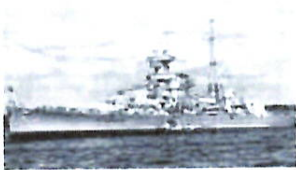





vessels

Adolf Hitler	<p>The original name slated for the <i>Wilhelm Gustloff</i>. The superstitious Hitler exploited an opportunity to change it during the state funeral in Schwerin for the assassinated Swiss Nazi leader whose name would eventually grace the bows.</p>
Admiral Hipper <i>(1939-1945)</i> 	<p>A heavy cruiser (approximately 18,000 tons) in the German Navy commissioned in April of 1939 and destroyed in Kiel during the very last days of WWII on May 3, 1945.</p> <p>The <i>Hipper</i> left the Gulf of Danzig several hours behind the <i>Gustloff</i> on January 30, 1945 and was due to intercept it on a parallel course around midnight. Like the <i>Gustloff</i>, it too carried refugees - albeit a much smaller number (about 1,400). It was escorted by the <i>T-36</i> torpedo boat.</p> <p>As the two boats rounded the tip of the Pomeranian coast at approximately 10:00pm, Captain Heningst of the <i>Hipper</i> ordered a course set toward a ship sending distress signals (spotted by a lookout on the <i>T-36</i>). About an hour later, the <i>T-36</i> arrived just in time to see the <i>Gustloff</i> slip under the waterline. Following afterward, the <i>Hipper</i> considered the possibility of rescue operations but feared the threat of more Soviet torpedoes. After a brief stop and without dropping anchor, Captain Heningst ordered the <i>T-36</i> to continue rescue operations and continued on to Kiel.</p> <p>Unfortunately, the <i>Hipper's</i> appearance at the sight of the disaster caused many victims in the sea to be drawn to the large ship - expecting rescue. When the heavy cruiser's screws started again, they tragically tore a number of survivors to pieces.</p>
Berlin <i>(1925-1945)</i>	<p>One of the ships chartered by the <i>KdF</i> between 1934 and 1939. Built by Vulkan of Bremen in 1925, this 15,000 ton twin-screw steamer was originally put into the North Atlantic service. The <i>Berlin</i> had carried 1,100 passengers in 3 classes before re-designs. During the war, she was requisitioned for use as a hospital ship (<i>Lazarettschiff A</i>) like many of the other former <i>KdF</i> cruise ships.</p>

	<p>Sunk by a mine off Swinemünde in 1945, she was eventually raised by the Russians and rebuilt as the <i>Admiral Nakhimov</i> - a passenger ship that saw service until August 31, 1986 when a collision with a freighter resulted in approximately 425 lives lost.</p>
Black Sea	<p>One of the first vessels (a coaster) that Alexander Marinesko sailed with while training at the Odessa Naval Institute.</p>
Cap Arcona <i>(1927-1945)</i> 	<p>Launched and commissioned in 1927, the 27,500 ton <i>Cap Arcona</i> was generally considered as the grandest (and fastest) ocean liner on the South American run. The <i>Cap Arcona</i> was built for the <i>Hamburg-Südamerika</i> line by venerable shipbuilders Blohm & Voss. In many ways, it would serve as a prototype for the <i>Wilhelm Gustloff</i> and <i>Robert Ley</i> (although it had three classes where the <i>KdF</i> flagships had only one).</p> <p>Unlike the <i>Wilhelm Gustloff</i>, built and managed by these same two respective organizations, this ship was never part of the <i>KdF</i> (Strength through Joy) fleet. However, like the <i>Gustloff</i>, in 1940 it was requisitioned by the <i>Kriegsmarine</i> for use as U-boat training barracks in Gotenhafen. Eventually, it shared in the unavoidable duties for evacuation of the besieged Danzig in January 1945, carrying over 25,000 refugees in three separate runs to the west. Unfortunately, the <i>Cap Arcona</i>'s story ended in great tragedy. Concentration camp inmates of Neuengamme were packed aboard when Allied forces bombed the former liner in Lubeck Bay on May 3, 1945 - killing thousands of the prisoners.</p> <p>An interesting link exists between the <i>Cap Arcona</i>, <i>Wilhelm Gustloff</i> and <i>Titanic</i>. In 1943, Hitler's propaganda minister Goebbels decided to commission a movie to be made about the <i>Titanic</i>. It was filmed in Gotenhafen, using the <i>Cap Arcona</i> as stand-in for the <i>Titanic</i> (in many ways it resembled the ship - albeit with only 3 funnels). According to sources, many of the extras involved in the filming were from the 2nd Submarine Training Divisions on the <i>Cap Arcona</i> and <i>Wilhelm Gustloff</i>.</p>
Der Deutsche <i>(1924-1970)</i> 	<p>Formerly the <i>Sierra Morena</i> and built in 1924 by Vulkan of Bremen, the 11,430 ton <i>Der Deutsche</i> was the first liner owned by the <i>KdF</i> when purchased in 1934 and put into service by 1935. She could carry almost 1,100 passengers.</p> <p>Survived the war and appropriated by the Russians, who converted it to passenger liner <i>Asia</i> during 1947/48. By 1950, was rebuilt with one funnel and sailed mostly in Far Eastern waters between Vladivostock and Kamchatka. Finally broken up in 1970.</p>



Deutschland <i>(1923-1945)</i>	<p>Commissioned in 1923, the <i>Deutschland</i> was a 21,000 ton transatlantic liner able to carry 1,515 passengers in three classes. It was built in Hamburg by Blohm & Voss for the Hamburg Amerika Line.</p> <p>Docked in Gotenhafen for the majority of the war, it served as a submarine training accommodation ship like the <i>Wilhelm Gustloff</i>. Eventually, it was called upon to participate in <i>Operation Hannibal</i>, the evacuation of the Danzig area to the western mainland in Germany. The <i>Deutschland</i> was able to complete seven trips accounting for 70,000 refugees.</p> <p>The <i>Deutschland</i> was sunk on May 3, 1945 in the same raid that killed so many concentration camp victims on board the <i>Cap Arcona</i>. It too carried numerous unfortunate prisoners in this act of Nazi desperation and fear of reckoning.</p>
Dresden <i>(1915-1934)</i>	<p>This 14,700 ton twin-screw liner was chartered for the very first KdF cruise in May 1934, accompanied by the <i>Monte Olivia</i>. The KdF cruise program's existence was threatened when the <i>Dresden</i> capsized off the coast of Norway on June 20th of the very same year - just over one month into the program.</p> <p>Originally named the <i>Zeppelin</i>, it was built in 1915 by Vulkan of Bremen for Australian service with Nord-deutsche Lloyd. Turned over to Britain as a result of World War I, she was eventually bought back by Lloyd in 1927 and renamed <i>Dresden</i> for service in the North Atlantic.</p>
General von Steuben	<p>see 'Steuben'</p>
Gotenland	<p>German freighter (5,266 tons) captained by Heinz Vollmers that arrived at the site of the <i>Gustloff</i> tragedy just after midnight (about 3 hours after the first torpedo struck). Unfortunately, she only managed to take on 2 remaining survivors. Its escort, minesweeper <i>M-387</i> managed to rescue almost 100.</p> <p>Both had sailed from Libau and were on the way to Swinemünde with approximately 4,000 refugees of their own. No SOS had been heard. They happened upon the disaster site completely by chance.</p>
Göttingen	<p>German freighter (6,227 tons) captained by Friedrich Segelken, that arrived at the site of the <i>Gustloff</i> sinking around 1AM (approximately 4 hours after the first torpedo struck) after being alerted by radio. It managed to rescue 28 survivors.</p> <p>The <i>Göttingen's</i> escort, minesweeper <i>M-375</i> was able to pull in approximately 50 survivors.</p>

Goya <i>(1942-1945)</i>	<p>Widely believed to be the second worst maritime disaster in history, the <i>Goya</i> was also part of <i>Operation Hannibal</i> - the evacuation of East Prussians west toward mainland Germany. Over 7,000 people perished on April 16, 1945 when the <i>Goya</i> was torpedoed by Soviet submarine <i>L3</i> commanded by Vladimir Konowalow. It sank very fast, less than 5 minutes after being hit by two torpedoes. Only 183 survivors were rescued.</p> <p>A 5,200 ton freighter built in Oslo during the early 1940's, her original name was to be the <i>Akers</i>. However, before her completion the Nazis conquered Norway and she passed to German ownership. Once finished, she was re-named the <i>Goya</i> and commissioned for troop transport duties by the <i>Kriegsmarine</i> in 1942.</p>
Hamburg <i>(1925-1945)</i>	<p>Built by Blohm & Voss and placed into service in 1925, the <i>Hamburg</i> was a 22,000 ton twin-screw liner that had a top speed of 16 knots. Like the <i>Wilhelm Gustloff</i>, she was used as an accommodation ship for U-boat trainees in Gotenhafen. As the war neared its end, the <i>Hamburg</i> was an inevitable participant in evacuation to the west - and managed to evacuate 23,000 refugees in three trips during <i>Operation Hannibal</i>. On March 7, 1945, she struck two mines near Sassnitz and sank.</p> <p>After the war, the <i>Hamburg</i> was raised and when finally ready by July 1960 was used by the Russians as a whaling ship named <i>Yuri Dolgoruki</i>. She was eventually scrapped in 1977.</p>
Hansa <i>(1923-1945)</i>	<p>Originally named the <i>Albert Ballinn</i>, this 22,000 ton liner was renamed by order of the Nazis in 1935 because Albert Ballinn had been a Jew. Built by Blohm & Voss and placed into service in 1923, the twin-screw <i>Albert Ballinn</i> had a top speed of 16 knots and could carry over 1,400 passengers in three classes.</p> <p>The <i>Hansa</i> was used in Gotenhafen as floating barracks for the U-boat trainees during the majority of the war (like the <i>Gustloff</i>). In fact, she was originally to have been part of the small convoy heading east with the <i>Gustloff</i> on January 30, 1945, but developed engine trouble and had to return to port. Ironically, it was the <i>Hansa</i> that first heard the re-transmitted SOS message for the <i>Gustloff</i>.</p> <p>Eventually, she was sunk in a fate similar to other ships involved in <i>Operation Hannibal</i>. The <i>Hansa</i> hit a mine off Warnemunde on March 6, 1945. She was salvageable and raised by the Russians after the war to be used by as a passenger ship named <i>Sovetsky Sojus</i>. She was finally scrapped in 1981, soon after being renamed <i>Soyuz</i> in 1980.</p>
Hipper	see 'Admiral Hipper'

Holland	A Dutch salvage tug boat that assisted the <i>Gustloff</i> in rescue operations of the English cargo steamer <i>Pegaway</i> . Nineteen sailors were rescued from the <i>Pegaway</i> on April 3/4, 1938 when it developed trouble from stormy seas 25 miles northwest of Terschelling Island, Netherlands.
Lazarettsschiff D	Name given to the <i>Gustloff</i> by the <i>Kriegsmarine</i> (German Navy) while it served as a hospital ship during 1939 and 1940.
Löwe (Torpedo Boat) (1938-1959) 	<p>Official and sole escort to the <i>Wilhelm Gustloff</i> on the night it went down. Despite a complement of submarine detecting gear, the equipment had frozen solid on the night of the disaster - something the lookouts could not compensate for when it came to Soviet submarine S-13. The <i>Löwe</i> received and re-transmitted the SOS from the weak backup transmitter aboard the <i>Gustloff</i> and managed a rescue of 472 people from the doomed ship. The ship returned the survivors to Kolberg (Kołobrzeg today).</p> <p>The 710 ton <i>Löwe</i> was captured by the Germans during the invasion of Norway in 1940. Built by Marinens Hovedverft in Horten, Norway, it had been commissioned in 1938 and was originally named the <i>Gyller</i>. After the war, it was returned to the Norwegians, who resurrected its original name. It was scrapped in 1959.</p>
M-341 (Minesweeper) (1942-1960)	German minesweeper captained by Lieutenant Commander Henry Rickmers that rescued 37 survivors from the <i>Gustloff</i> . Built by A.G. Neptun in Rostock, the <i>M-341</i> was commissioned in April 1942. Transferred to the Russians after the war, she was renamed <i>T-722</i> and once again to <i>Tshugush</i> once classified as a rescue ship. She was eventually sent for scrapping in 1960.
M-375 (Minesweeper) (1944-?)	<p>German minesweeper commanded by Walter Weichel that rescued approximately 50 survivors from the <i>Gustloff</i>. Was escorting the freighter <i>Göttingen</i> when it received an SOS by radio. Immediately set course for the scene of the disaster and arrived around 1AM.</p> <p>Built by Schichau Elbing, the <i>M-375</i> was commissioned in July 1944. Acquired by the United States after the war, it was renamed <i>TS8</i> and used as floating barracks.</p> <p>Also referred to as <i>TS 8</i>.</p>
M-387 (Minesweeper) (1944-1945)	German minesweeper that rescued 98 survivors from the <i>Gustloff</i> and returned them to Swinemünde. Was the escort for the

	<p>freighter <i>Gotenland</i> which also arrived on the scene of the disaster. Built by Elsflether Werft, the <i>M-387</i> was commissioned on February 11, 1944. Sunk on May 2, 1945.</p> <p>Also referred to as <i>TS 2</i> or <i>TS II</i>.</p>
<i>M-85</i> (Minesweeper) <i>(1918-1939)</i>	<p>The aging minesweeper <i>M-85</i> was the source of the first German casualties treated aboard the <i>Wilhelm Gustloff</i> (<i>Lazaretschiff D</i>) in Gotenhafen October 1939. Ten <i>Kriegsmarine</i> sailors were treated after their minesweeper <i>M-85</i> struck a Polish mine and sunk on October 1, 1939.</p> <p>The <i>M-85</i> was built by Nordseewerke Emden and commissioned in 1918.</p>
<i>M-96</i> <i>(1937-1944)</i>	<p>The first Soviet submarine Alexander Marinesko commanded between 1941 and 1944. The <i>M-96</i> was a smaller Malyutka class submarine that held a complement of 18 men and two torpedo tubes. "Malyutka" translates roughly as "baby/little one". Maximum speed submerged was approximately 5 knots while at the surface she could hit almost 14 knots.</p> <p>Well after Marinesko had left for command of the <i>S-13</i>, the <i>M-96</i> hit a mine off Narva, Estonia on September 10, 1944. All of the crew was lost.</p>
<i>Milwaukee</i> <i>(1929-1946)</i>	<p>Occasionally chartered by the <i>KdF</i> for its popular cruise program, the <i>Milwaukee</i> was built in 1929 by Blohm & Voss Hamburg. Registering 16,700 tons, it had been originally built for Hamburg-Amerika Line's New York service.</p> <p>After the war, it was claimed by the British in 1945 and renamed the <i>Empire Waveney</i>. On March 1, 1946, she was completely destroyed by fire at Liverpool.</p>
<i>Monte Olivia</i> <i>(1925-1945)</i>	<p>Built by Blohm & Voss Hamburg in 1925, this 13,750 ton liner participated in the very first <i>KdF</i> cruise in May 1934, accompanied by the <i>Dresden</i>. The <i>Monte</i> class of ships were prescient of what was to come for the <i>KdF</i>, because they did not have a 'class' system. Although passengers still paid differing amounts depending on cabin location, third class passengers were free to roam all areas of the ship. Although not owned by the <i>KdF</i>, the <i>Monte Olivia</i> was chartered for use in the Nazi cruise program.</p> <p>During the war she served as a hospital ship, accommodation ship and finally evacuation ship during <i>Operation Hannibal</i>. After completing one of her runs from East Prussia to mainland Germany, she was bombed by the Allies on April 3, 1945 and</p>



	sunk.
Monte Rosa <i>(1931-1954)</i> 	<p>This 13,880 ton liner was built by Blohm & Voss in 1931 for Hamburg-Süd. The <i>Monte</i> class of ships were prescient of what was to come for the <i>KdF</i>, because they did not have a 'class' system. She was chartered for use in the Nazi cruise program of the <i>KdF</i>.</p> <p>During the war, she had multiple roles including those of floating barracks, troop transport, mobile repair ship and finally hospital/evacuation ship.</p> <p>After the war, she was turned over to Britain still sporting a green hospital stripe around her hull. Renamed and refitted as the troop transport <i>Empire Windrush</i>, she eventually sank in the Mediterranean in 1954 after an explosion in the engine room killed four crew members.</p>
Monte Sarmiento <i>(1924-1942)</i> 	<p>The first ship of its class, the 13,625 ton <i>Monte Sarmiento</i> was commissioned in 1924 and used by <i>Hamburg-Süd</i> for service to South America. When less than expected demand to Brazil and Argentina materialized, the <i>Monte Sarmiento</i> and other ships of its class began supplementing "one-class" low-priced cruises to Norway during warmer months. These popular cruises pioneered seafaring vacations for the masses, and in many ways created a foundation for the cruise program of the Nazi leisure and tourism organization <i>Kraft durch Freude (KdF)</i>.</p> <p>The <i>Monte Sarmiento</i> was chartered (not owned) by the <i>KdF</i> and was captained by Carl Lübke prior to his transfer to the bridge of the <i>Wilhelm Gustloff</i> as its first captain.</p> <p>After the outbreak of war, she was stationed at Kiel and used as an accommodation ship. On February 26, 1942, she was sunk during an Allied bombing raid.</p> <p>The image to the left is a <i>Speisenfolge</i> (menu) from the last day of the 30th <i>KdF</i> cruise of the <i>Monte Sarmiento</i> - July 23, 1936.</p>
München	see 'Steuben'
Oceana <i>(1913-1958)</i>	<p>Originally chartered to the <i>KdF</i> in 1935, the <i>Oceana</i> was purchased by the <i>DAF</i> (the parent organization of the <i>KdF</i>) in 1938. At 8,790 tons, this twin-screw liner was the smallest and oldest vessel in the <i>KdF</i> fleet. During her lifetime she changed ownership numerous times (including five different countries).</p> <p>Built in 1913 by Vulkan of Bremen for Norddeutsche Lloyd, she was originally named <i>Sierra Salvada</i>. During World War I, she</p>



was commandeered by the Brazilians in 1917. She returned to German ownership in 1923 and re-named *Peer Gynt*. With Stettin as home port, she was used as a cruise ship. Financial difficulties sent her to Italy in 1925. Hapag bought her back in 1928 and finally re-named her *Oceana* - a name she retained when eventually used by the *KdF* for its cruise program.

In 1945, the *Oceana* was turned over to the British. In 1946 she was acquired by the Russians. Finally, she was scrapped in 1958.

Pegaway (1924-1938)

An 1,825 ton English cargo steamer owned by Hill Steam Shipping Company of Newcastle-upon-Tyne that was sinking 25 miles off the coast of Terschelling Island, Netherlands on April 3, 1938. After sending out an SOS, the *Wilhelm Gustloff* received it and set an immediate course to the location of the *Pegaway*. Dutch salvage tug *Holland* also hurried to the scene. All nineteen seaman are rescued in challenging rough seas by using one of the *Gustloff's* motorboats.

During the rescue, the *Gustloff* loses its 'Number 1' lifeboat, which washes up on the shore of Terschelling Island almost one month later.

Piksha

see 'SC-306'

Robert Ley (1939-1945)




Generally considered as the sister-ship of the *Wilhelm Gustloff*, the *Robert Ley* was one of the only two ships designed, built and owned by the *KdF* (all of the others were either purchased and/or chartered). She was named for the leader of the *DAF* and organization that ran the Nazi cruises - *Kraft durch Freude (KdF)*.


Despite outward appearances, the *Robert Ley* was not technically an exact match for the *Gustloff*. Built by Howaldtswerke, Hamburg, she was slightly bigger at 27,300 tons and could carry 300 more passengers for cruises. Upon closer inspection when compared to the *Gustloff*, one will notice that the forward mast is not on the upper decks. Furthermore, the ship has a "stockier" appearance that most agree is less aesthetic.

With the exception of the *Dresden*, the *Robert Ley* had the shortest life span in the *KdF* cruise program. She was commissioned on April 19, 1939 - only months before war would arrive and demand its use as hospital ship *Lazarettsschiff B* in the early part of the war. Similar to the *Gustloff*, she was eventually sent to the Danzig for use as an accommodation ship in Gotenhafen and Pillau.

Like many other former *KdF* ships, when the order for *Operation Hannibal* came in January 1945, the *Robert Ley* was used for evacuation toward the west. Upon arrival in Hamburg after one

	<p>of her runs in March 1945, she was hit by bombs from the RAF and completely burned out. Some sources have claimed that a large number of lives were lost because the refugees had not yet disembarked - but this remains unclear. The wreck was towed to the United Kingdom for scrapping on June 6, 1945.</p>
<p>S-13 (Soviet Submarine) (1941-1954)</p>	<p>The Russian submarine commanded by Alexander Marinesko that torpedoed and sunk the <i>Wilhelm Gustloff</i> on January 30, 1945. Part of the Stalinet (aka: Stalinec) class of submarines and built by Krasnoye Sormovo (Gorky, Soviet Union) at Yard 112, the S-13 was commissioned on July 31, 1941. S-class submarines were about 80 metres in length, up to 1,000 tons, 4 frontal torpedo tubes/2 rear torpedo tubes and carried a complement of 50 men.</p> <p>The S-13 was ironically a German-designed boat and a product of illegal pre-war cooperation between the Soviets and Germans. She was decommissioned in 1954 and scrapped during 1956.</p>
<p>St. Louis (1929-1944)</p> 	<p>The 16,700 ton <i>St. Louis</i> was one of the ships chartered for occasional use by the KdF in its cruise program. Built by Vulkan of Bremer and commissioned in March 1929 for Hamburg Amerika Line, she was put into service in the North Atlantic.</p> <p>The <i>St. Louis</i> grabbed headlines in the summer of 1939 when over 900 Jewish emigrants fled Nazi Germany aboard the vessel bound for Cuba (this was obviously not a KdF cruise). After Cuban authorities refused the passengers, they attempted to gain access to the USA while off the coast of Florida. Once again, they were refused and the <i>St. Louis</i> headed back to Europe where ultimately Great Britain, France, Belgium and the Netherlands agreed to accept the passengers. Unfortunately, when the latter three countries fell under control of the Nazis, many were hunted down and ultimately faced death in concentration camps. The 1976 movie <i>Voyage of the Damned</i> is based on this story.</p> <p>In January 1940, the <i>St. Louis</i> was requisitioned by the navy for use as floating barracks in Kiel. Bombed by the Allies on August 30, 1944, she suffered severe damage. Left as a beached wreck until 1946, she was eventually towed to Hamburg and used as accommodation for the homeless. The <i>St. Louis</i> was towed from Hamburg to Bremerhaven for scrapping in April of 1950.</p>
<p>SC-306 (1935-1944)</p>	<p>The SC-306 was the first submarine that Alexander Marinesko served on. He was a navigator.</p> <p>The Skuka (SC) class was the most common submarine in the Soviet Navy during World War II. It held a complement of 38 men and had a total of 6 torpedo tubes (4 on the stern and 2 at the bow). Top speed was 12.5 knots on the surface and 6.5 knots submerged.</p>

	<p>Built in Leningrad by Baltiyski zavod (Ordschonikidse shipyard), the SC-306 was commissioned in August 1935. Originally launched as the <i>Piksha</i>, was renamed before completion as the SC-306 in September of 1934. All crew members were lost on November 12, 1944 in the Finnish Gulf when she was sunk for reasons that remain unclear.</p>
<p>Siegfried (? -1944)</p>	<p>The first vessel sank (October 1944) by the S-13 under the command of Marinesko. A 563-ton German trawler, the <i>Siegfried</i> was continually hit by the S-13's 100mm deck gun after a furious Marinesko missed with three torpedoes.</p>
<p>Sierra Cordoba (1924-1946)</p>	<p>An 11,500 ton liner and one of four fully-owned by KdF. Built by Vulkan of Bremen, the <i>Sierra Cordoba</i> was commissioned in 1924 for use by Norddeutsche Lloyd. It was chartered for use by the KdF in 1934 and was sold to the DAF in 1935 for exclusive use in KdF cruises.</p> <p>In 1939, the <i>Sierra Cordoba</i> was one of the few KdF ships (including the <i>Wilhelm Gustloff</i>) that sailed for Spain to transport members of the Legion Condor back home to Germany.</p> <p>The <i>Sierra Cordoba</i> spent most of the war tied down in Kiel as a naval accommodation ship. It sustained damage from Allied bombing in 1944, but was promptly repaired.</p> <p>Transferred to the British at the end of the war, she sailed to Hamburg where fire broke out on January 13, 1946 causing three deaths. In 1948, the gutted wreck sunk off the west coast of Denmark while being towed to England for scrapping.</p>
<p>Steuben (1922-1945)</p>	<p>After sinking the <i>Wilhelm Gustloff</i> on January 30, 1945, Soviet submarine S-13 commander Alexander Marinesko scored what would prove to be his second biggest target (and one of history's all time ship disasters) - the <i>Steuben</i>. On February 10, 1945, an estimated 5,000 lives were lost when the S-13 fired two torpedoes into the <i>Steuben</i>, only miles from where the <i>Gustloff</i> had gone down.</p> <p>Originally commissioned as the <i>München</i> in 1922, the 14,700 ton twin-screw liner was built by Vulkan Werke in Stettin. She was put to work in the North Atlantic by Norddeutsche Lloyd until a fire in New York during February 1930 forced a full restoration. She was re-named the <i>General Von Steuben</i>.</p> <p>In 1939, she was appropriated by the Navy and used as an accommodation ship in Kiel where she lay idle for years. Converted in summer 1944 to transport soldiers to the Eastern front (and take the wounded back to Kiel), the <i>Steuben</i> inevitably participated in the desperate evacuation to the west - <i>Operation Hannibal</i> - until Marinesko's S-13 caught up with her.</p>

<p>Stuttgart (1924-1943)</p> 	<p>Built by Vulkan of Stettin in 1924, the 13,400 ton <i>Stuttgart</i> could carry over 1,100 passengers in three classes. Sold in 1938 to the Deutsche Arbeitsfront for use in the <i>KdF</i> program, she was converted to one-class like all other ships in the <i>KdF</i> fleet.</p> <p>She served as a hospital ship (<i>Lazarettsschiff D</i>) during World War II. On October 9, 1943, was sunk in Gotenhafen during the same Allied bombing raid that damaged the <i>Wilhelm Gustloff</i>.</p>
<p>T-36 (Torpedo Boat) (1944-1945)</p>	<p>Torpedo boat that was escorting the <i>Admiral Hipper</i> when a lookout spotted distress signals coming from the <i>Wilhelm Gustloff</i>. The captain of the <i>Hipper</i> ordered the <i>T-36</i> to the scene and subsequently 564 survivors of the sinking were pulled on board under the supervision of Captain Robert Hering.</p> <p>The 1,750 ton <i>T-36</i> was designed for a crew of 206 and had a maximum speed of 32 knots. Commissioned late in the war in December of 1944, she was thrown exclusively into escort duties under <i>Operation Hannibal</i>. Attacked by Soviet aircraft on May 5, 1945, she sunk after bombs hit their mark.</p>
<p>TF-1 (Torpedo Recovery Boat)</p>	<p>According to some sources, the <i>TF-1</i> was supposed to provide escort to the <i>Wilhelm Gustloff</i> on its tragic night - until it developed a crack along a welded seam and was forced to return to base.</p> <p>Some resources claim it was the <i>TF-19</i> below.</p>
<p>TF-19 (Torpedo Recovery Boat)</p>	<p>The <i>TF-19</i>, a small torpedo recovery vessel captained by Walter Schick, rescued 7 survivors from the <i>Gustloff</i> in the early hours of the morning on January 31, 1945. They survivors were returned to Gotenhafen and disembarked by noon of that day, less than 24 hours after they had left for hopeful safety in the west.</p> <p>Some sources claim that the <i>TF-19</i> was an original escort vessel to the <i>Gustloff</i> that had to turn back due to problems on January 30, 1945.</p>
<p>TS 2 / TS II</p>	<p>See M-387</p>
<p>TS 8</p>	<p>See M-375</p>
<p>Type XXI (21) class submarines</p>	<p>These (along with Type XXIII) were the most advanced submarines created during the latter part of World War II by the</p>

	<p>German Navy. They had tremendous influence on the future of submarine design and were faster submerged than on the surface.</p> <p>However, very few saw operational duty due to the realities of a collapsing Third Reich. Many of the over 900 U-boat trainees sailing on the <i>Gustloff</i> during the night of its sinking were heading toward the naval base at Kiel. They were marked to be crew members on these brand new revolutionary submarines they would never see.</p> <p>Of the 134 Type XXI and XXIII submarines that had been built, only 7 ever saw any service against the Allies in WWII.</p>
Viktoria	<p>After the <i>Wilhelm Gustloff</i> and <i>Robert Ley</i>, the next liner planned for construction under the supervision of DAF leader Robert Ley was known as Project No. 305. The <i>Viktoria</i> was to be a very fast 80,000 ton, 1,070 foot long vessel. While Hitler and Ley were passengers on the maiden voyage of the <i>Robert Ley</i>, plans were being finalized for the new monster ship. It was to be a product of collaboration between Norddeutscher Lloyd and the Deschimag A.G. "Weser" shipyard and used as a North Atlantic ferry and cruise ship during off-peak seasons.</p> <p>The project, along with another 18 planned cruise liners, was shelved indefinitely - never destined to begin construction as war changed priorities.</p>
VP-1703 (Naval Dispatch Boat)	<p>An old German naval dispatch boat captained by Helmut Hanefeld, a lieutenant in the reserve. The <i>VP-1703</i> was the last boat to pick up a survivor of the <i>Gustloff</i> tragedy.</p> <p>In fact, it was <i>only</i> one survivor - a baby discovered in a lifeboat by Petty Officer Werner Fick. Almost seven hours after the sinking and in amongst numerous frozen corpses, the baby was found miraculously alive. Fick ultimately adopted the child when the parents could not be located.</p>
Wilhelm Gustloff (1938-1945)	<p>Former Nazi cruise ship that became the single greatest ship disaster in history. Over 9,000 people - mostly women and children - perished in the Baltic Sea when a Soviet submarine fired three torpedoes into the port side of the <i>Gustloff</i> on January 30, 1945.</p> <p>Was considered the flagship of the Nazi Strength through Joy movement because it was the first brand new cruise ship built for and owned by the <i>KdF</i>.</p>
'Willi G'	Nickname given to the <i>Wilhelm Gustloff</i> .