | AB | PD |
| U 1271 | VIIC/41 | BV, Vegesack B10 | 08/12/43 | AB | PD |
| U 1203 | VIIC | Sch, Danzig B11 | 09/12/43 | AB | PD |
| U 1204 | VIIC | Sch, Danzig B11 | 09/12/43 | AB | PD |
| U 1052 | VIIC | GW, Kiel B10 | 16/12/43 | AB | PD |
| U 322 | VIIC/41 | Fle, Lübeck B8 | 18/12/43 | AB | PD |
| U 1301 | VIIC/41 | Fle, Flensburg B6 | 22/12/43 | AB | PD |
| U 774 | VIIC | KW, Wilhelmshaven B3 | 23/12/43 | AB | PD |
| U 1272 | VIIC/41 | BV, Vegesack B10 | 23/12/43 | AB | PD |
| U 926 | VIIC | Nep, Rostock B2 | 28/12/43 | AB | PD |
| U 1205 | VIIC | Sch, Danzig B13 | 30/12/43 | AB | PD |
| U 1206 | VIIC | Sch, Danzig B12 | 30/12/43 | AB | PD |
| U 772 | VIIC | KW, Wilhelmshaven B3 | 31/12/43 | AB | PD |
| U 1009 | VIIC/41 | B&V, Hamburg B13 | 05/01/44 | AB | PD |
| U 1010 | VIIC/41 | B&V, Hamburg B13 | 05/01/44 | AB | PD |
| U 1207 | VIIC | Sch, Danzig B12 | 06/01/44 | AB | PD |
| U 400 | VIIC | How, Kiel B7 | 08/01/44 | AB | PD |

Accurate Model Parts

| | | | | | |
|--------|---------|----------------------|----------|-----------|-----------|
| U 1273 | VIIC/41 | BV, Vegesack B10 | 10/01/44 | AB | PD |
| U 323 | VIIC/41 | Fle, Lübeck B9 | 12/01/44 | AB | PD |
| U 1053 | VIIC | GW, Kiel B10 | 13/01/44 | AB | PD |
| U 1208 | VIIC | Sch, Danzig B12 | 13/01/44 | AB | PD |
| U 485 | VIIC | DW, Kiel B6 | 15/01/44 | AB | PD |
| U 1102 | VIIC | Nor, Emden B7 | 15/01/44 | AB | PD |
| U 1013 | VIIC/41 | B&V, Hamburg B14 | 19/01/44 | AB | PD |
| U 1014 | VIIC/41 | B&V, Hamburg B14 | 19/01/44 | AB | PD |
| U 1274 | VIIC/41 | BV, Vegesack B11 | 25/01/44 | AB | PD |
| U 1051 | VIIC | GW, Kiel B10 | 03/02/44 | AB | PD |
| U 1015 | VIIC/41 | B&V, Hamburg B14 | 07/02/44 | AB | PD |
| U 1016 | VIIC/41 | B&V, Hamburg B14 | 08/02/44 | AB | PD |
| U 1275 | VIIC/41 | BV, Vegesack B11 | 08/02/44 | AB | PD |
| U 1209 | VIIC | Sch, Danzig B12 | 09/02/44 | AB | PD |
| U 1210 | VIIC | Sch, Danzig B12 | 09/02/44 | AB | PD |
| U 1303 | VIIC/41 | Fle, Flensburg B6 | 10/02/44 | AB | PD |
| U 775 | VIIC | KW, Wilhelmshaven B3 | 11/02/44 | AB | PD |
| U 324 | VIIC/41 | Fle, Lübeck B9 | 12/02/44 | AB | PD |
| U 486 | VIIC | DW, Kiel B6 | 12/02/44 | AB | PD |
| U 825 | VIIC | Sch, Danzig B13 | 16/02/44 | AB | PD |
| U 822 | VIIC | SO, Stettin B1 | 20/02/44 | AB | PD |
| U 1054 | VIIC | GW, Kiel B10 | 24/02/44 | AB | PD |
| U 1276 | VIIC/41 | BV, Vegesack B11 | 25/02/44 | AB | PD |
| U 907 | VIIC | Stü, Hamburg B7 | 01/03/44 | AB | PD |
| U 1017 | VIIC/41 | B&V, Hamburg B14 | 01/03/44 | AB | PD |
| U 1018 | VIIC/41 | B&V, Hamburg B14 | 01/03/44 | AB | PD |
| U 776 | VIIC | KW, Wilhelmshaven B3 | 04/03/44 | AB | PD |
| U 682 | VIIC | How, Hamburg B5 | 07/03/44 | AB | PD |
| U 683 | VIIC | How, Hamburg B5 | 07/03/44 | AB | PD |
| U 826 | VIIC | Sch, Danzig B13 | 09/03/44 | AB | PD |
| U 827 | VIIC/41 | Sch, Danzig B14 | 09/03/44 | AB | PD |
| U 1055 | VIIC | GW, Kiel B10 | 09/03/44 | AB | PD |
| U 828 | VIIC/41 | Sch, Danzig B14 | 16/03/44 | AB | PD |
| U 1277 | VIIC/41 | BV, Vegesack B11 | 18/03/44 | AB | PD |
| U 1019 | VIIC/41 | B&V, Hamburg B15 | 22/03/44 | AB | PD |
| U 1020 | VIIC/41 | B&V, Hamburg B15 | 22/03/44 | AB | PD |
| U 325 | VIIC/41 | Fle, Lübeck B9 | 25/03/44 | AB | PD |
| U 777 | VIIC | KW, Wilhelmshaven B4 | 25/03/44 | AB | PD |
| U 1056 | VIIC | GW, Kiel B10 | 30/03/44 | AB | PD |
| U 1131 | VIIC | How, Kiel B7 | 03/04/44 | AB | PD |
| U 1302 | VIIC/41 | Fle, Flensburg B6 | 04/04/44 | AB | PD |
| U 1021 | VIIC/41 | B&V, Hamburg B15 | 13/04/44 | AB | PD |
| U 1022 | VIIC/41 | B&V, Hamburg B15 | 13/04/44 | AB | PD |
| U 928 | VIIC | Nep, Rostock B2 | 15/04/44 | AB | PD |
| U 1278 | VIIC/41 | BV, Vegesack B11 | 15/04/44 | AB | PD |
| U 1057 | VIIC | GW, Kiel B10 | 20/04/44 | AB | PD |
| U 1105 | VIIC | Nor, Emden B8 | 20/04/44 | AB | PD |
| U 326 | VIIC/41 | Fle, Lübeck B9 | 22/04/44 | AB | PD |
| U 1132 | VIIC | How, Kiel B7 | 29/04/44 | AB | PD |

| | | | | | |
|--------|---------|----------------------|----------|----|----|
| U 927 | VIIC | Nep, Rostock B2 | 03/05/44 | AB | PD |
| U 1023 | VIIC/41 | B&V, Hamburg B15 | 03/05/44 | AB | PD |
| U 1024 | VIIC/41 | B&V, Hamburg B15 | 03/05/44 | AB | PD |
| U 778 | VIIC | KW, Wilhelmshaven B4 | 06/05/44 | AB | PD |
| U 1058 | VIIC | GW, Kiel B10 | 11/05/44 | AB | PD |
| U 1025 | VIIC/41 | B&V, Hamburg B15 | 24/05/44 | AB | PD |
| U 1106 | VIIC | Nor, Emden B8 | 26/05/44 | AB | PD |
| U 327 | VIIC/41 | Fle, Lübeck B9 | 27/05/44 | AB | PD |
| U 1063 | VIIC/41 | GW, Kiel B11 | 08/06/44 | AB | PD |
| U 779 | VIIC | KW, Wilhelmshaven B4 | 17/06/44 | AB | PD |
| U 1109 | VIIC/41 | Nor, Emden B9 | 19/06/44 | AB | PD |
| U 1064 | VIIC/41 | GW, Kiel B11 | 22/06/44 | AB | PD |
| U 1107 | VIIC/41 | Nor, Emden B9 | 30/06/44 | AB | PD |
| U 1305 | VIIC/41 | Fle, Flensburg B7 | 13/07/44 | AB | PD |
| U 1110 | VIIC/41 | Nor, Emden B9 | 21/07/44 | AB | PD |
| U 328 | VIIC/41 | Fle, Lübeck B9 | 24/07/44 | AB | PD |
| U 1065 | VIIC/41 | GW, Kiel B11 | 03/08/44 | AB | PD |
| U 1304 | VIIC/41 | Fle, Flensburg B6 | 04/08/44 | AB | PD |
| U 1108 | VIIC/41 | Nor, Emden B9 | 05/09/44 | AB | PD |
| U 1307 | VIIC/41 | Fle, Flensburg B7 | 29/09/44 | AB | PD |
| U 1306 | VIIC/41 | Fle, Flensburg B7 | 25/10/44 | AB | PD |
| U 1308 | VIIC/41 | Fle, Flensburg B7 | 22/11/44 | AB | PD |
| U 1279 | VIIC/41 | BV, Vegesack B11 | 00/05/44 | AB | PD |
| U 929 | VIIC/41 | Nep, Rostock B3 | 00/06/44 | AB | PD |
| U 930 | VIIC/41 | Nep, Rostock B3 | 00/09/44 | AB | PD |

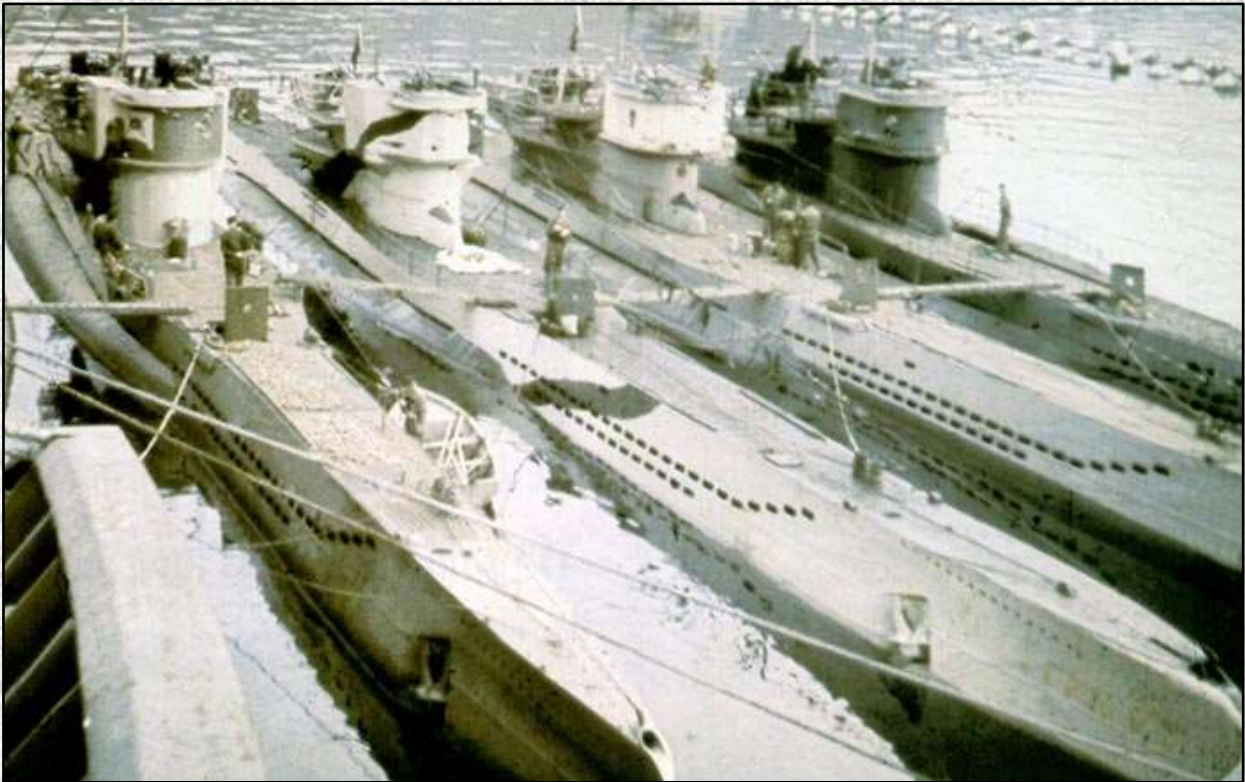
Part VI – Late War Configurations

Most of the features fitted to the U-boat fleet were introduced to new boats or retrofitted to existing boats. Such features do not cause us difficulty if we know the time frame when they were implemented. For example, the Turm IV tower is a reasonably straightforward topic since it was decreed that by August 1943 any operational boat must be fitted with a Turm IV tower. The *schnorchel* often causes no significant trouble as details of which boats were fitted with this device, together with the month in which they were added, is available online on www.uboat.net.

There are, however, two exceptions - the type of bow arrangement (either standard or Atlantic bow) and the type of deck arrangement (either slotted or planked deck). Both these features were *not retrofitted* to existing boats due to the time and cost involved and were only fitted to new build boats. This presents a degree of difficulty for us because this led to no standardisation with regard to these two particular features. If we are to take a look at the U-boat fleet in the late war period, boats exhibited a range of different features.



Above (9): This photo shows the commissioning ceremony of U 235 on the 4th November 1942. At that time the boat had the very unusual configuration of Atlantic bow, planked deck and Turm 0 tower. In October 1943 the boat was then outfitted with a Turm II and *schnorchel*. It may be possible through mixing and matching elements of both Revell kits to depict almost all of the VIICs and VIIC/41s but depicting the test boat U 235 in 1942 or 1943 would present more involved modifications.



Above (10): In this extremely useful colour image, taken in Hammerfest on the 30th July 1944, each of the four boats has a different configuration. This presents a perfect illustration of the lack of standardisation in the late war period. The only boat in this photo which has the same arrangements as Revell's RV5045 kit is U 997.

In photo 10 each of the four boats (from left to right) has the following configuration –

- VIIC U 362 (on left hand side) - standard bow, planked deck, Askania, no *schnorchel*, coal scuttle on starboard side only.
- VIIC U 711 (second from left, with black stripes) - Atlantic bow, slotted deck, standard magnetic compass fairing, no *schnorchel*, coals scuttle on both sides.
- VIIC U 278 (second from right) - Atlantic bow, planked deck, standard magnetic compass fairing, no *schnorchel*, coal scuttle on port side only.
- VIIC/41 U 997 (on right hand side) - Atlantic bow, planked deck, standard magnetic compass fairing, *schnorchel*, no coal scuttle.

Note 1: The above configurations represent the boats as they appeared on the 30th July 1944. Later in the war the configurations of some of the boats changed. For example, U 711 was fitted with a *schnorchel* prior to sinking; U 362 was later outfitted with the Askania compass fairing; the coal scuttles were removed in the following months.

Note 2: The fact that U 362 and U 711 are the complete opposite in respect to the bow and deck type indicates that the bow type and deck type were completely independent features.

This lack of standardisation presents quite serious difficulty for modellers who wish to model a particular mid-to-late war VIIC. There are different methods we can use to try to ensure that our model accurately depicts the features on a real boat. One method is to choose a boat which has the same configuration as the Revell kits so that no modifications are necessary. Another method involves identifying the configuration upon a desired boat and then changing the features on the kit to accurately reflect that U-boat. The process involved in these methods is not difficult but what makes this task challenging is the relative dearth of late-war photos available to most modellers.

Even enthusiasts with a broad range of photographic material collected over time can struggle to identify all the features upon an individual boat so as much detail as possible has been provided in this article in regard to the features on individual boats.

Choosing the features

The first step is to consider certain questions in relation to the features you wish to see on your model -

- Deck type – slotted or planked?
- Bow type – standard or Atlantic?
- Magnetic compass – standard early type or late war Askania?
- *Schnorchel* – Yes or no?
- Tower – Turm 0, Turm II or Turm IV?
- Armament – 37mm automatic or Vierling on lower platform?
- Coal scuttles – present or not?

Deck and bow type – If these are not visible in period photos refer to the table in Part V.

Magnetic compass – If this feature is not visible in period photos refer to Part IV above.

Schnorchel – The exact details regarding when each boat received the *schnorchel* is not known but the following hyperlink contains details of many boats which received this feature and, crucially, the month of implementation – http://www.uboat.net/technical/schnorchel_fitted.htm

There were several different styles of *schnorchel*. Readers are referred to the pdf *An Illustrated Guide To U-Boat Research* by Simon Morris (available on the AMP website) which provides superb drawings and information regarding the different styles.

Turm IV tower – The Turm IV tower type (which is present on the late-war Revell kits) does not present any difficulty since, with the exception of the test boat U 235, all boats with the *schnorchel* had a Turm IV tower. The FuMO 30 box (which is also present on the late-war Revell kits) also presents no selection difficulties. This is because implementation of this radar began in late 1942 and any boat with a Turm IV tower had the FuMO 30 box.

Armament - The 37mm automatic (which is present on the lower platform on the late-war Revell kits) is a feature which cannot be ignored in the selection process. This weapon replaced the 20mm Vierling on the lower platform around the autumn of 1943, with the implementation process being prolonged by supply issues. If you do not possess confirmatory evidence of the 37mm on your chosen boat, it may be prudent to choose a time frame of summer 1944 or afterwards, by which time the 37mm would have been fitted.

Coal scuttles – This additional complication (groan!) is observable in photo 10. Three boats have armoured boxes (*Kohlenkasten* - coal scuttles) on one or both sides of the tower and these were intended to help protect crews from anti-aircraft fire. In the photo, U 362 has a box on the starboard side, U 711 has a box on both sides and U 278 has a box on the port side. The order to implement this feature was placed on the 4th June 1943 but instability due to their heavy weight resulted in an order to remove the boxes being placed on the 30th October 1943. The date of photo 10 – 30th July 1944 – shows that the removal had yet to be completed by this time. By the end of the war this feature tends to be missing from U-boats and it is likely that most (perhaps all) boats did not have these armoured boxes by the start of 1945.

If this feature is desired, the scratchbuilding of the coal scuttles may be plausible due to the coal scuttles being box-like in nature.

Choosing a boat (without modification)

If the modeller does not wish to change any of the features then they will have to find a boat with planked deck, Atlantic bow, Turm IV tower, 37mm on lower platform, *schnorchel*, normal compass fairing and no coal scuttles. To start the selection process, it is advisable to try to select a boat which was fitted with the *schnorchel* before the standard magnetic compass housing was changed to the Askania type (thus ensuring both features were in place at the same time). Then the boat number can be checked in the table above to ensure the boat had a planked deck and an Atlantic bow.

It is impossible with current resources to identify all the boats which had the same configuration as the late war Revell kits (RV5045 and RV5100). It is also recognised that modellers with finite resources will struggle to identify even a few boats in this configuration. Therefore a short list of boats which did have this same configuration (planked deck, Atlantic bow, Turm IV, *schnorchel*, standard magnetic compass, no coal scuttles) is presented here -

- U 278 at the end of hostilities or afterwards at Lisahally
- U 281 at the end of hostilities or afterwards at Loch Ryan
- U 483 in August 1944
- U 778 in spring 1944
- U 968 in November 1944 at Narvik
- U 977 at the end of hostilities or afterwards at Mar del Plata in Argentina
- U 978 at the end of hostilities or afterwards at Loch Ryan
- U 997 in July 1944 at Hammerfest
- U 1172 in March 1944

Also provided in the above list is the time period when the configuration has been observed in photos. Modellers should be careful to depict their boat at the same time period.

U 763 – This boat almost certainly had the same configuration but the presence of the Atlantic bow cannot be guaranteed.

U 977 – When the very heavily weathered U 977 sailed into Mar del Plata in Argentina it was in the same configuration as the Revell kit (albeit with some minor differences in radar and radar warning antennae). It should be noted that the standard magnetic compass housing was no longer present when the boat sailed on the US Victory Tour in November 1945.

Below (11): U 977 departed on war patrol on the 2nd May 1945 and arrived at Mar del Plata in Argentina on the 17th August 1945. During the epic 108-day voyage, the boat is said to have spent 66 days continuously submerged. Normally it is advisable to keep weathering to a minimum and resist overdoing the amount of rust and other weathering features. The excessive degree of rusting evident in this photo taken in August 1945 shows that no such restrictions are in place for those of us who wish to depict U 977 at this time. The standard magnetic compass fairing can be seen in front of the tower.



U 995 – This museum boat was launched on the 22nd July 1943 with the standard magnetic compass housing and no *schnorchel*. It is unclear if the boat changed to the Askania fairing by the end of the war. The fact that the boat had the standard magnetic compass housing during her post-war service in the Norwegian Navy in the 1950s and early 1960s suggests that U 995 probably did have the standard compass fairing at the end of the war.

The confusing issue is that U 995 currently has the Askania fairing, which was added in the late 1960s or early 1970s during the extensive restoration process to convert her from her Norwegian configuration back to a format representative of late war German U-boats. It is quite likely that the Askania fairing added at this time was simply to replicate a generic late-war VIIC/41 rather than U 995's original German configuration (since U 995 probably never had the Askania fairing during Kriegsmarine service).

Although absolute evidence is lacking, U 995 would probably have been in the same configuration at the end of the war as the Revell kit.

Choosing a boat (with modification)

If the modeller is willing to make modifications to the Revell kit it becomes possible to model most of the VIICs and VIIC/41s in the fleet. This can be undertaken either by the employment of scratchbuilding (in the case of the Askania fairing), aftermarket accessories or by mixing features of each Revell kit to gain the features desired. In the case of the 72nd scale kits this may prove to be expensive because both the RV5015 and RV5045 kit would need to be purchased in order to build one mid-war boat. It may be more expedient to model in 144th scale because the low cost of the kits means that mixing and matching from both kits may not be prohibitively expensive.

It is necessary to identify the features on each of the Revell kits, which are as follows -

| Kit Number | Scale | Deck type | Bow type | Tower | <i>Schnorchel</i> | Magnetic compass | Coal scuttles |
|------------|-------|-----------|----------|---------|-------------------|------------------|---------------|
| RV5015 | 72 | Slotted | Standard | Turm 0 | No | Normal | No |
| RV5045 | 72 | Planked | Atlantic | Turm IV | Yes | Normal | No |
| RV5038 | 144 | Slotted | Standard | Turm 0 | No | Normal | No |
| RV5100 | 144 | Planked | Atlantic | Turm IV | Yes | Normal | No |

It is then a case of mixing and matching from the two kits to find the desired configuration. These configurations can be found in 72nd scale by mixing in the following ways -

Planked deck, Atlantic bow, *schnorchel*

Hull – RV5045

Deck – RV5045

Schnorchel – RV5045

Planked deck, Atlantic bow, no *schnorchel*

Hull – RV5045

Deck – RV5045

Task required - fill in the large *schnorchel* gap in the deck

Planked deck, standard bow, *schnorchel*

Hull – RV5015

Deck – RV5045 for main deck; merge with front section of RV5015

Schnorchel – RV5045

Planked deck, standard bow, no *schnorchel*

Hull – RV5015

Deck – RV5045 for main deck; merge with front section of RV5015

Task required - fill in the large *schnorchel* gap in the planked deck

Slotted deck, Atlantic bow, *schnorchel*

Hull – RV5045

Deck – RV5015 for main deck; merge with front section of RV5045

Schnorchel – RV5045

Task required – cut a large *schnorchel* gap out of the slotted deck

Note: An aftermarket slotted deck such as AMP72-02 is inadvisable here as it would prove extremely difficult to cut out a *schnorchel* gap in a brass deck.

Slotted deck, Atlantic bow, no *schnorchel*

Hull – RV5045

Deck – RV5015 for main deck; merge with front section of RV5045

Note: An aftermarket slotted deck such as AMP72-02 can be used but will have to be used in conjunction with the front section of RV5045.

Note: The 144th kits can be mixed and matched in similar fashion.

Askania – The final issue to be considered is the magnetic compass fairing. If your chosen boat had the standard fairing there is no need for any alteration to be made. If your boat had the Askania fairing then you will need to remove the standard fairing on the Revell kit and replace it with a scratchbuilt Askania type. As previously mentioned there were at least three versions of this feature. If there are no photographs showing your boat with the fairing, it would be sensible to choose the most common type in which both the leading and trailing edges were sloped.

Part VII – References & Sources

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