



Late War Type VIIC & VIIC/41 Configurations

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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

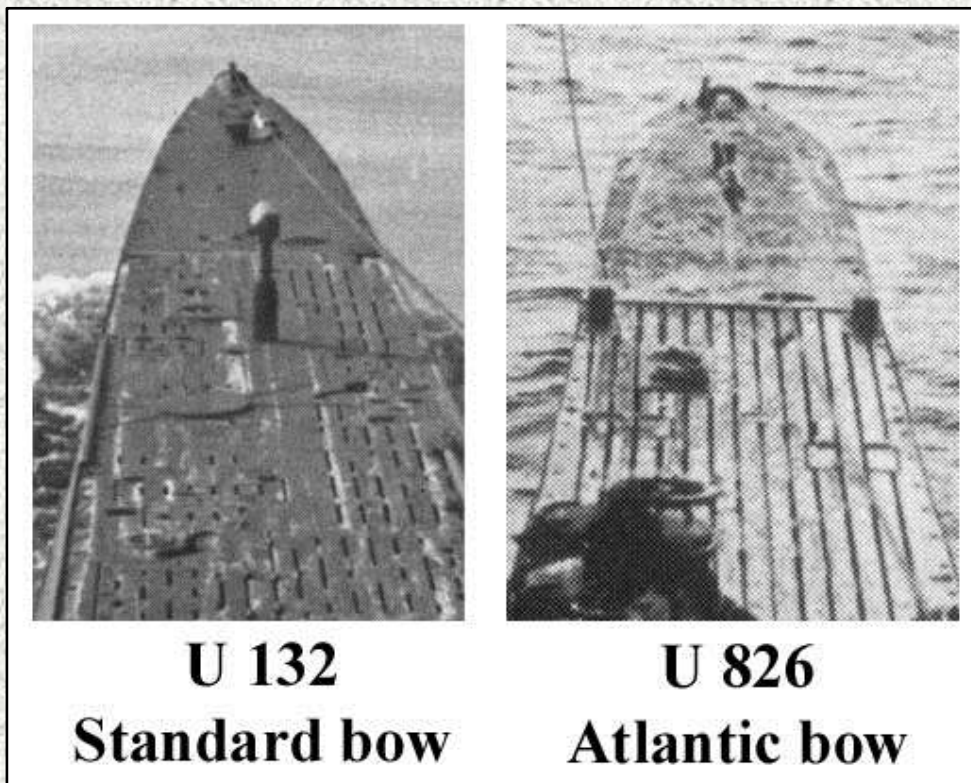
impossible to determine the exact number of VIICs with the Atlantic bow, interpretation of the information contained in the table may suggest a number in excess of 170. When we compare this figure with the 87 VIIC/41s (all of which had the Atlantic bow), it can be seen that at least 65% of all the Atlantic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

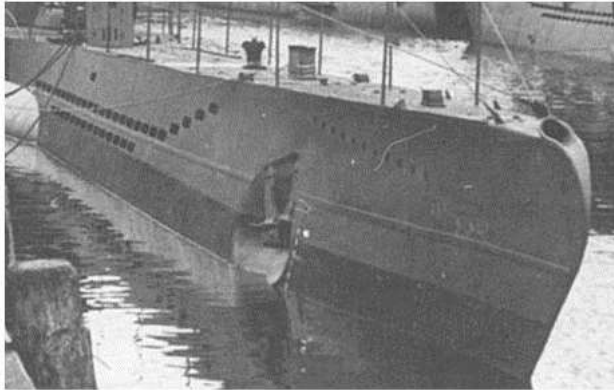
One of the major facets of the bow type - whether standard or Atlantic - was that it was not retrofitted on existing boats. Boats which were launched with the standard bow therefore retained this smaller style until their demise. Another point can be made in relation to the Atlantic bow. For VIICs and 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

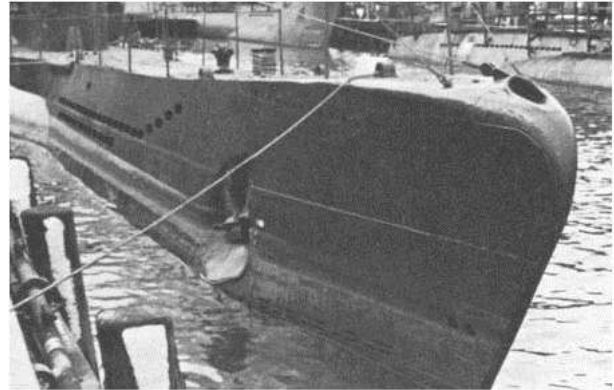


Left (1a and 1b): These two images illustrate the difference in profile between the early standard bow and the later Atlantic bow. The latter type is quite clearly much wider towards the tip of the bow. A comparison between the slotted deck on U 132 and the planked deck on U 826 can also be made here.

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.

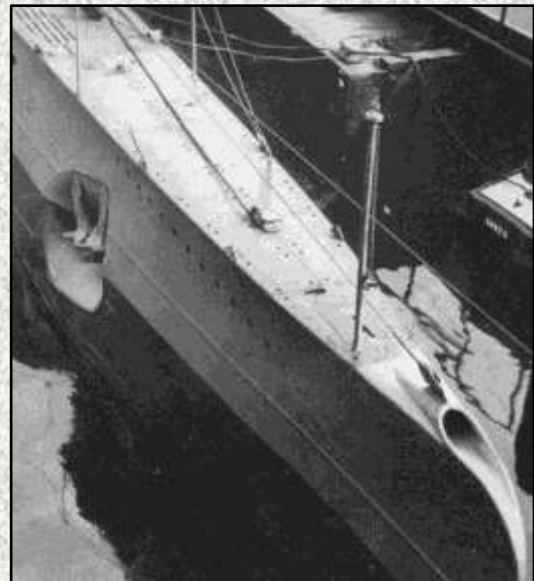


U 442 Standard bow



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.

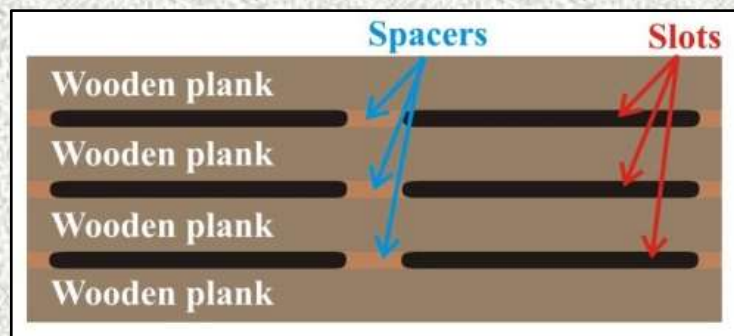
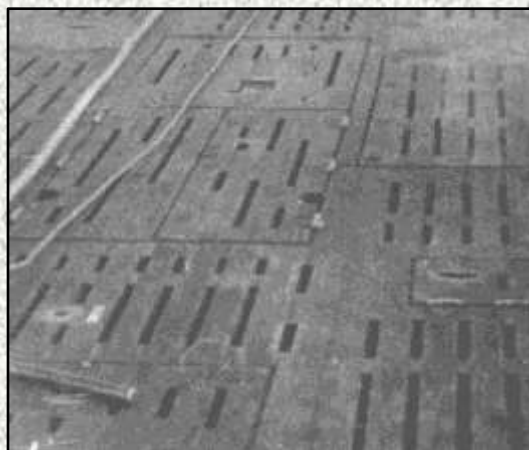
Although the implementation range in the table runs from the 25th June 1942 until the 6th March 1943, it should be pointed out that the Atlantic bow was very likely implemented on many boats launched before March 1943. While it is true that the standard bow featured on U 471, launched in Flensburg on 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

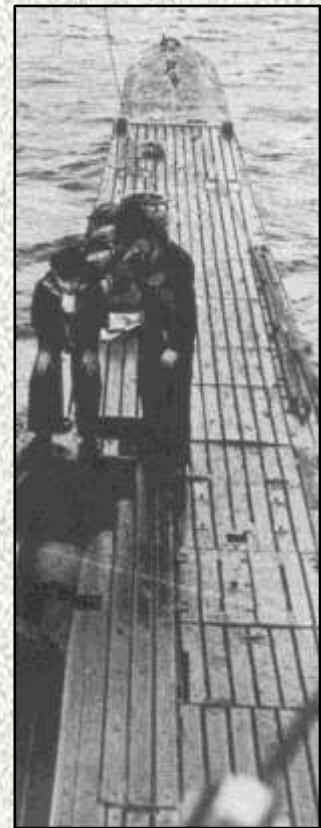
Once again the task we face is to try to establish the period of time over which the feature was implemented, in this case when the planked deck (PD) replaced the slotted deck (SD). The results of the analysis of period photos are produced within the final column within the table in Part V. The first 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 745, launched on the 16th April 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.

It should be noted that the planks also extended to the tower floor, replacing the square-shaped holes which had previously been the norm.

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 745, 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 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

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.

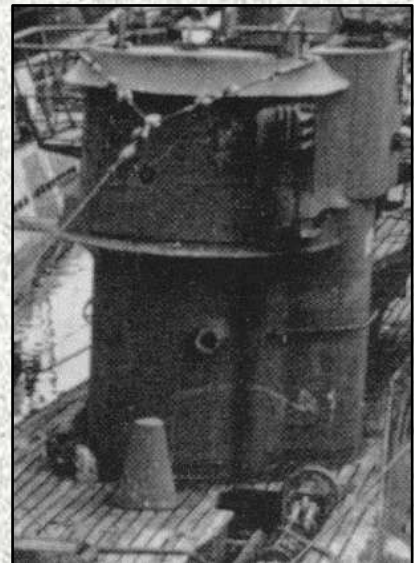
End of war (standard) - The following boats still had the standard housing at the end of hostilities in May 1945 - U 278, U 281, U 471, U 766, U 977 and U 978.

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.



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.



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		SD
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	SB	PD
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		SD
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	SD
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

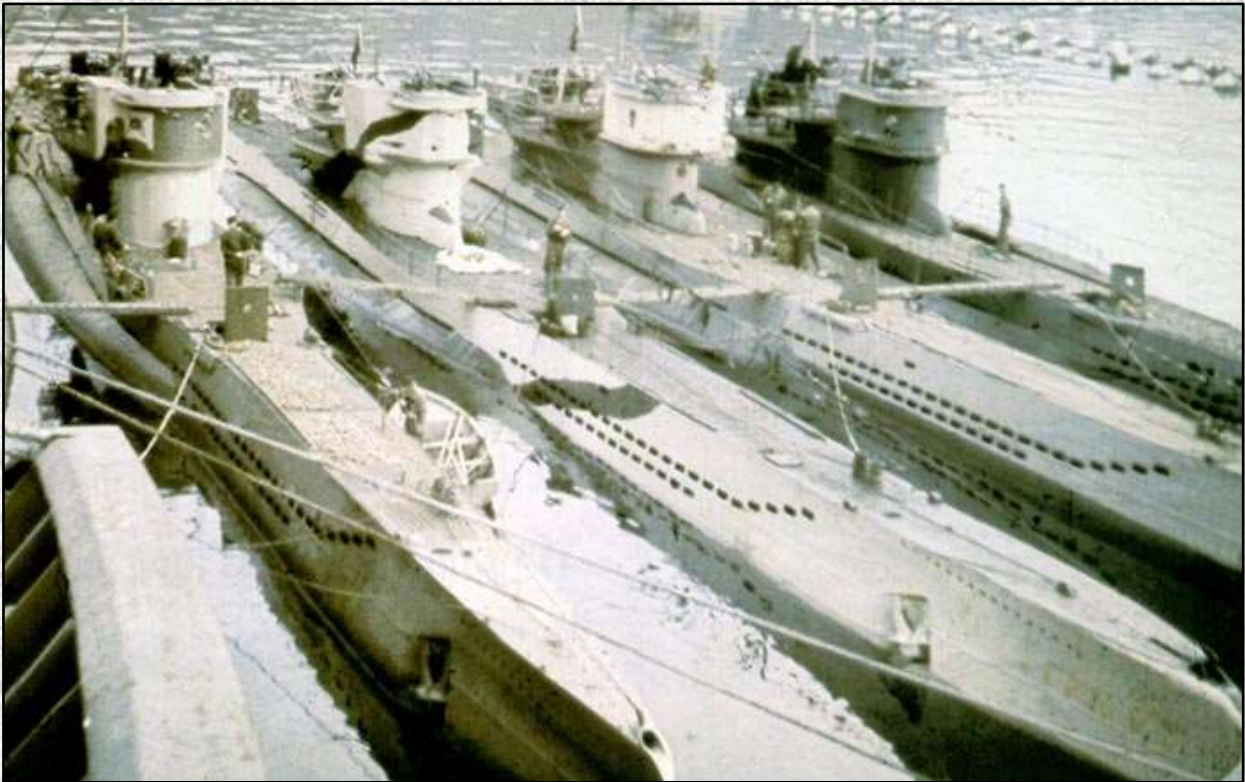
Part VI – Late War Configurations

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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