

Großer Kreuzer  
» S.M.S. Derfflinger «  
(1914)

**HAMBURGER  
MODELLBAUBOGEN VERLAG**

Scheuer & Strüver GmbH

34 Bogen 3516 (2584) Teile sehr schwierig

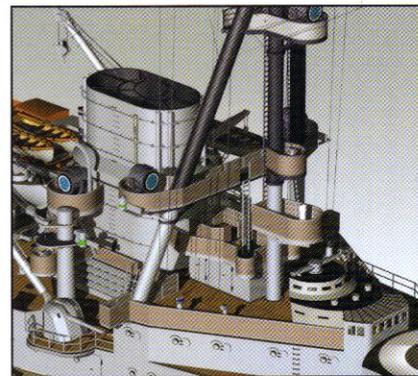
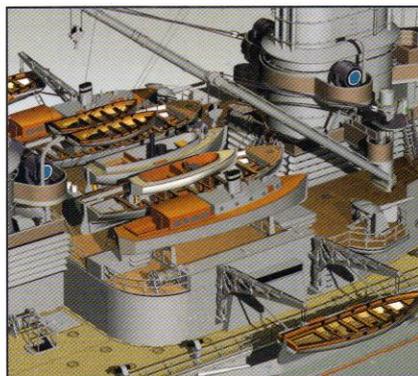
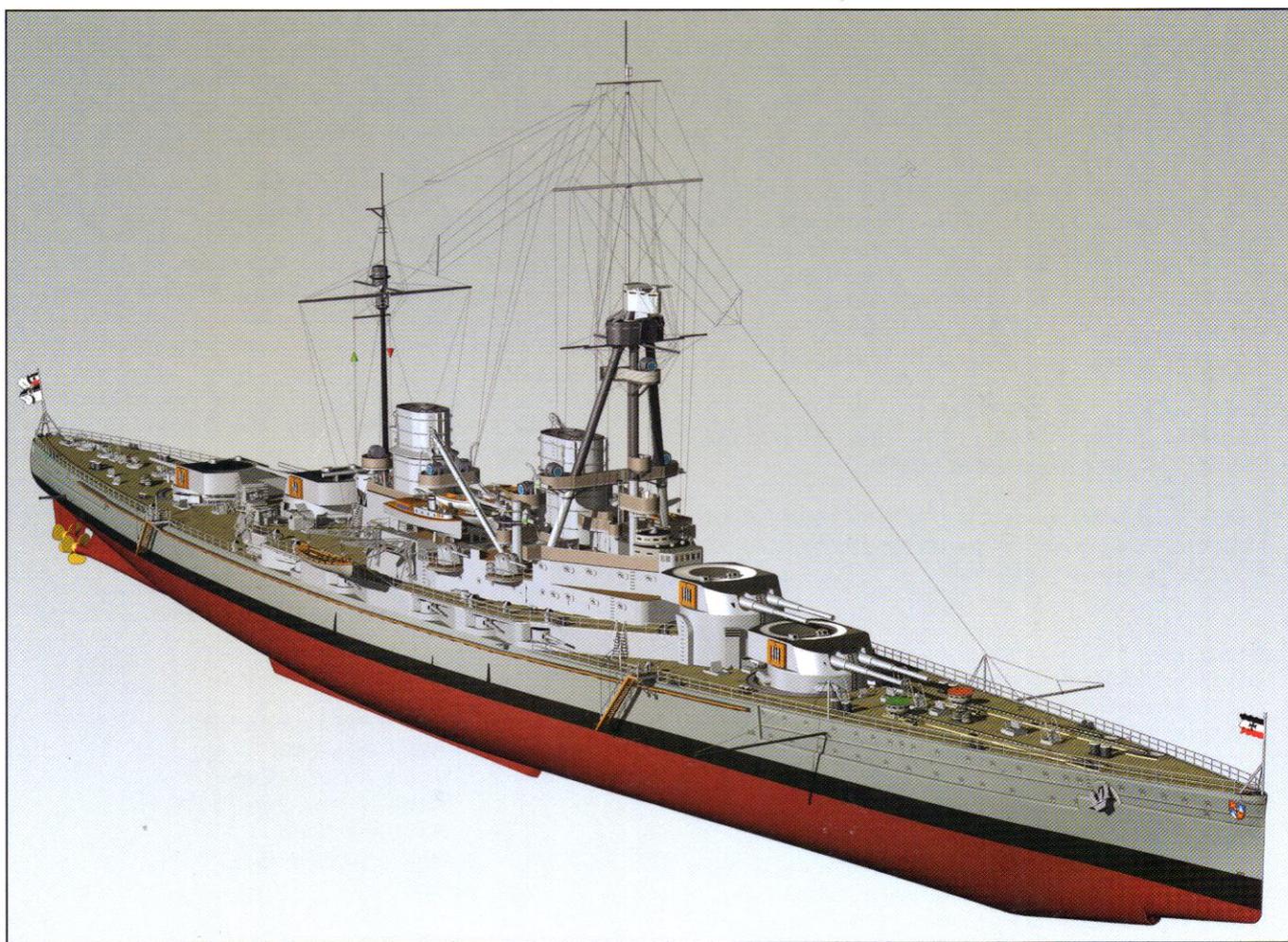


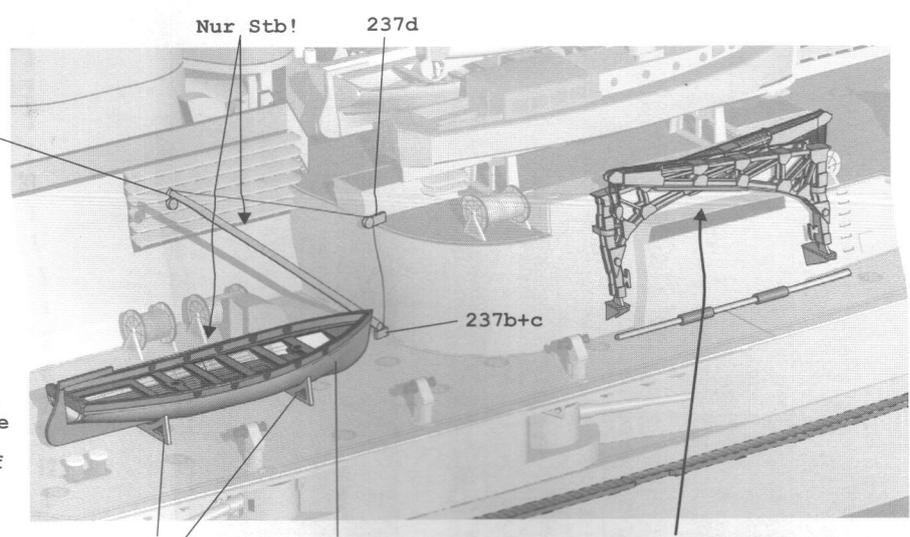
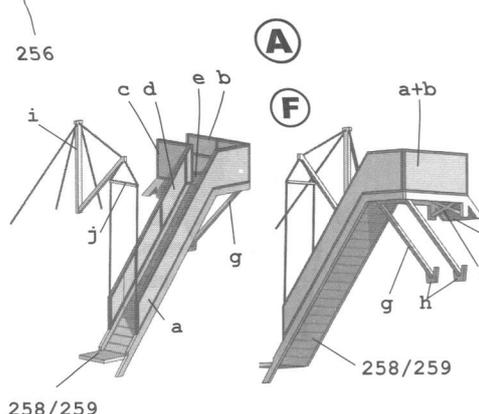
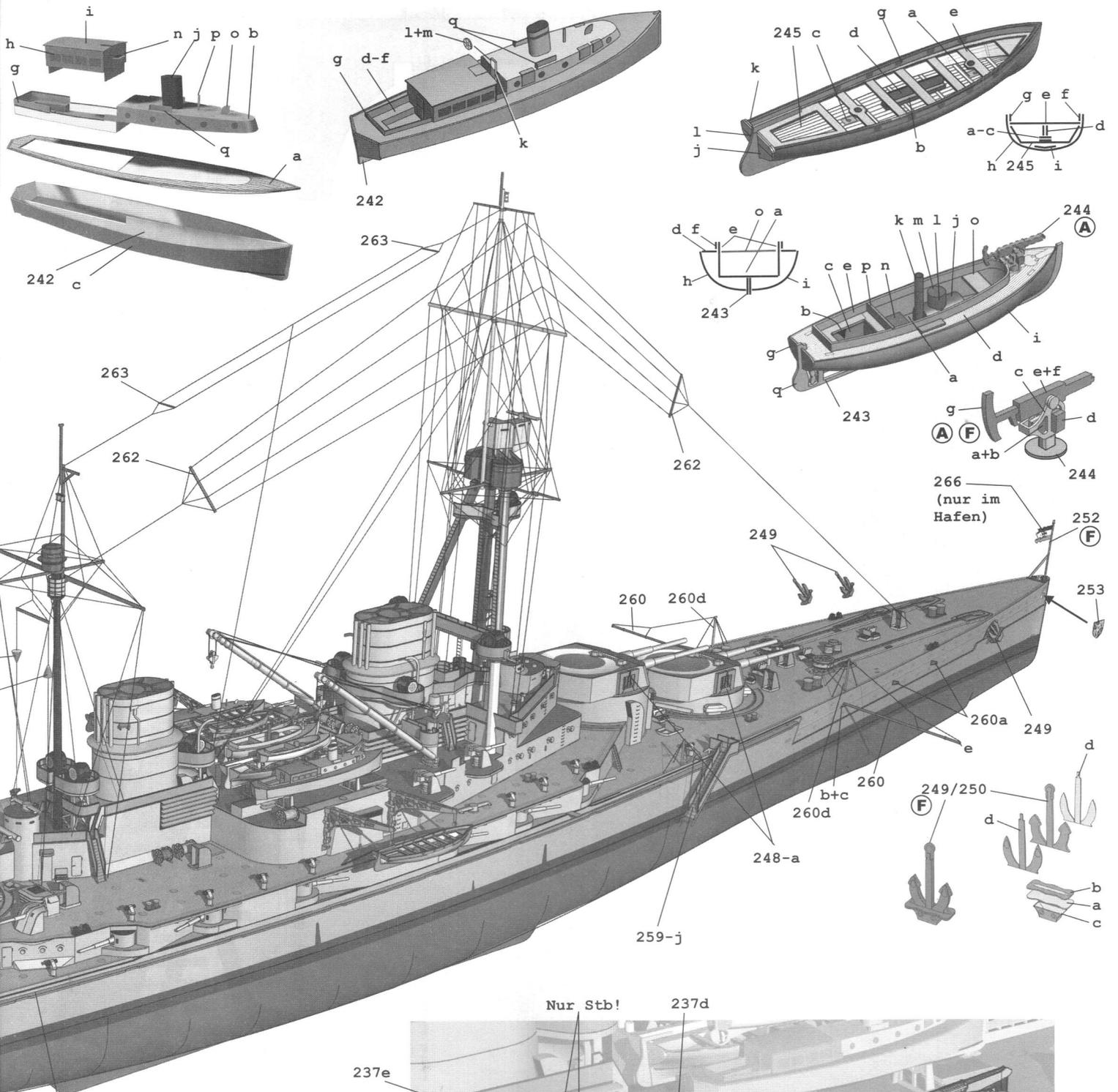
Großer Kreuzer  
» S.M.S. Derfflinger «

Maßstab 1:250 · Länge 84,2 cm

Konstruktion: Peter Brandt

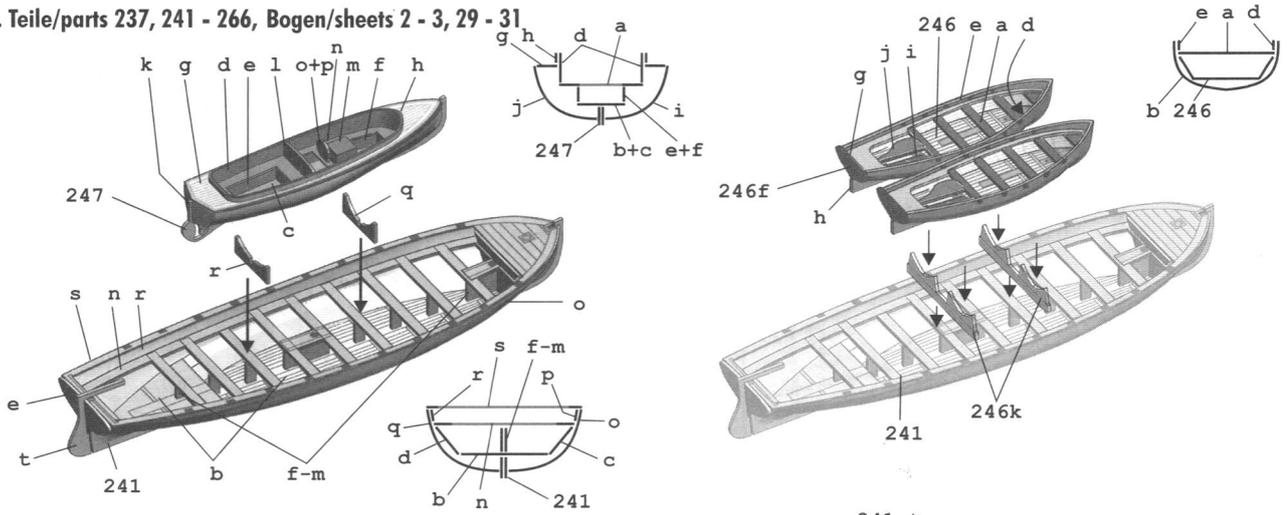
HAMBURGER MODELLBAUBOGEN VERLAG · Scheuer & Strüver GmbH



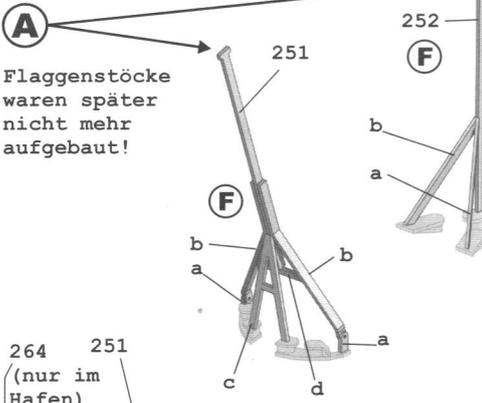
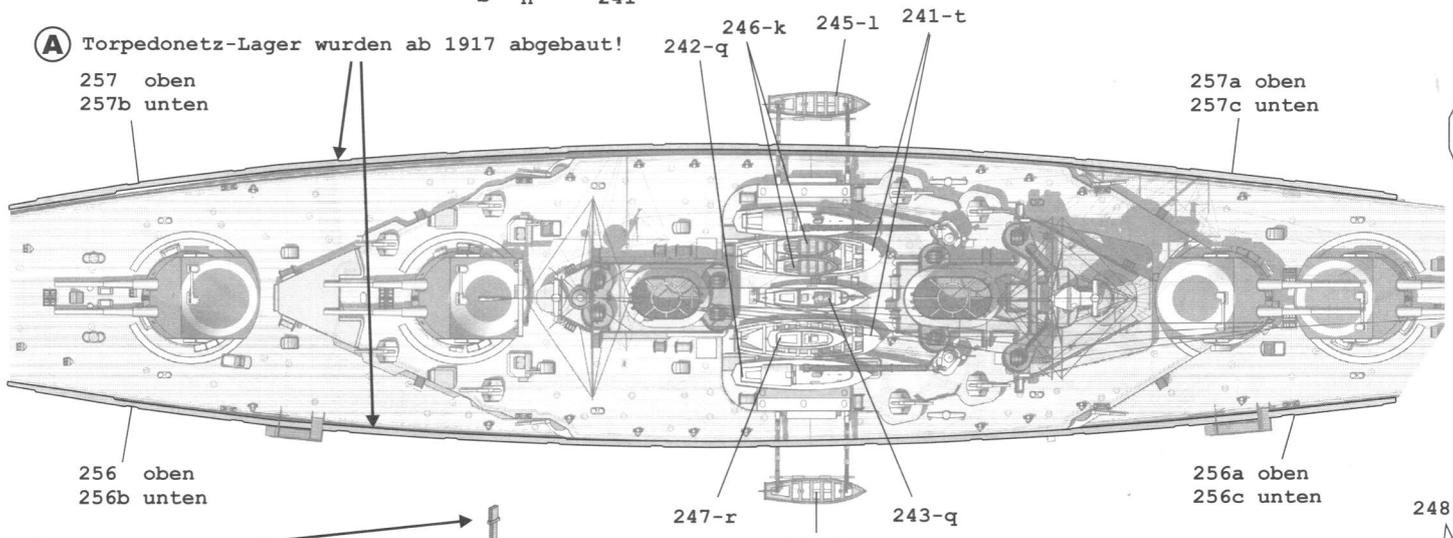


Position eingeklappt  
Ab ca. 1917 endgültig abgebaut!

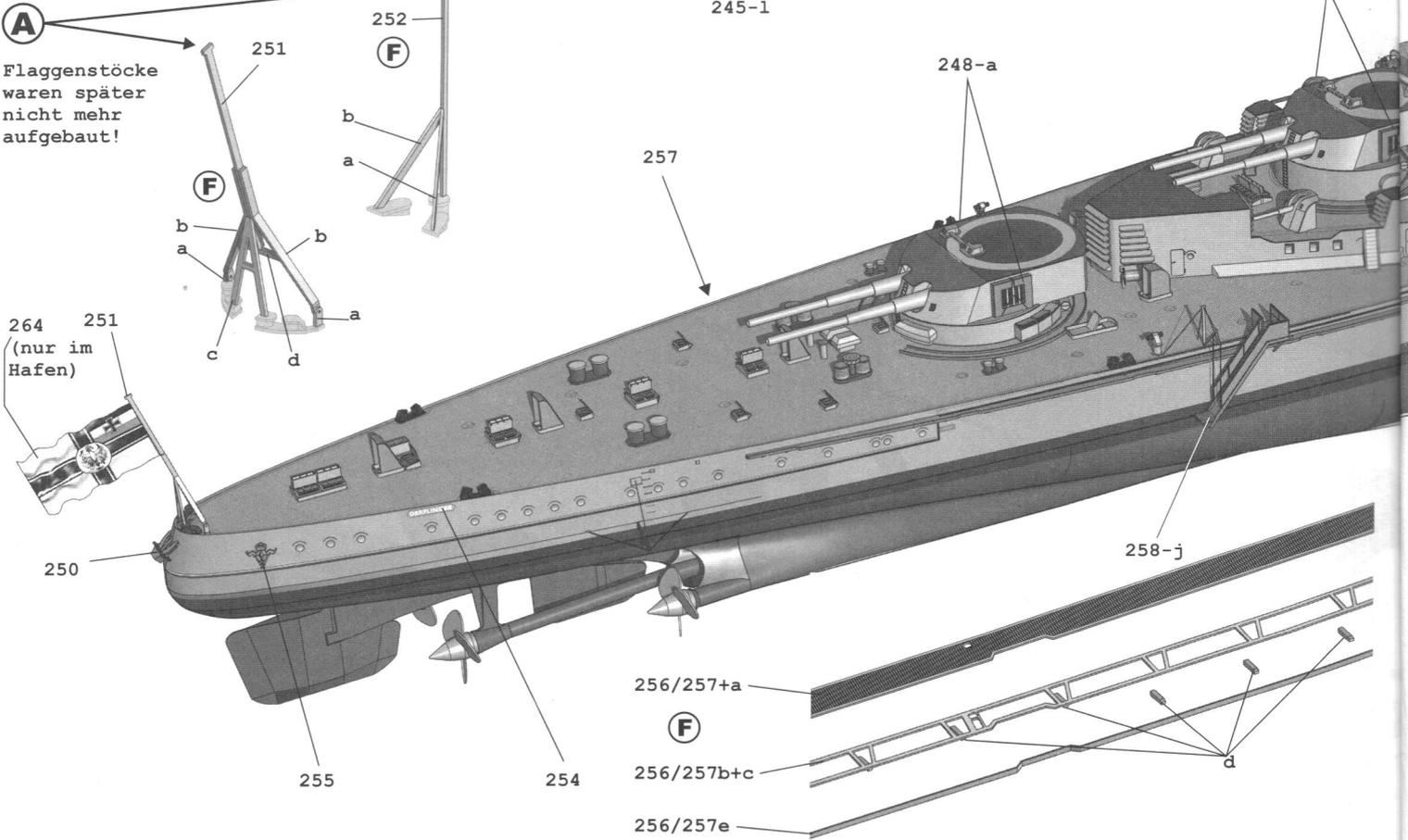
33. Teile/parts 237, 241 - 266, Bogen/sheets 2 - 3, 29 - 31



**(A)** Torpedonetz-Lager wurden ab 1917 abgebaut!



264 251 (nur im Hafen)

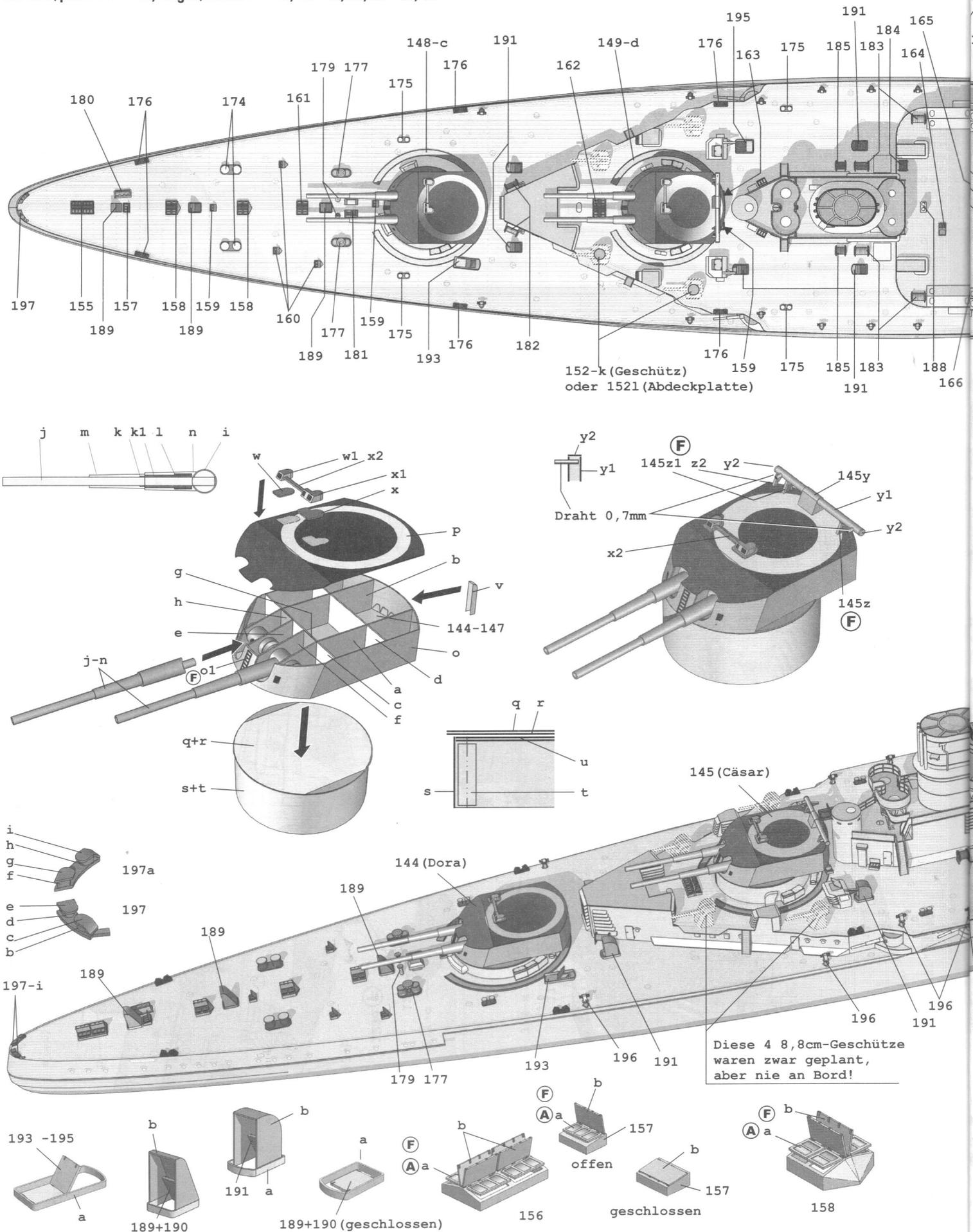


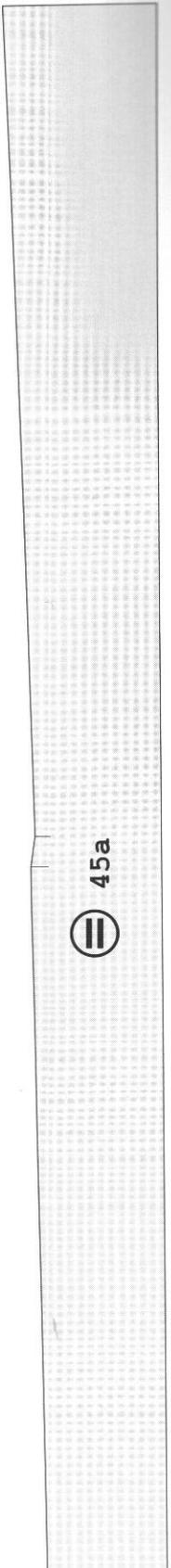






31. Teile/parts 144 - 198, Bogen/sheets 14 - 15, 18 - 19, 22, 25 - 29, 32





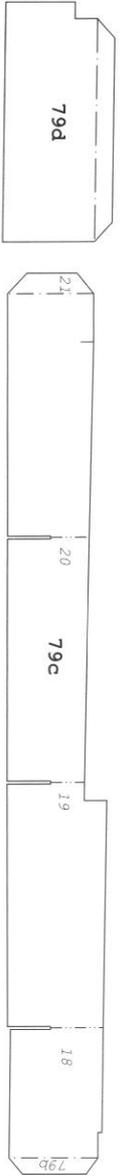
⊞ 45a



⊞ 45

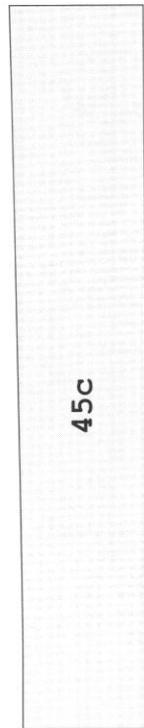


45d



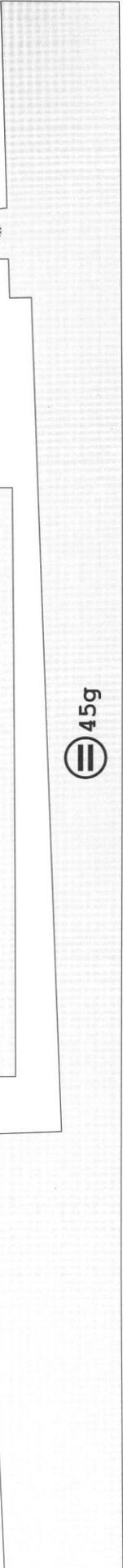
p6L

⊞ 45b



45c

⊞ 45g

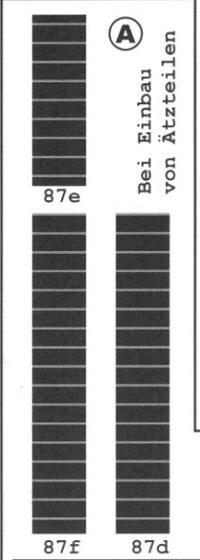
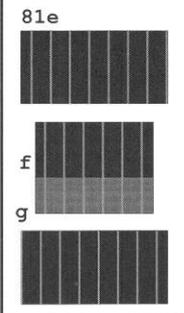


⊞ 45f



⊞ 45e

Bei Einbau (A) von Ätzteilen



(A)

Bei Einbau von Ätzteilen

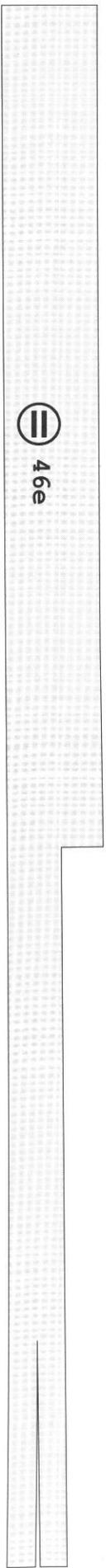
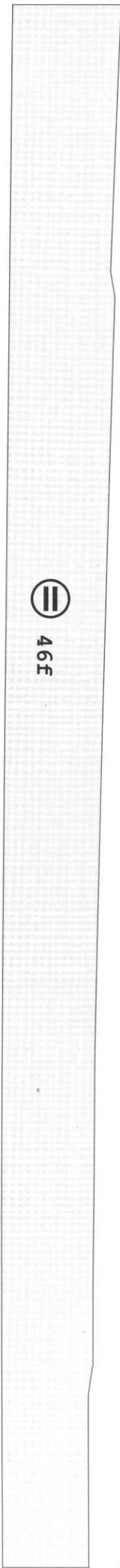
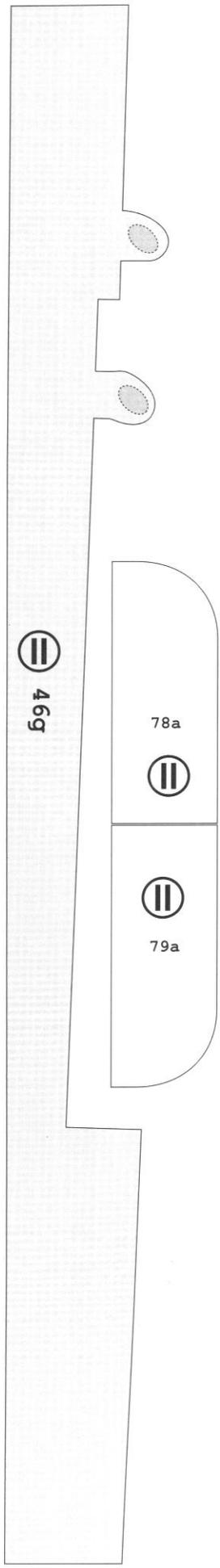
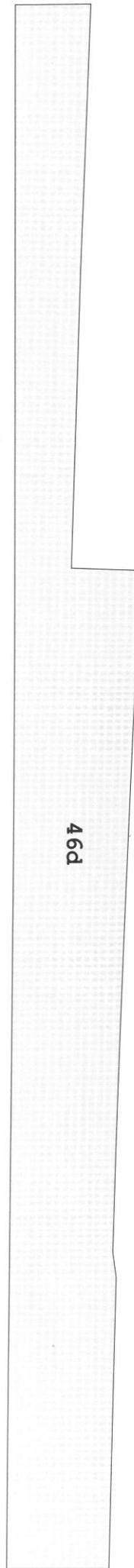
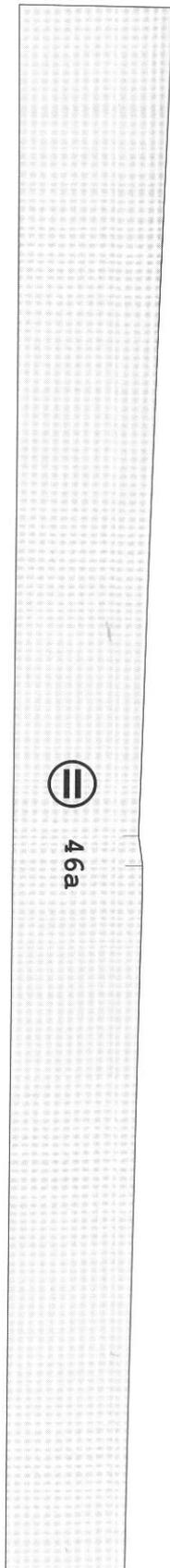
87e

87f

87d

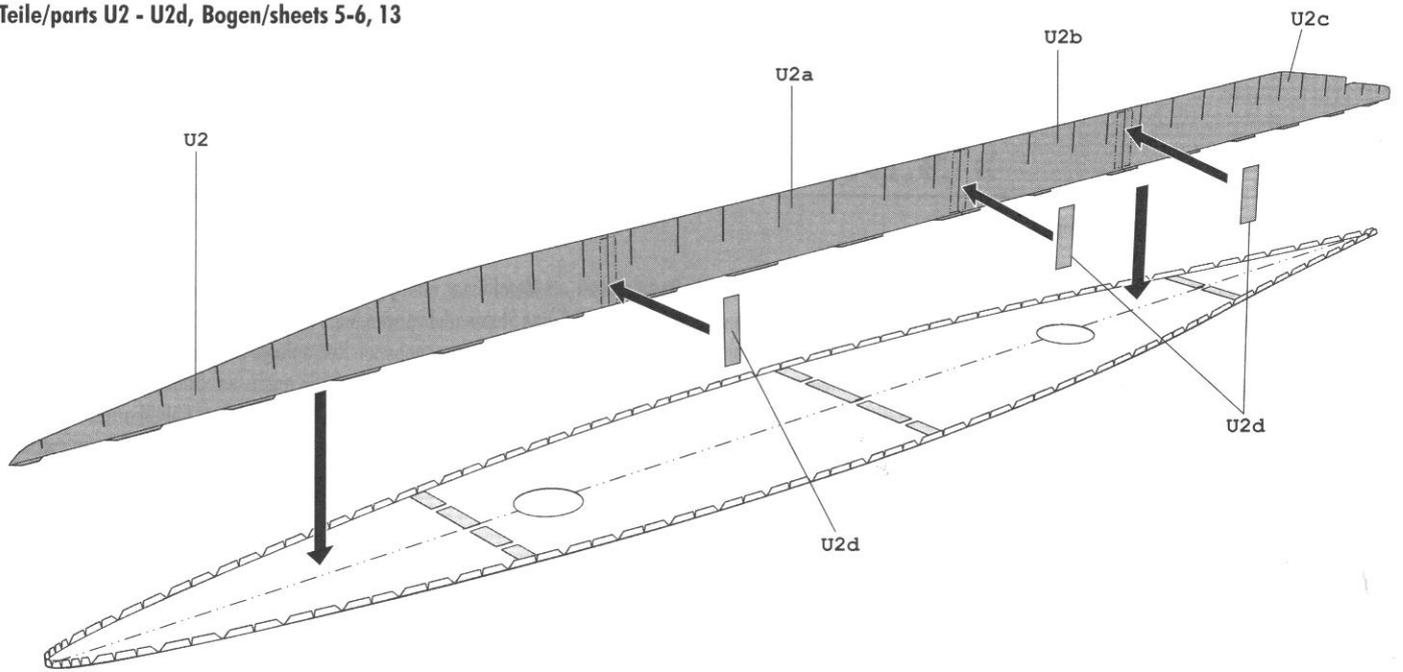


87g

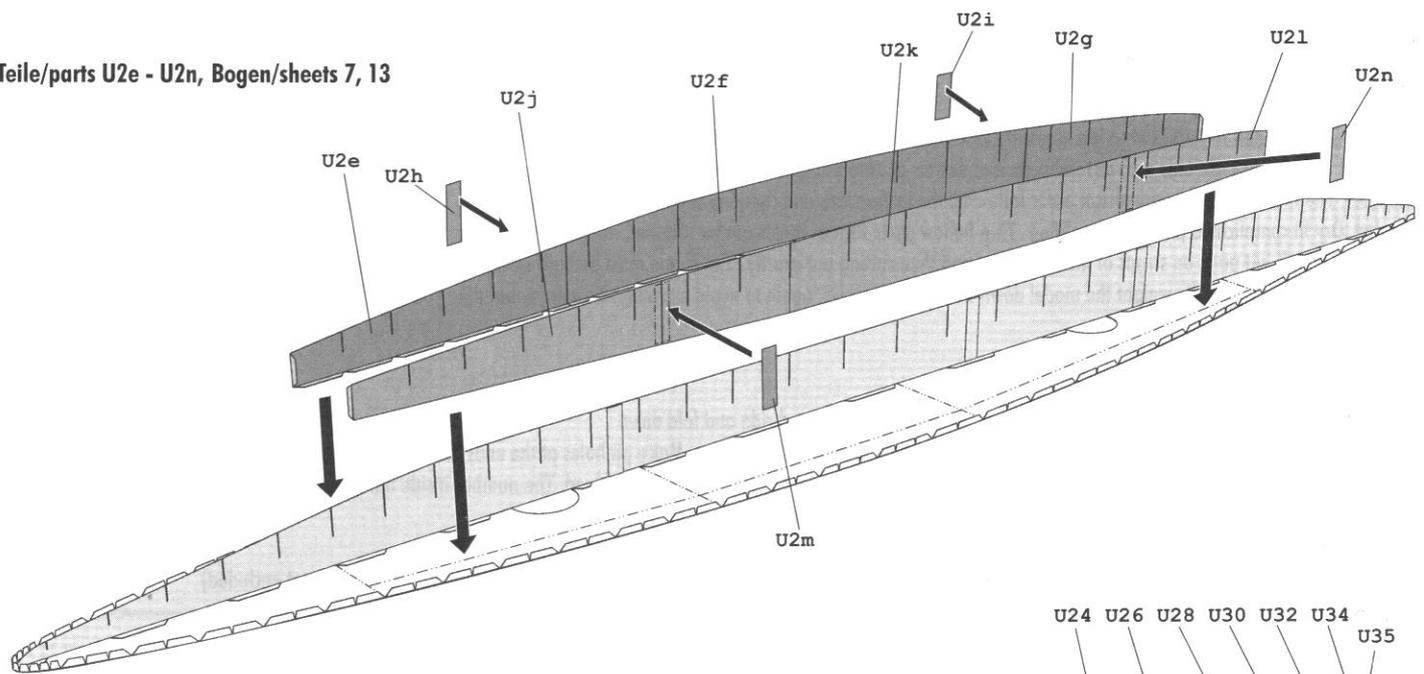




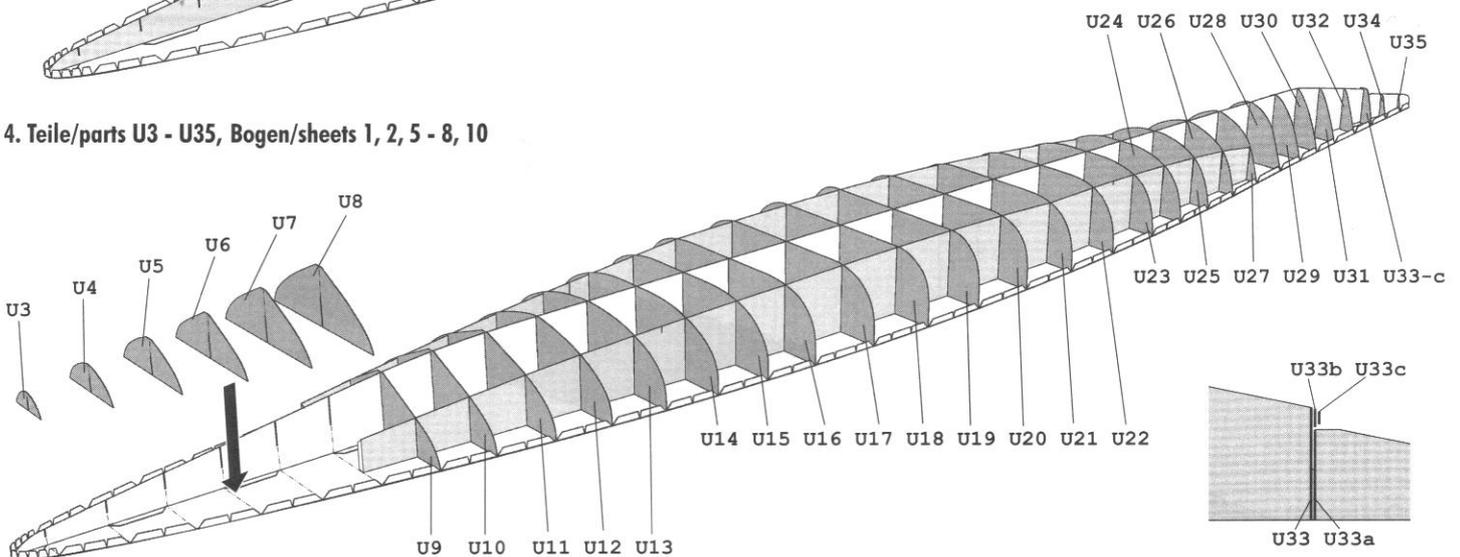
2. Teile/parts U2 - U2d, Bogen/sheets 5-6, 13



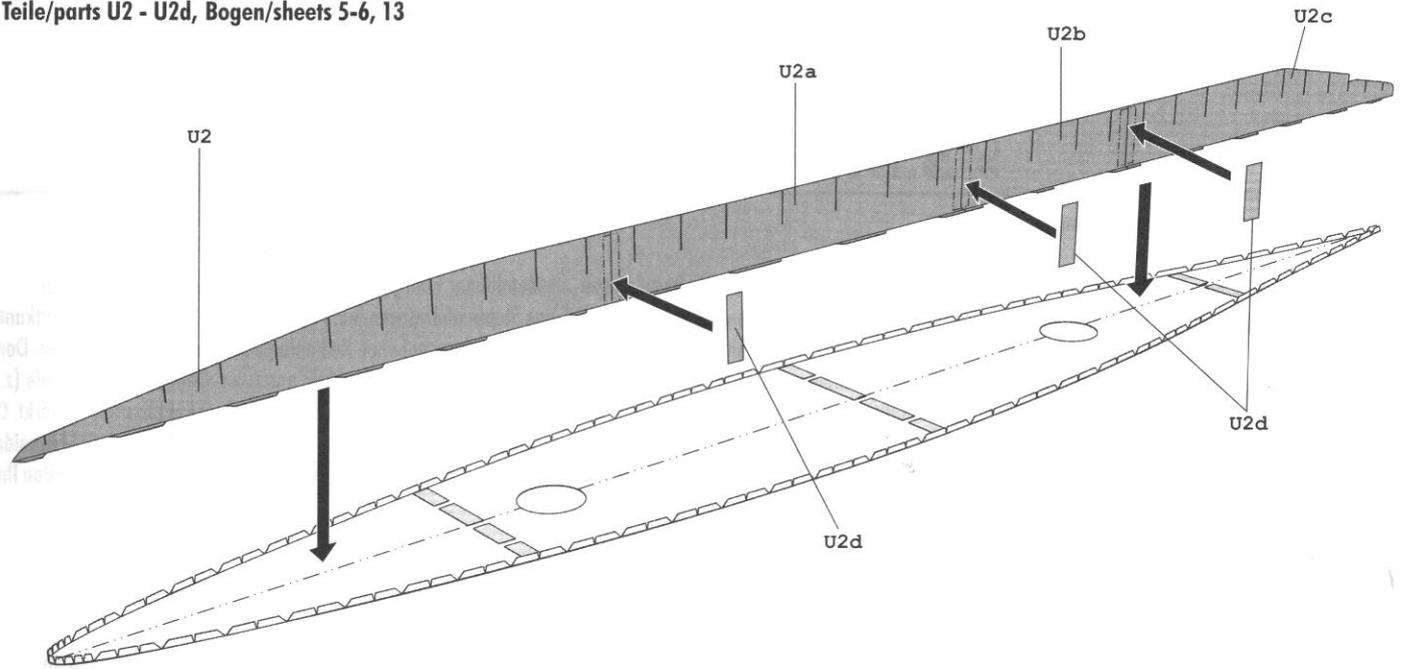
3. Teile/parts U2e - U2n, Bogen/sheets 7, 13



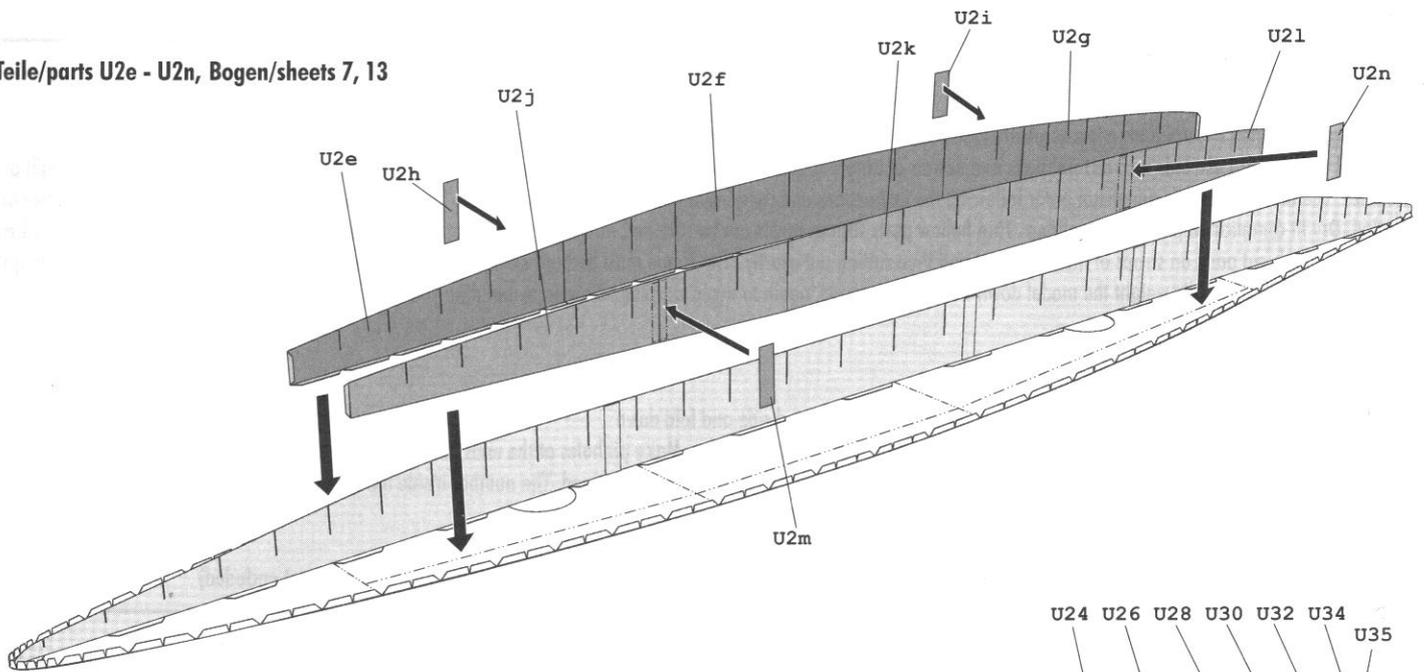
4. Teile/parts U3 - U35, Bogen/sheets 1, 2, 5 - 8, 10



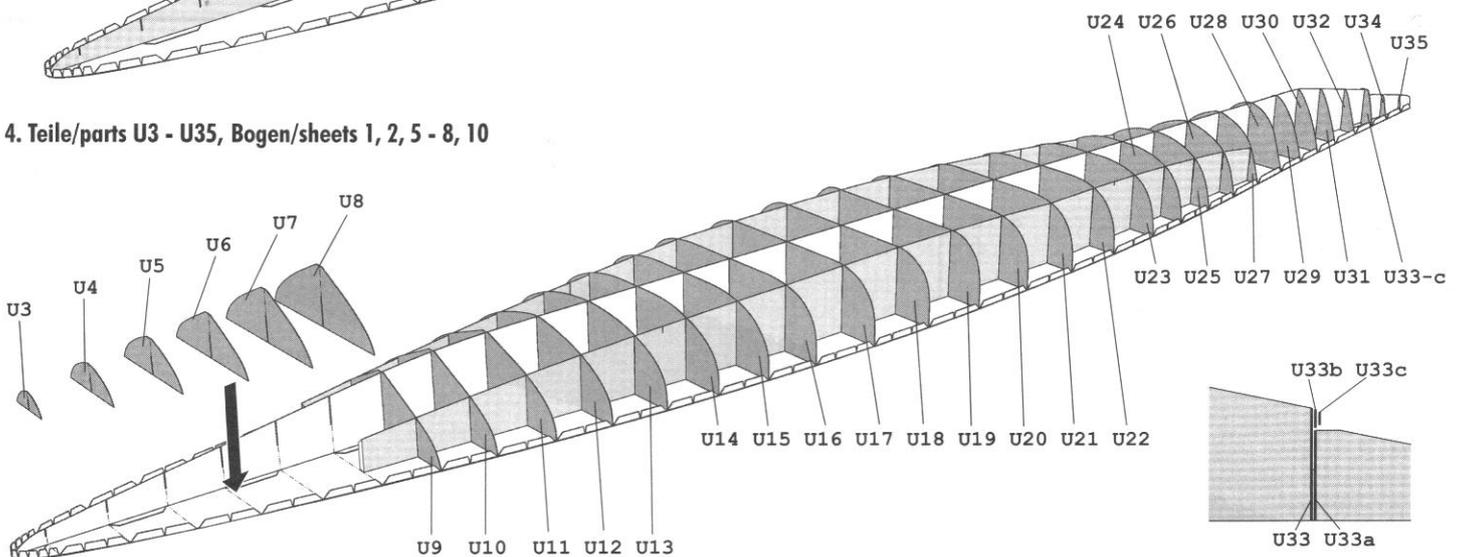
2. Teile/parts U2 - U2d, Bogen/sheets 5-6, 13



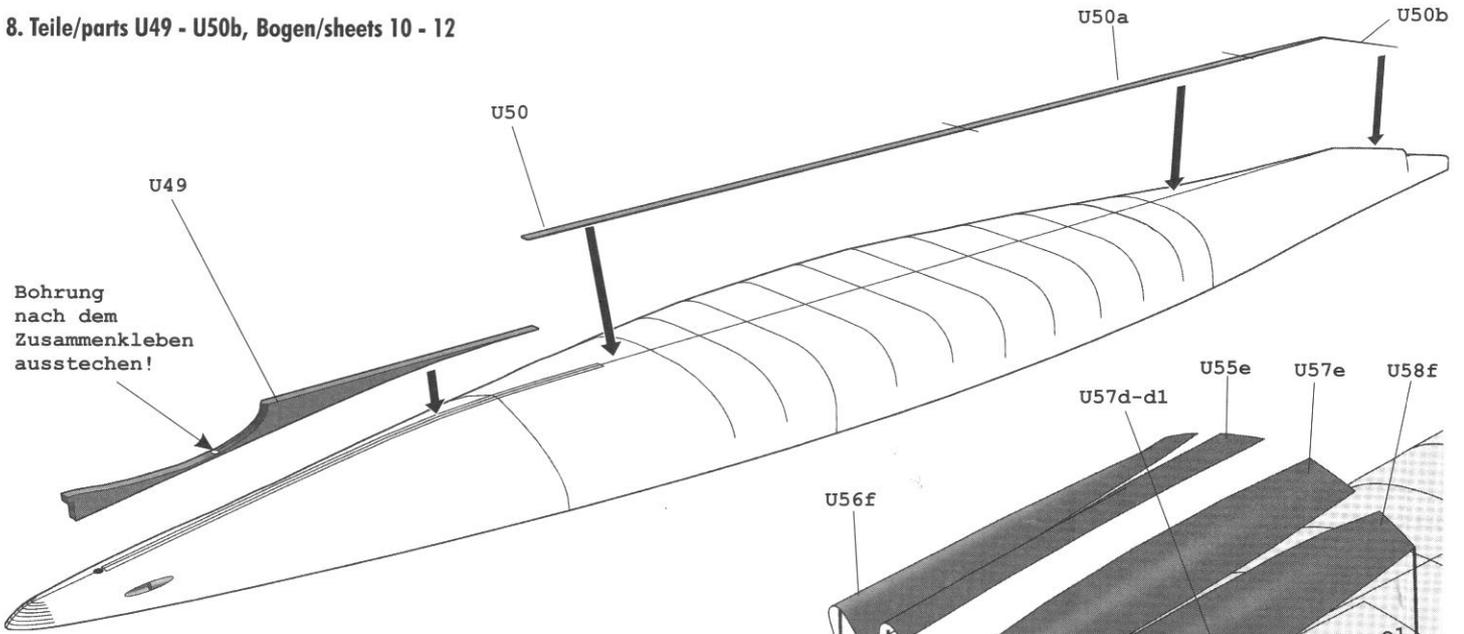
3. Teile/parts U2e - U2n, Bogen/sheets 7, 13



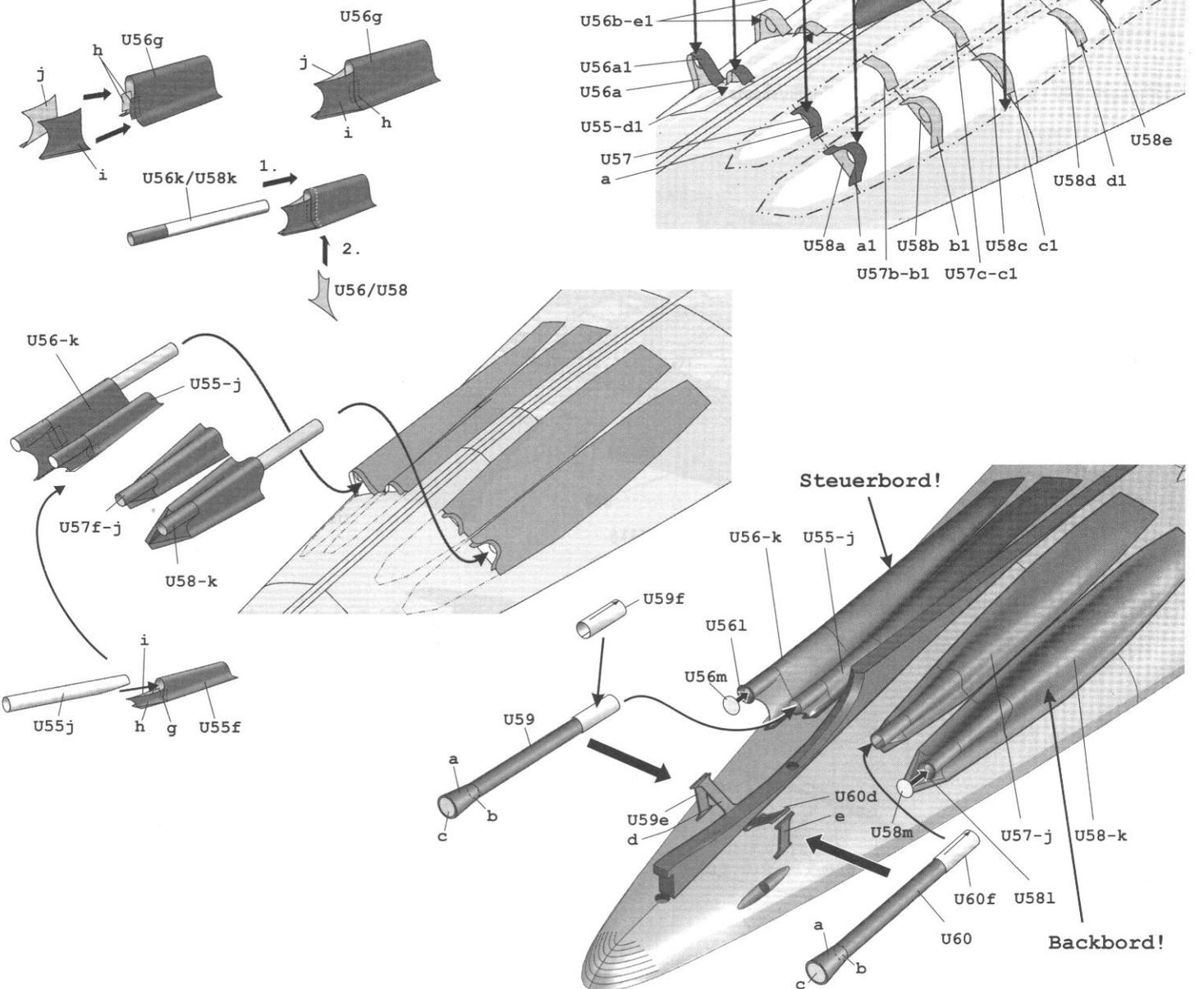
4. Teile/parts U3 - U35, Bogen/sheets 1, 2, 5 - 8, 10



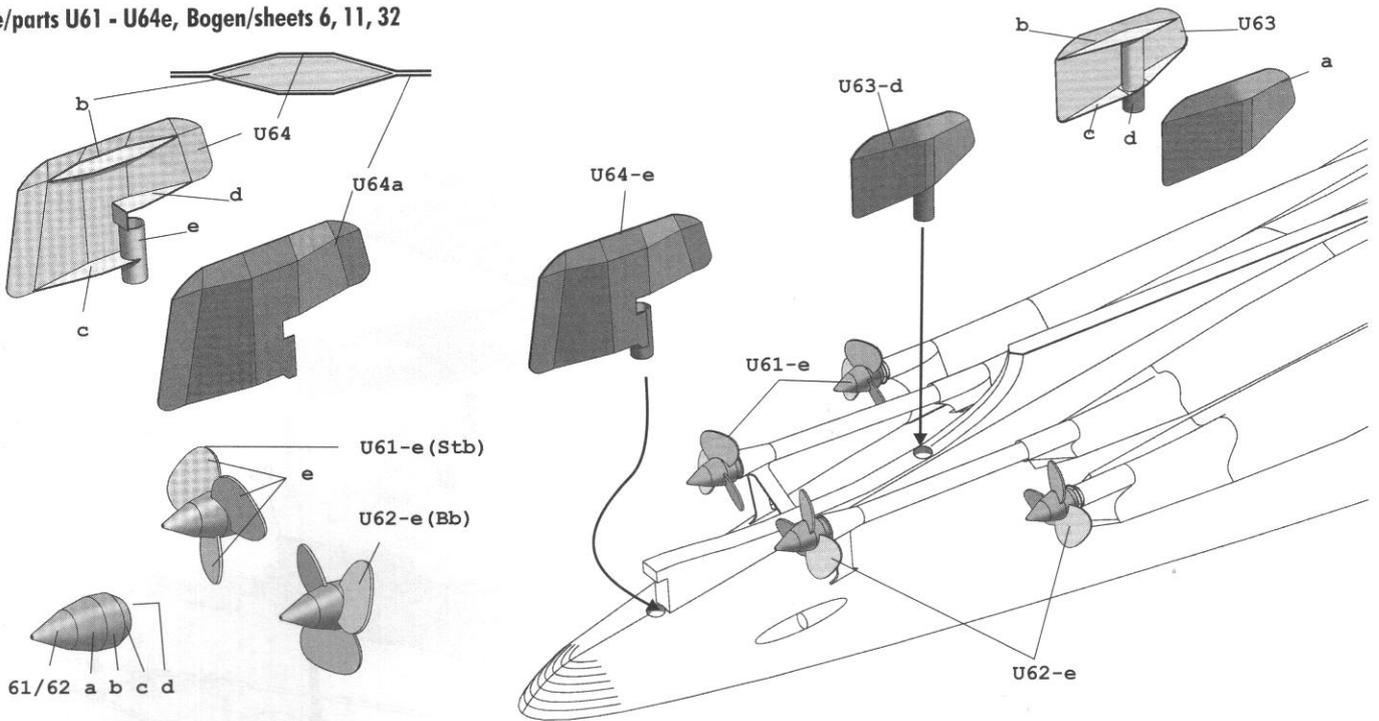
8. Teile/parts U49 - U50b, Bogen/sheets 10 - 12



9. Teile/parts U55 - U60f, Bogen/sheets 4, 8, 9, 11

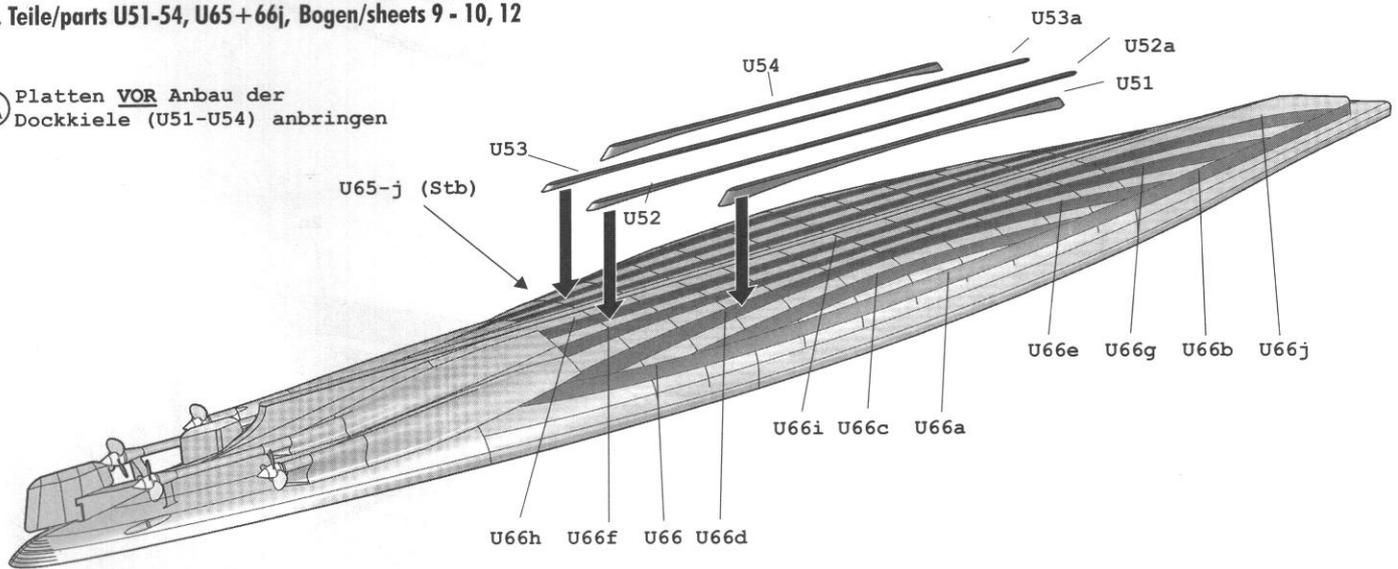


10. Teile/parts U61 - U64e, Bogen/sheets 6, 11, 32

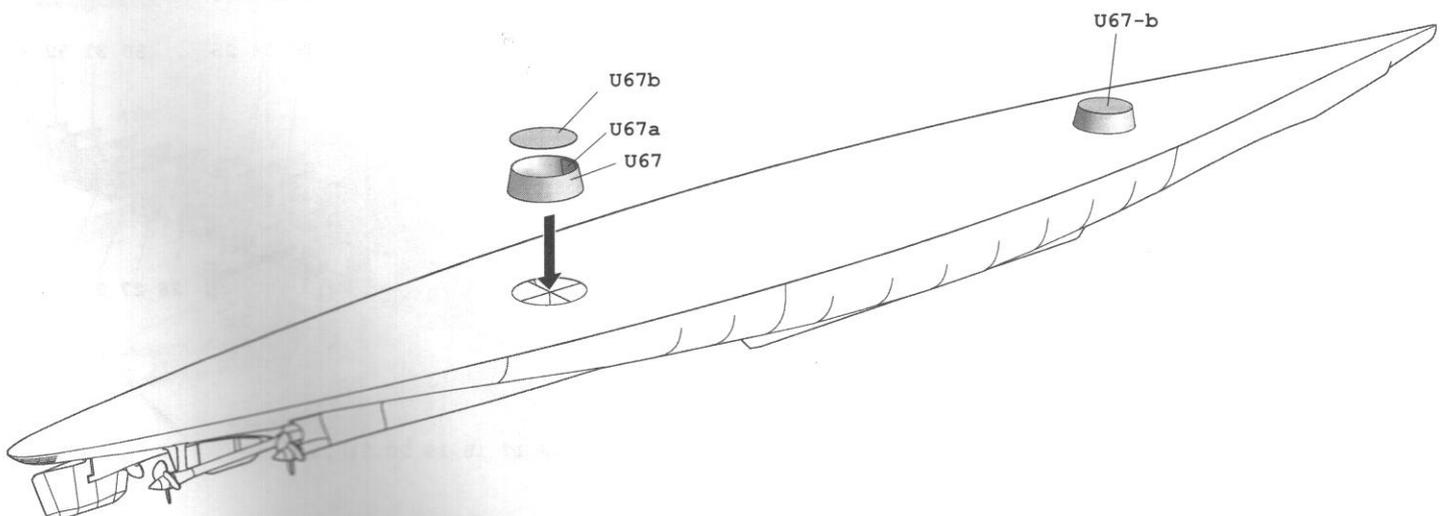


11. Teile/parts U51-54, U65+66j, Bogen/sheets 9 - 10, 12

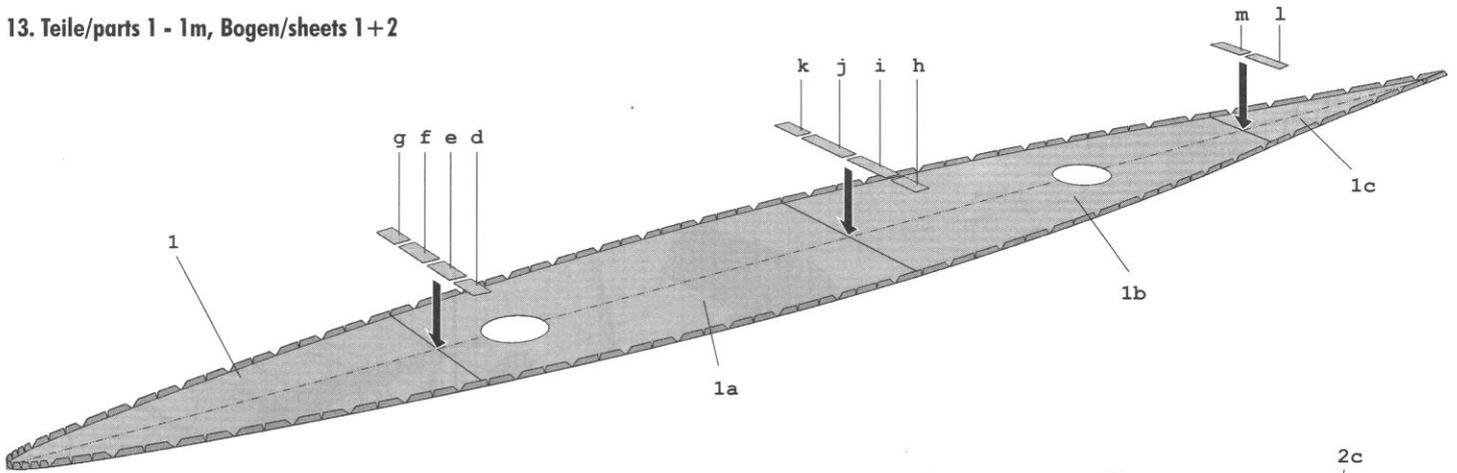
**A** Platten VOR Anbau der Dockkiele (U51-U54) anbringen



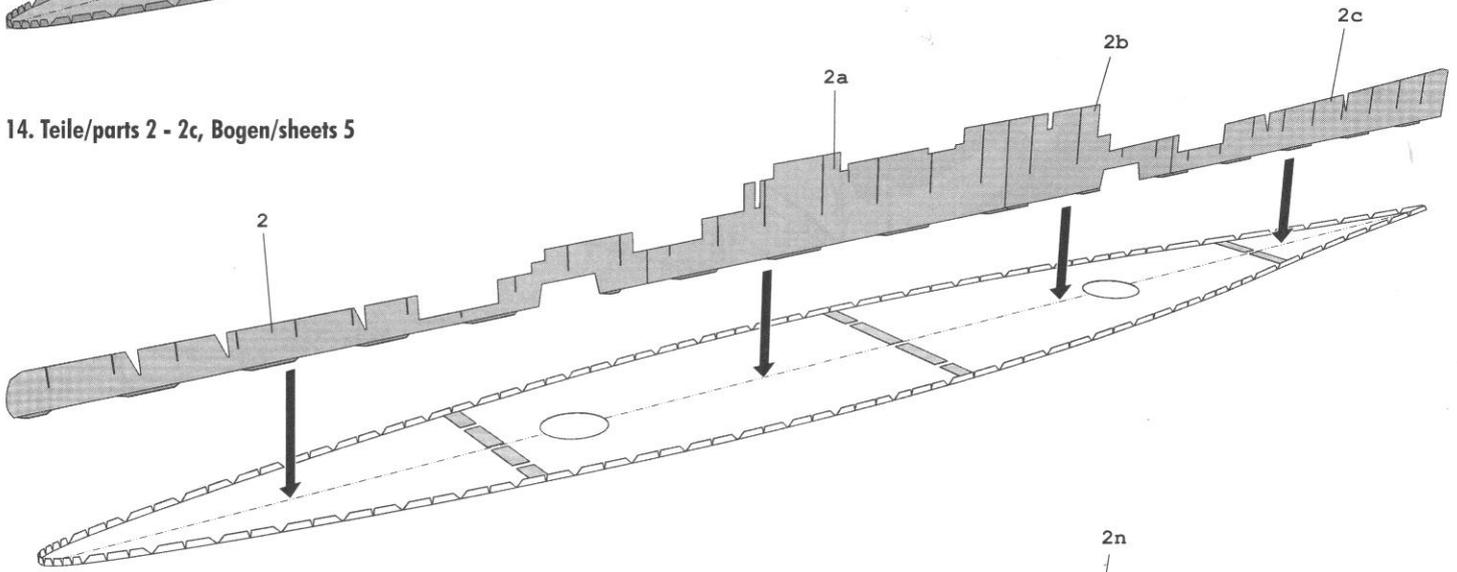
12. Teile/parts U67- U67b, Bogen/sheets 4-6, 8



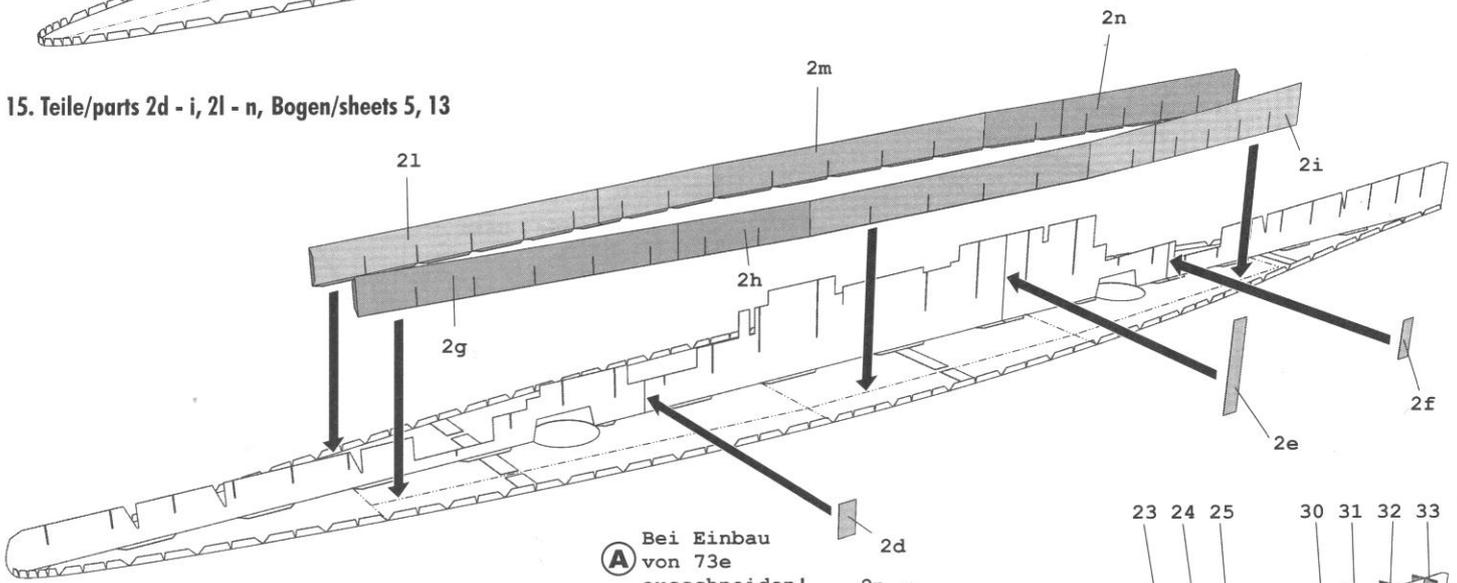
13. Teile/parts 1 - 1m, Bogen/sheets 1+2



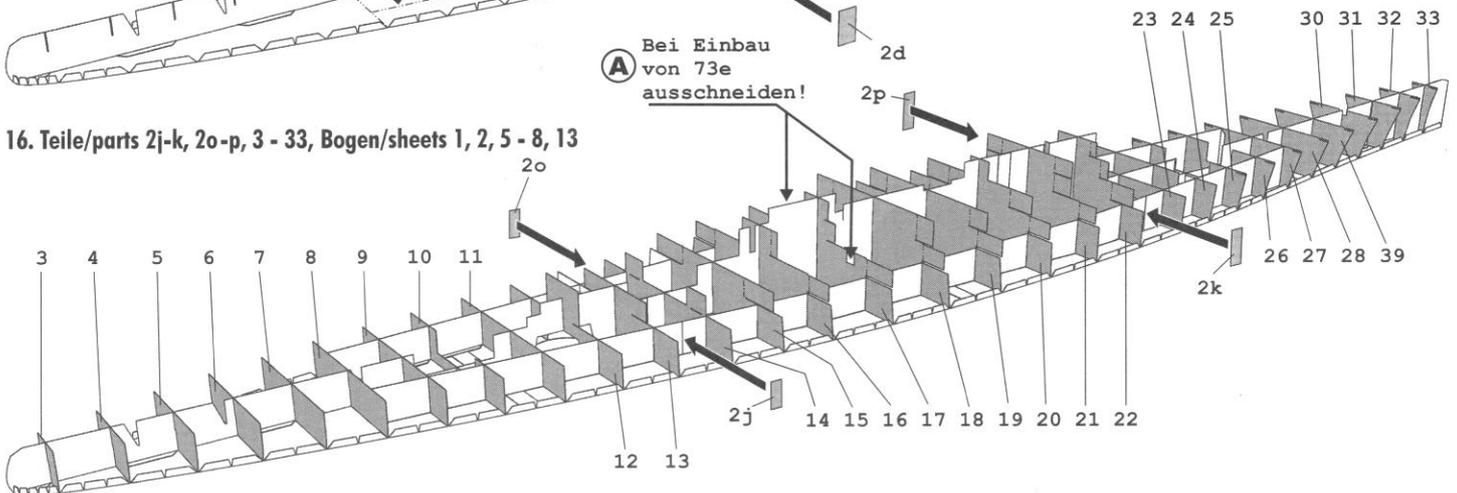
14. Teile/parts 2 - 2c, Bogen/sheets 5



15. Teile/parts 2d - i, 2l - n, Bogen/sheets 5, 13

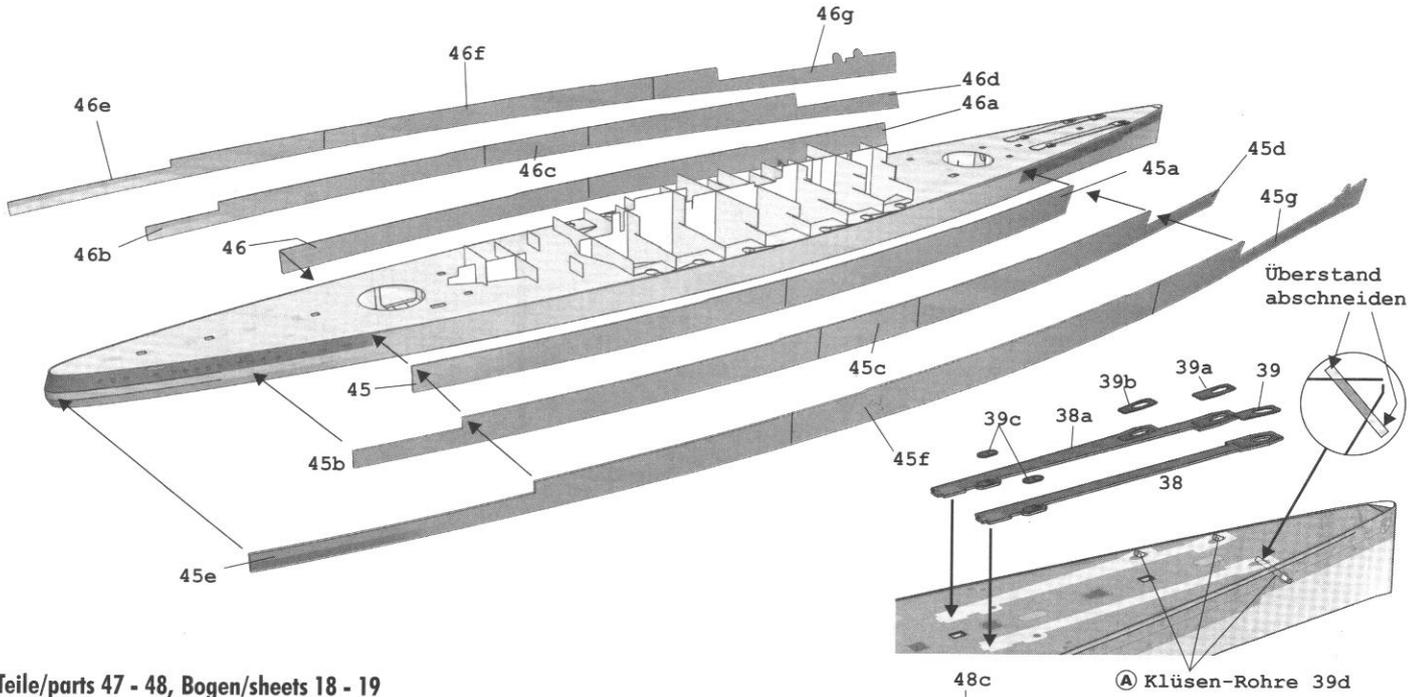


16. Teile/parts 2j-k, 2o-p, 3 - 33, Bogen/sheets 1, 2, 5 - 8, 13

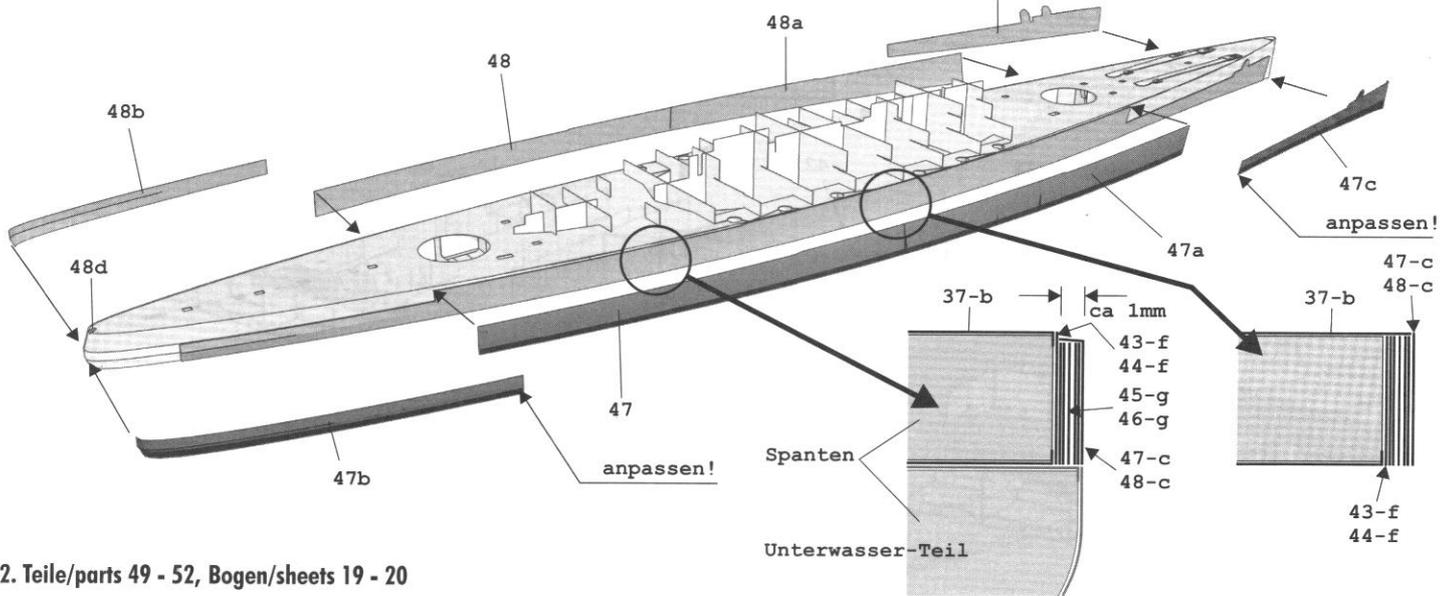




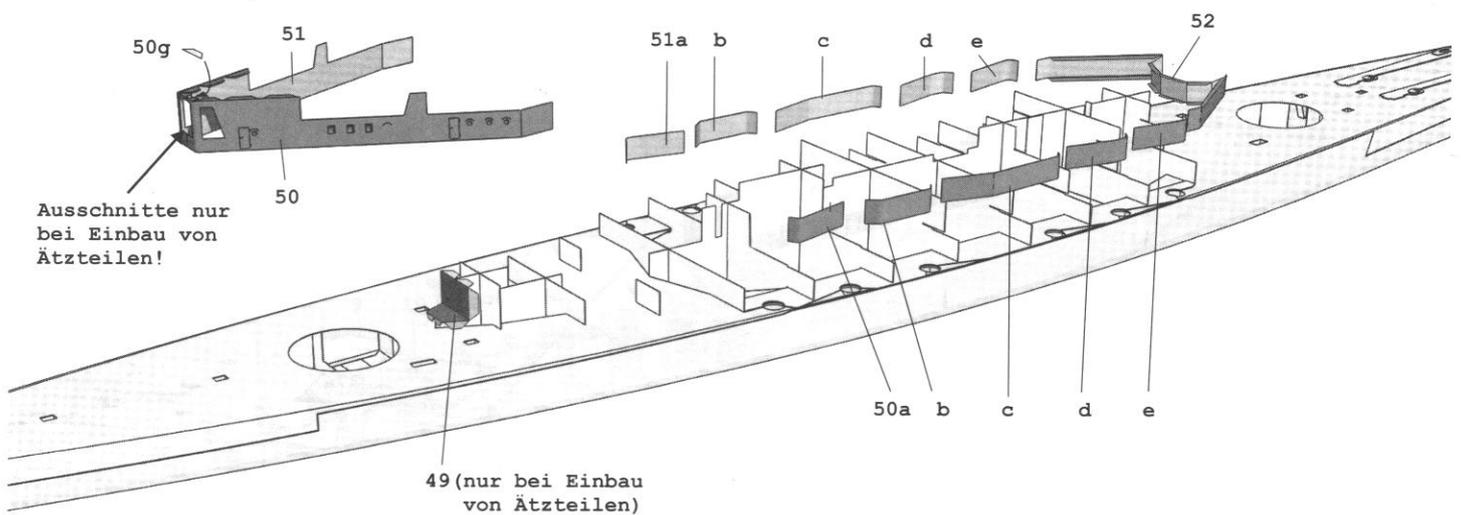
20. Teile/parts 45 - 46, Bogen/sheets 15, 33 - 34



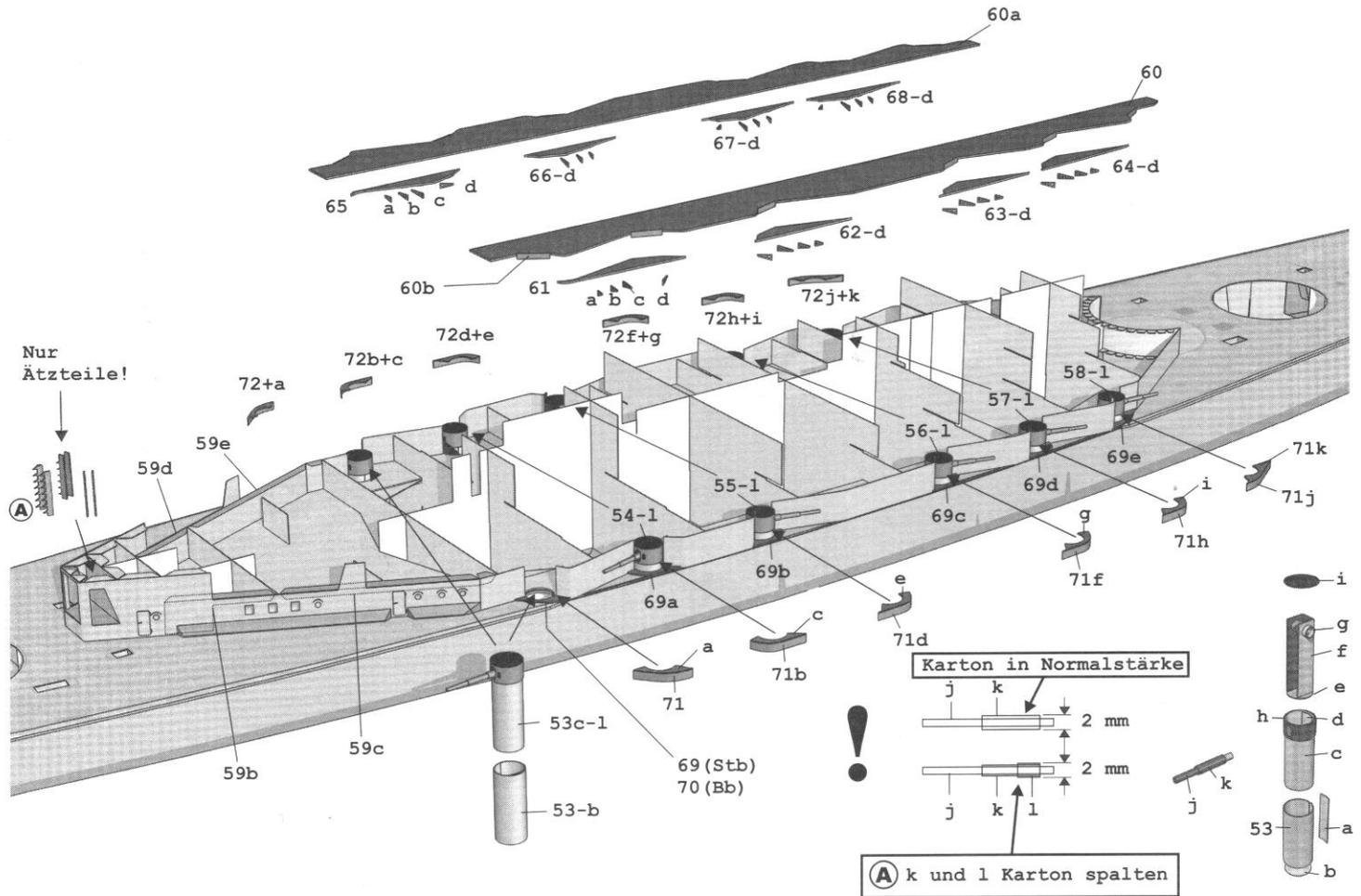
21. Teile/parts 47 - 48, Bogen/sheets 18 - 19



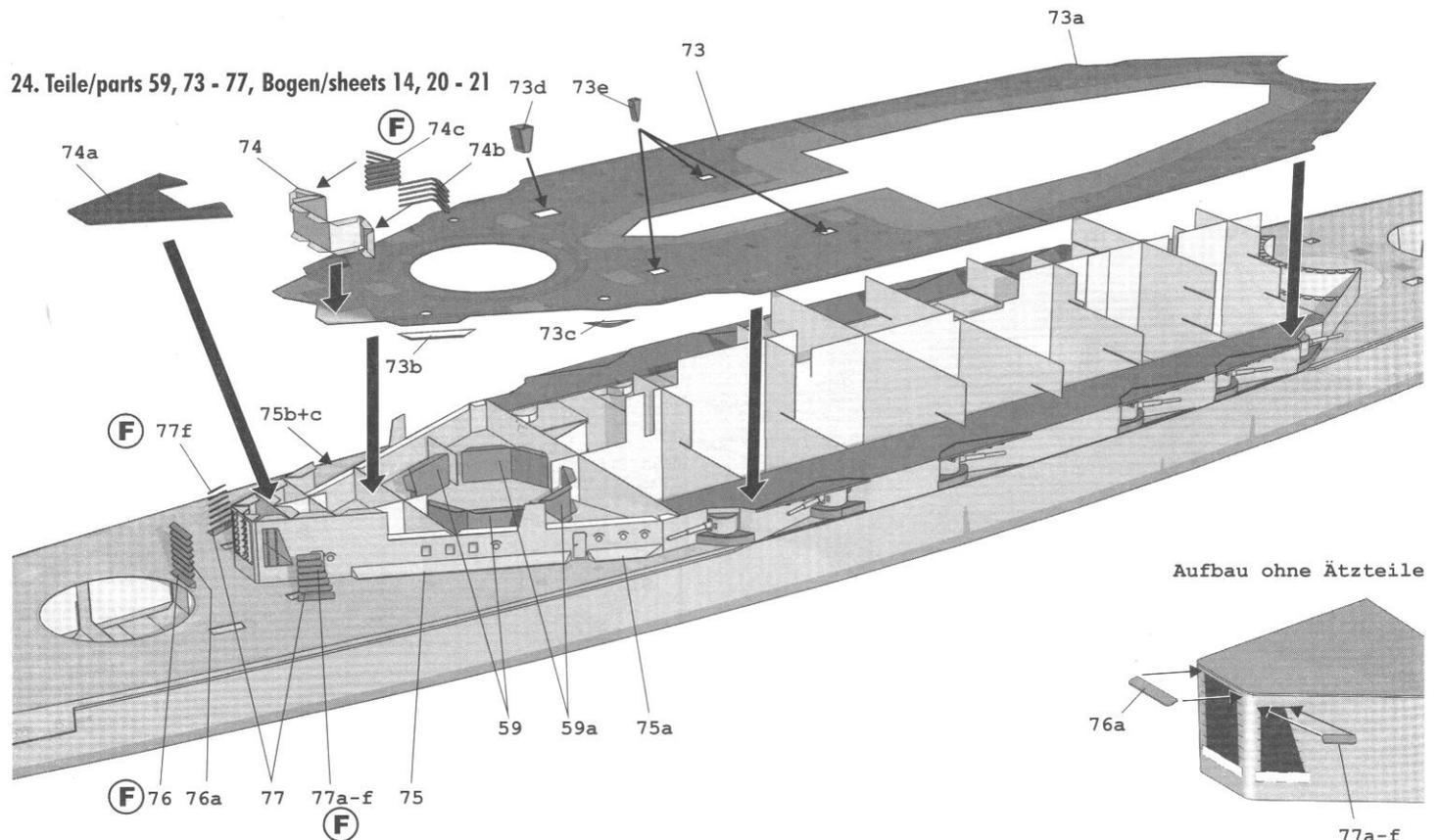
22. Teile/parts 49 - 52, Bogen/sheets 19 - 20



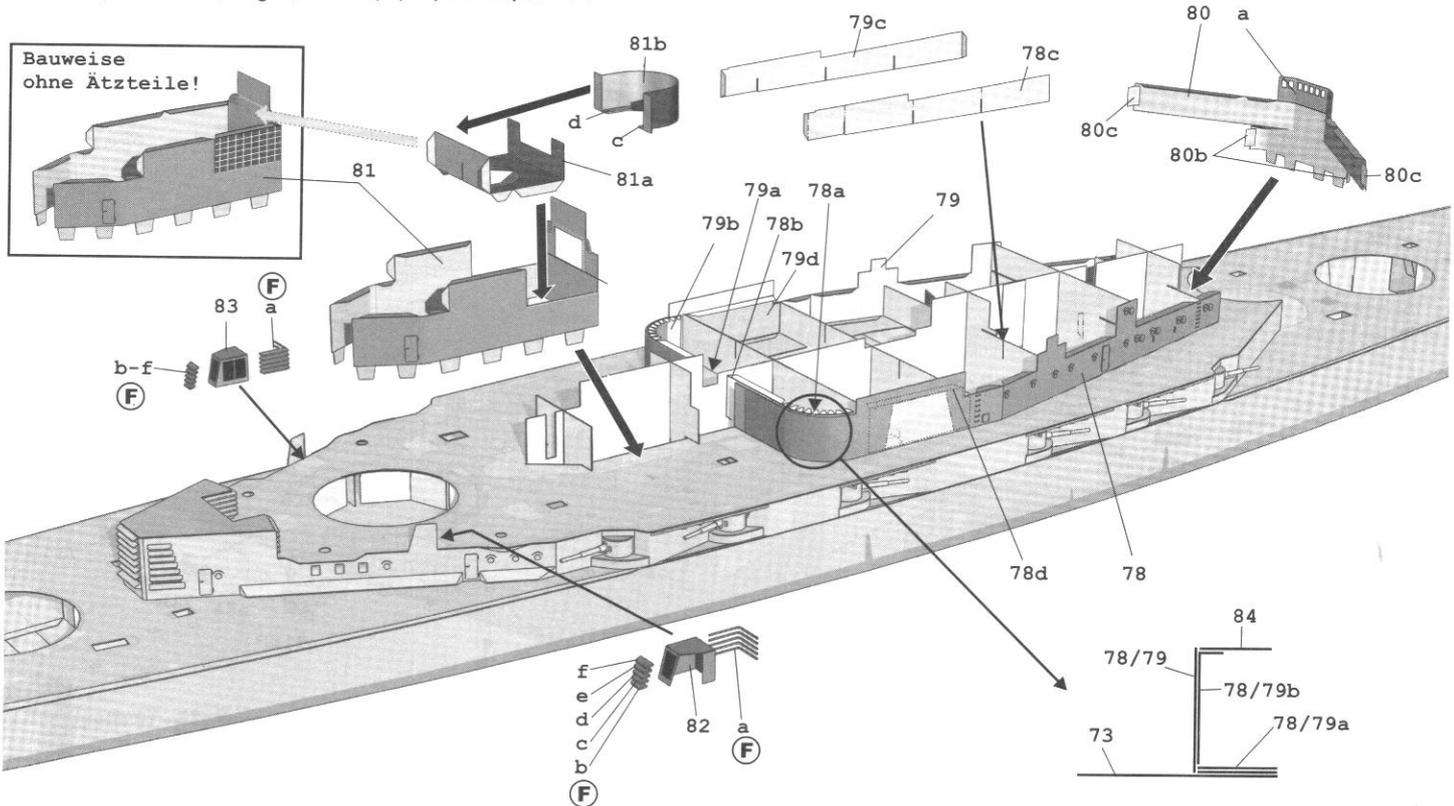
23. Teile/parts 53 - 58, 59b - e, 60 - 72, Bogen/sheets 5, 16 - 17, 19



24. Teile/parts 59, 73 - 77, Bogen/sheets 14, 20 - 21



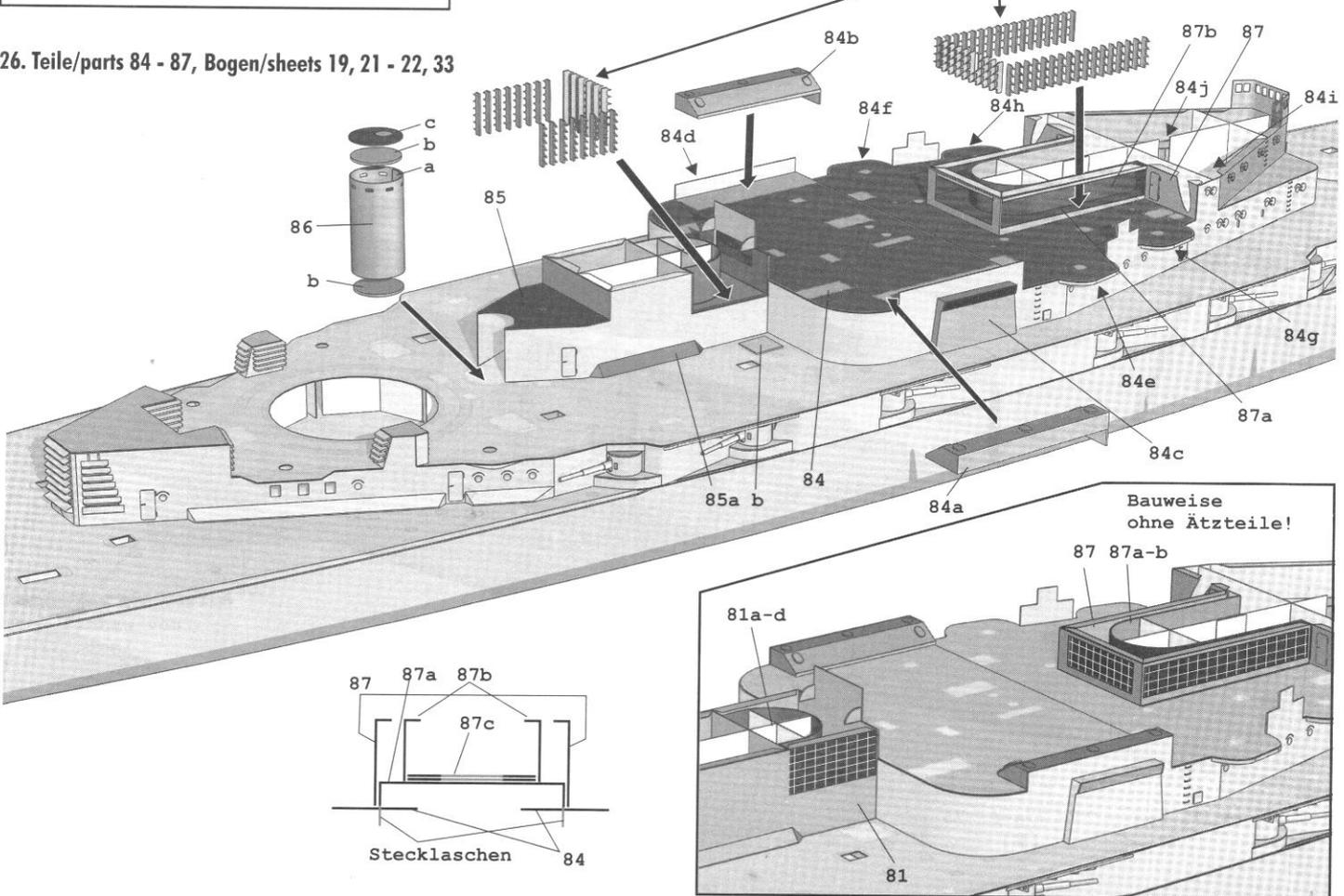
25. Teile/parts 78 - 83, Bogen/sheets 3, 6, 19, 21 - 22, 33 - 34



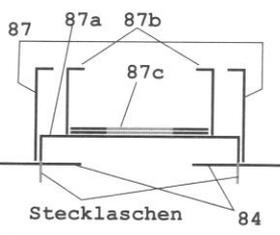
Beim Einbau der Ätzteile unbedingt auch die Ätzteile-Anleitung beachten!

Ätzteile, nur auf Ätzsatz!

26. Teile/parts 84 - 87, Bogen/sheets 19, 21 - 22, 33

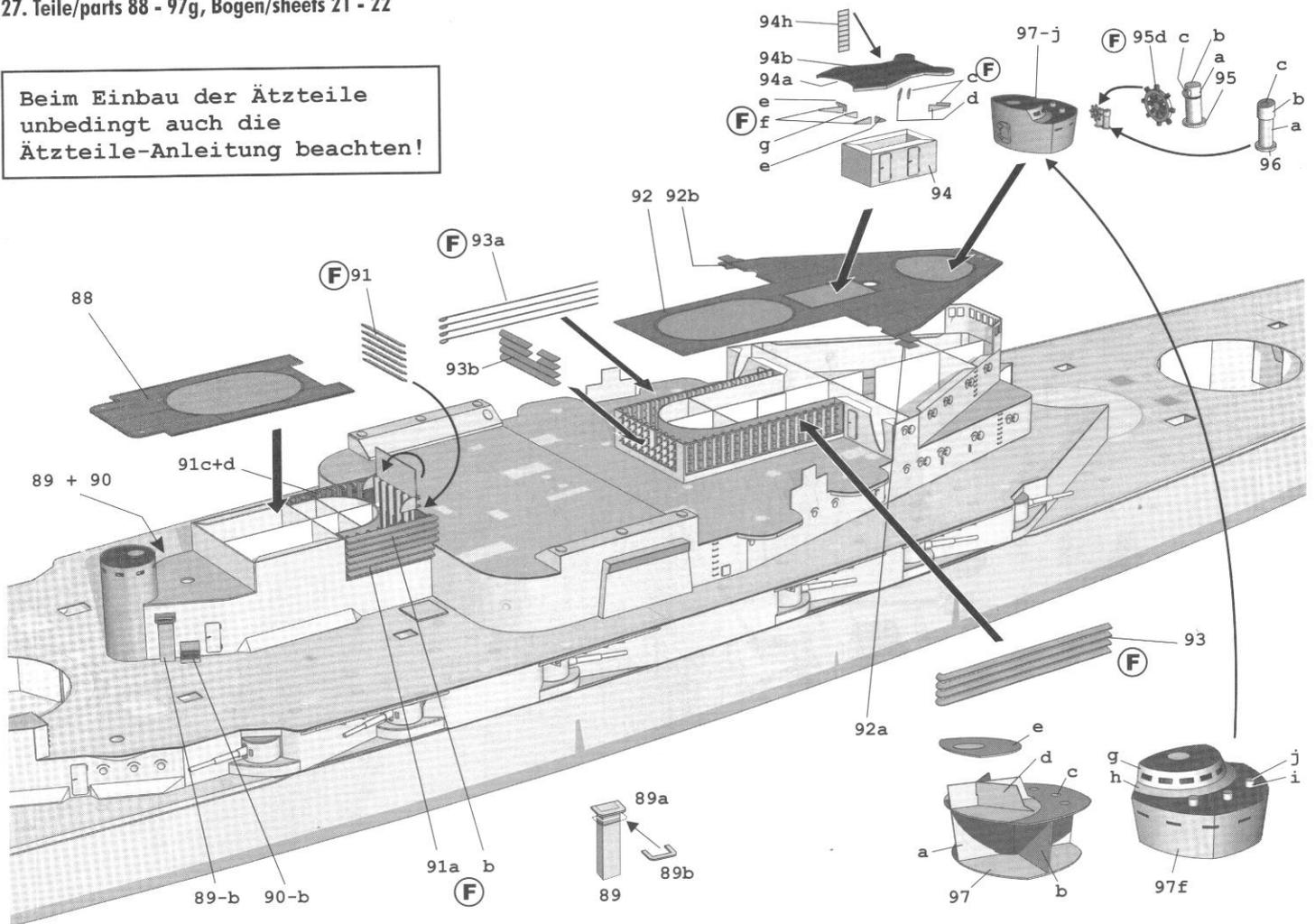


Bauweise ohne Ätzteile!

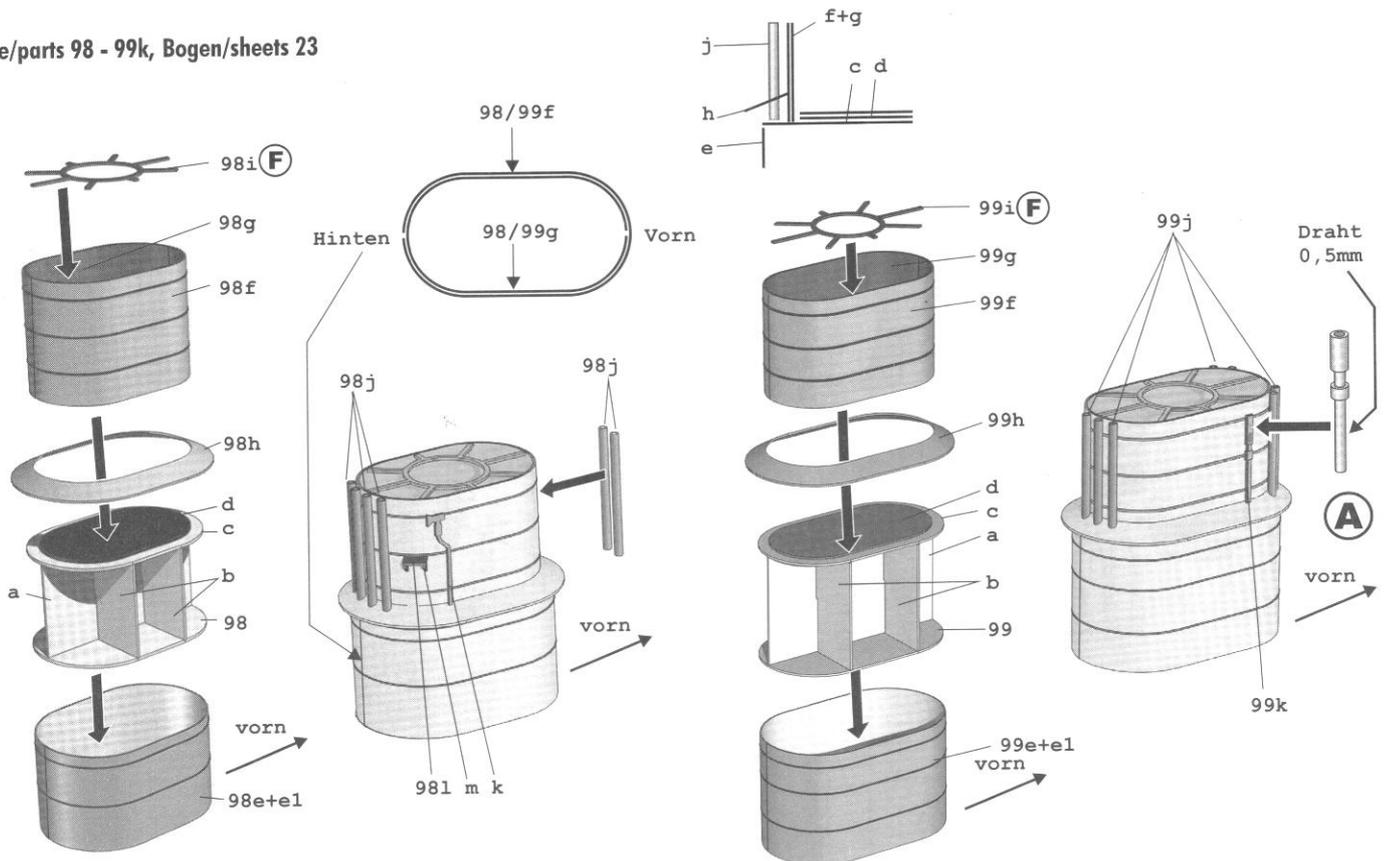


27. Teile/parts 88 - 97g, Bogen/sheets 21 - 22

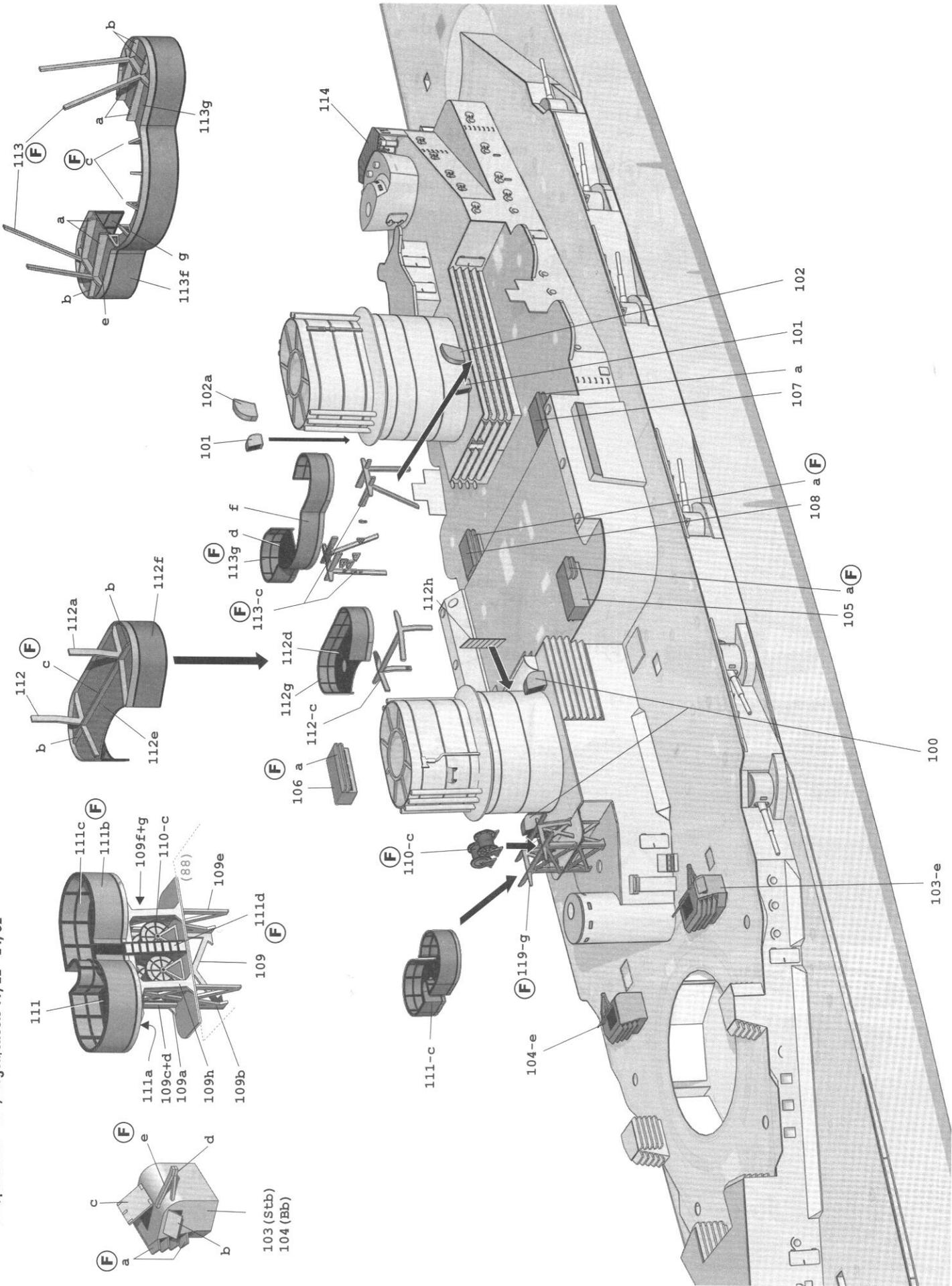
Beim Einbau der Ätzteile unbedingt auch die Ätzteile-Anleitung beachten!

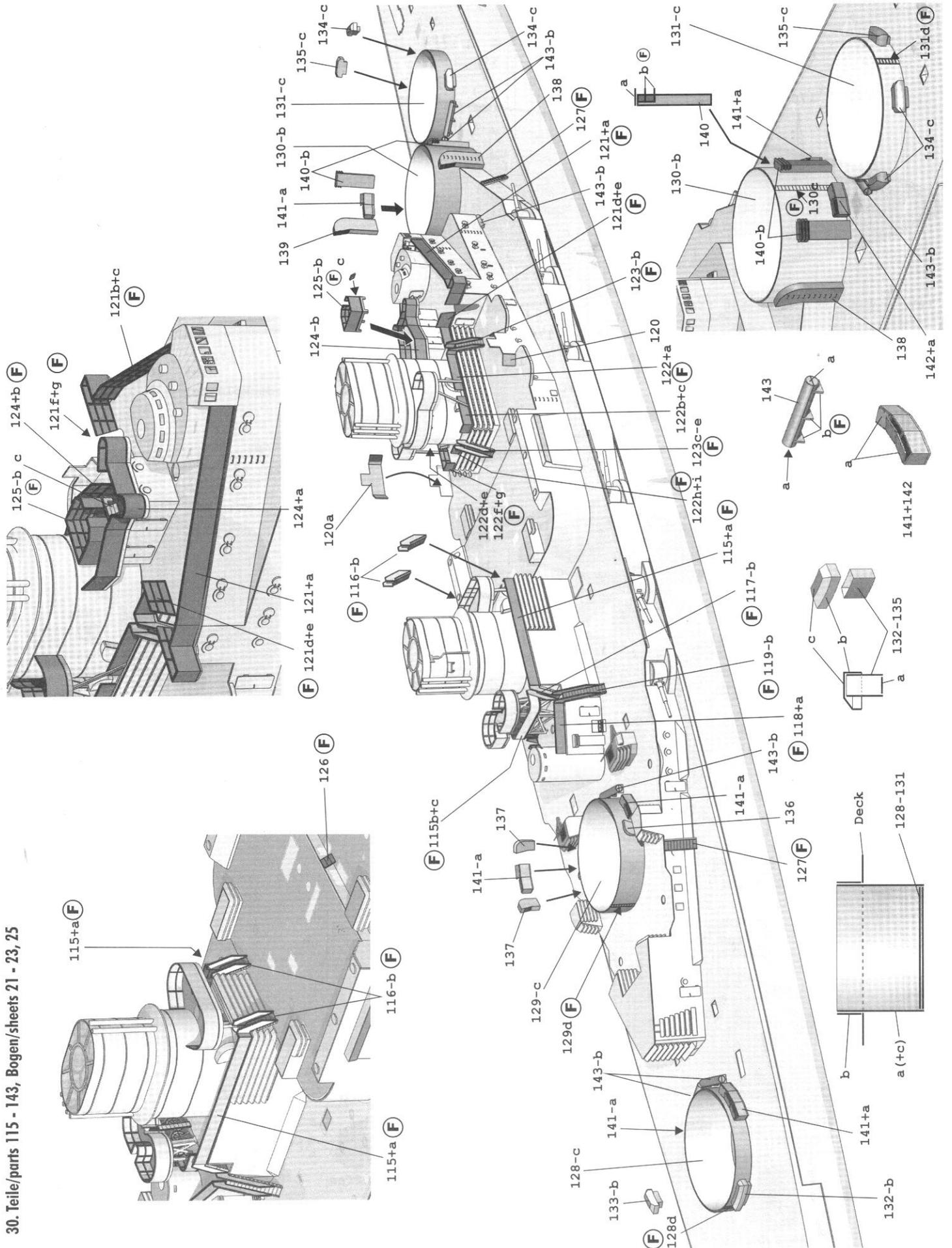


28. Teile/parts 98 - 99k, Bogen/sheets 23



29. Teile/parts 100 - 114, Bogen/sheets 19, 22 - 24, 32





30. Teile/parts 115 - 143, Bogen/sheets 21 - 23, 25

# Großer Kreuzer » S.M.S. Derfflinger «

(1914)

Bauwerft:	Blohm & Voss
Kiellegung:	30. März 1912
Stapellauf:	12. Juli 1913
Indienststellung:	1. September 1914
Länge:	210,00 m
Breite:	29,00 m
Verdrängung:	31.200 BRT
Antrieb:	14 Kessel (Kohle) 4 Kessel (Öl) 4 Turbinenanlagen
Leistung:	76.634 WPS
Geschwindigkeit:	25,5 - 26,5 Kn
Brennstoffvorrat:	Kohle: 3.500 t Öl: 1.000 t
Bewaffnung:	8 x 30,5 cm L/50 12 x 15 cm L/45 4 x 8,8 cm Flak 4 weitere vorgesehen, aber nie eingebaut 4 x 8,8 cm SK im Brückenaufbau, nach Skagerrakschlacht ausgebaut 4 x 50 cm Unterwassertorpedorohre (1 Heck, 2 Seite, 1 Bug)
Besatzung:	44 Offiziere, 1068 - 1138 Uffz. + Mannschaften
Als Flaggschiff zusätzlich:	14 Offiziere, 62 Uffz. + Mannschaften

#### Panzerung:

Eine Aufstellung der Panzerungen und Arten würde den Rahmen dieser Publikation sprengen. Fachliteratur ist dazu ausreichend vorhanden.

Im Gegensatz zu den beiden Schwesterschiffen wurde die *Derfflinger* mit Frahmischen Schlingertanks (auf dem Bootsdeck) für eine aktive Schlingerdämpfung ausgerüstet, daher hatte dieses Schiff keine Schlingerkiele!

#### Namensgeber:

Das Schiff wurde benannt nach Georg Reichsfreiherr von Derfflinger (10.3.1606 - 4.2.1695). Dieser war im 30jährigen Krieg in schwedischen Diensten und wurde 1654 Reiterführer und Feldmarschall des Großen Kurfürsten von Brandenburg. Er entschied die Schlacht bei Fehrbellin im Jahr 1675, die zur weitgehenden Vertreibung der Schweden aus Deutschland führte.

#### Lebenslauf des Schiffes:

*S.M.S. Derfflinger* (SMS = Seiner Majestät Schiff) war das Typschiff einer Schiffsklasse von drei Großen Kreuzern der Kaiserlichen Marine. Die Bezeichnung „Großer Kreuzer“ ist gleichzusetzen mit Schlachtkreuzern in anderen Marinen. Die beiden anderen Schiffe waren die *SMS Lützow* und *SMS Hindenburg*. Der Entwurf wies manche Ähnlichkeiten mit den Linienschiffen der König-Klasse auf. Aus ästhetischer Sicht waren diese drei Großen Kreuzer die schönsten Schiffe der Kaiserlichen Marine. Nach Beendigung der Erprobungen und der Ausbildung stieß das Schiff zum 1. Aufklärungsgeschwader ab November 1914 und nahm erstmalig am 20.11.1914 an einen Vorstoß gegen die englische Ostküste teil. Dies geschah auch am 16./17. Dezember. An der Doggerbankschlacht am 24. Januar 1915 nahm das Schiff ebenfalls teil, hier mußten schwere Treffer hingenommen werden, die jedoch die Gefechtsbereitschaft des Schiffes nicht entscheidend beeinträchtigten. Bis zur Skagerrakschlacht am 31. Mai 1916 kam es noch zu mehreren Vorstößen in der Nordsee, die aber alle keine größere Bedeutung und Auswirkungen hatten. Im Verlauf der Seeschlacht vor dem Skagerrak gegen die britische Flotte mußten die Schiffe des 1. Aufklärungsgeschwaders unter dem Kommando des Vizeadmirals Hipper den größten Teil der Schlacht bestreiten. Das 1. Aufklärungsgeschwader mußte sich mit dem britischen Schlachtkreuzergeschwader unter Vizeadmiral Beatty auseinandersetzen.

*Derfflinger* konnte zusammen mit der *Seydlitz* die Versenkung der *Queen Mary* und

*Invincible* für sich verbuchen. Das andauernde Artillerieduell hatte natürlich auch Folgen für die *Derfflinger*. Von allen nicht gesunkenen deutschen Schiffen waren die personellen Ausfälle auf der *Derfflinger* am höchsten, es fielen 157 Besatzungsmitglieder, weitere 26 wurden verwundet.

Aber auch der Munitionsverbrauch war der höchste der beteiligten Schiffe: 385 Schuß der schweren Artillerie und 235 Schuß vom Kaliber 15 cm. Mit nur noch vier intakten 30,5 cm-Geschützen und ca. 3.000 t Wasser im Schiff kehrte *Derfflinger* nach Wilhelmshaven zurück. Die fällige Reparatur wurde am 15.10.1916 in Kiel abgeschlossen.

Diese Zeit wurde auch für umfangreiche Umbauten genutzt. Die wichtigsten waren der Abbau der Torpedoschutznetze, der Spieren und der Austausch des vordern Pfahlmastes gegen einen Dreibeinmast. Die 8,8cm-Kasemat-Geschütze im Brückenaufbau wurden ausgebaut und die Nischen dichtgesetzt. Dieser Bauzustand wurde für das Modell zugrundegelegt.

Aus bisher nicht bekannten Gründen wurde das Torpedoschutznetz-Auflager zunächst nicht mit abgebaut, sondern repariert. Später (Mitte 1918) wurde es aber endgültig entfernt.

Die seitlichen Bootskräne für die Bereitschaftskutter sind schon vor der Skagerrak-Schlacht abgebaut worden. Sie wurden aber nach dem Umbau zeitweise wieder angebaut, vor Kriegsende waren sie wieder verschwunden. Als Ersatz wurde (nur auf der Steuerbord-Seite) ein Ladebaum und Bootsleger für einen Kutter installiert. Diese verschiedenen Bauzustände können wahlweise im Modell wiedergegeben werden.

Der weitere Kriegsverlauf bis zur Kapitulation des Deutschen Kaiserreichs am 11.11.1918 war, von gelegentlichen Vorstößen Richtung England und Norwegen abgesehen, im Vergleich zu den äußerst verlustreichen Grabenkämpfen des Heeres an den verschiedenen Fronten, ereignislos. Nach der Meuterei von Teilen der Kaiserlichen Marine und dem Waffenstillstand am 11.11.18 erfolgte dann die Übergabe der Kaiserlichen Flotte an die Sieger und am 19.11.1918 lief das Schiff zusammen mit allen anderen modernen Schiffen zur Internierung nach Scapa Flow (Orkney-Inseln) aus.

Dort erfolgte am 21.6.1919 die Selbstversenkung der meisten internierten Schiffe, um die Weitergabe an die Siegermächte aufgrund des bevorstehenden Versailler Friedensvertrages zu verhindern.

Mit der Bergung des Schiffes wurde erst im Sommer 1938 begonnen, durch den 2. Weltkrieg bedingt wurden die Arbeiten eingestellt. Bis 1946 wurde das kieloben schwimmende Wrack nahe der Insel Risa verankert, von dort wurde es nach Faslane/Clyde geschleppt und bis 1948 abgebrochen.

Die Schiffsglocke der *Derfflinger* wurde am 30.8.1965 anlässlich des Besuches der Fregatte *Scheer* der Bundesmarine in einer feierlichen Geste übergeben und nach Deutschland gebracht.

Konstruktion: Peter Brandt  
Verlag: Hamburger Modellbaubogen Verlag  
Scheuer & Strüver GmbH  
Sorbenstr. 22 - 20537 Hamburg  
Tel. (040) 69 65 79-0 - Fax (040) 69 65 79-79  
Email: mail@h-m-v.de

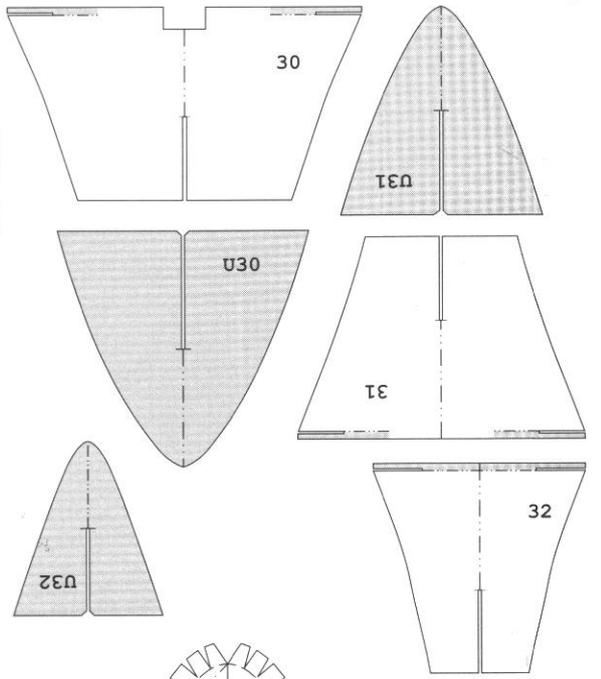
Druck: Grindeldruck GmbH, Hamburg

Leitung/  
Koordination: Manfred Krüger  
Redaktion: Benjamin Scheuer

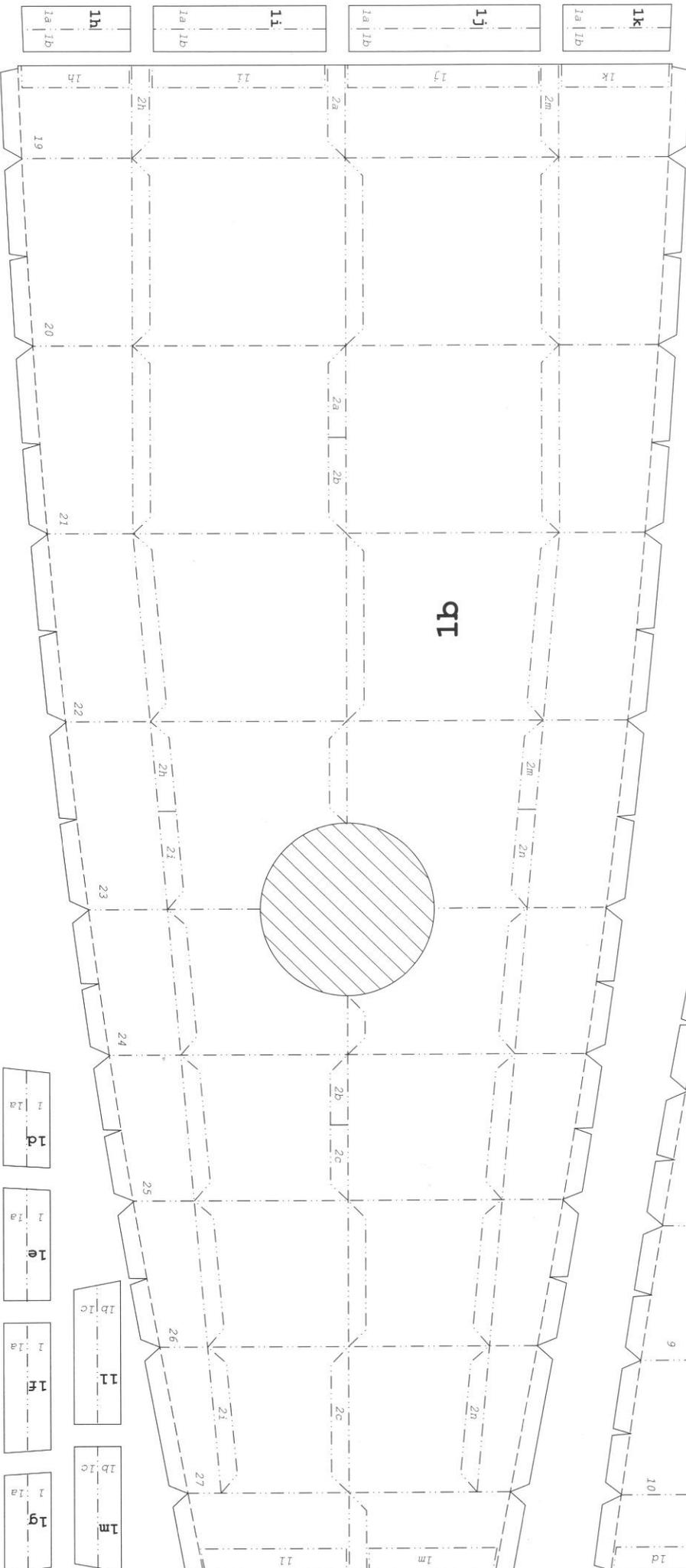
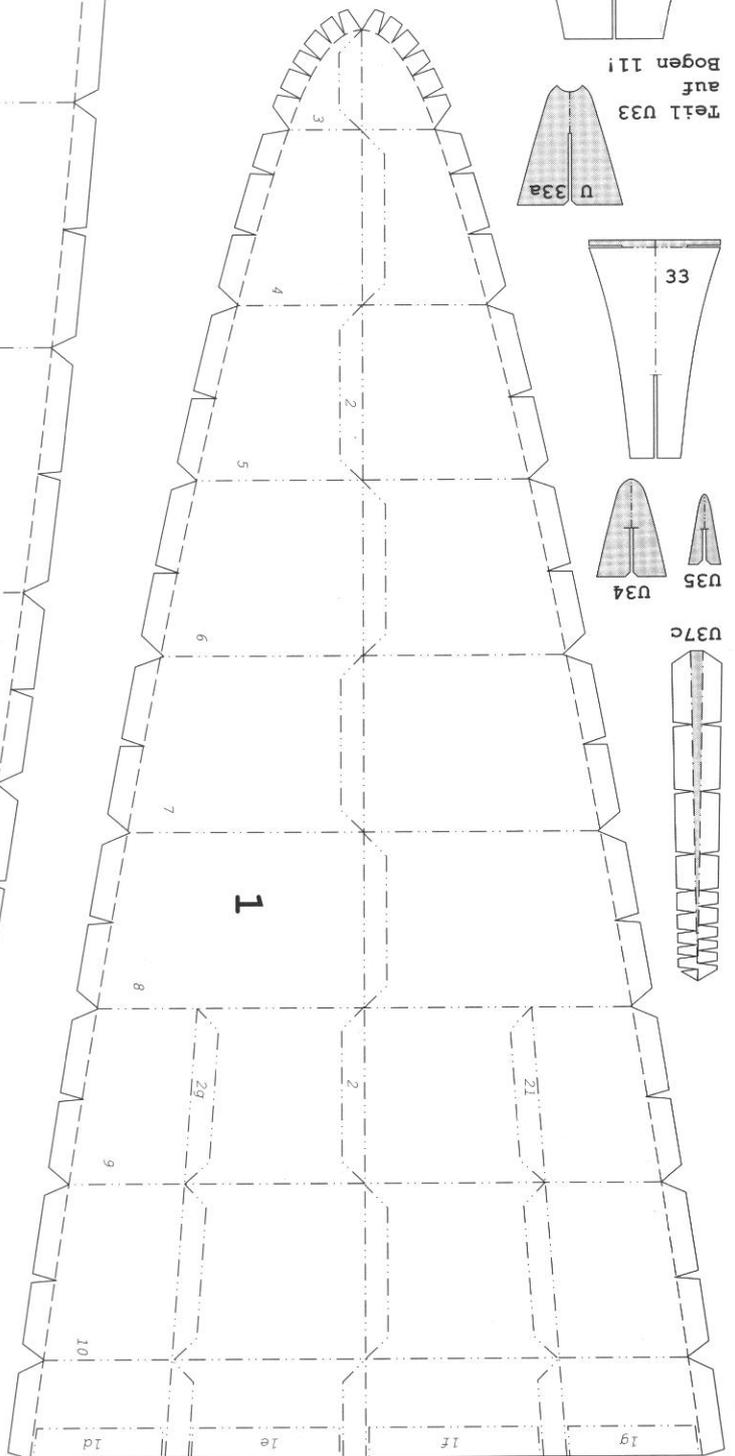
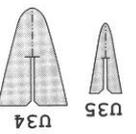
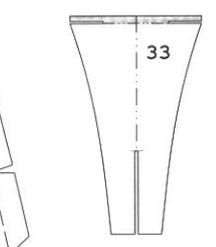
Viele dem HMV verbundene Modellbauer haben durch Recherche, Leihgabe von Unterlagen über das Vorbild, Kontrollbau, Tipps und Anregungen an der Entstehung dieses Modellbaubogens mitgewirkt.

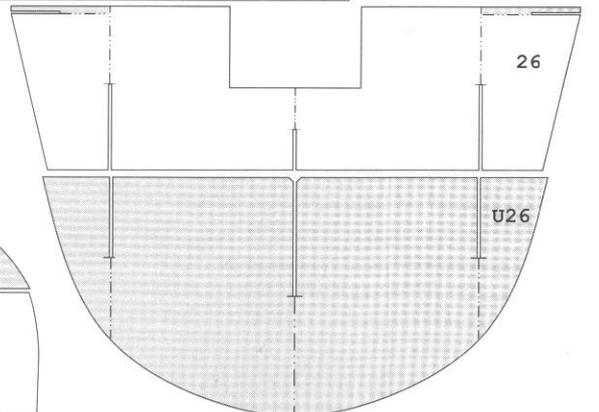
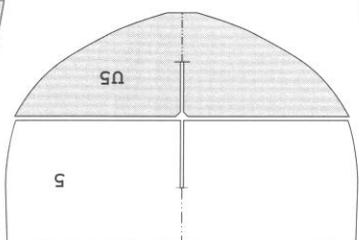
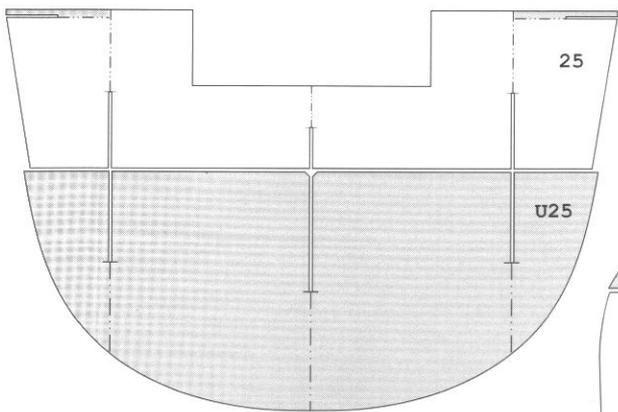
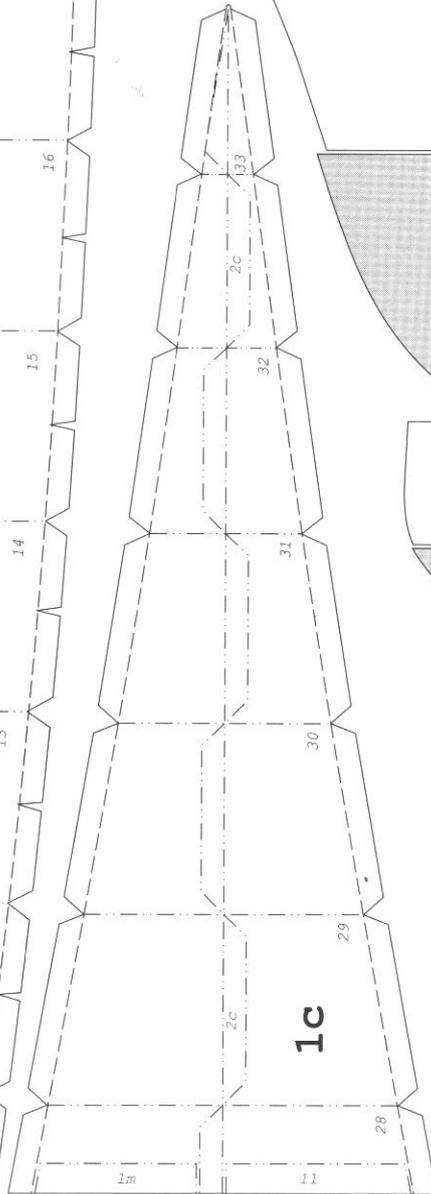
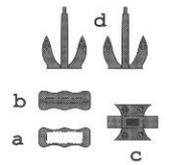
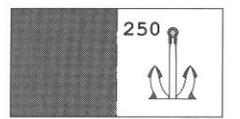
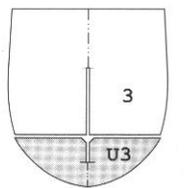
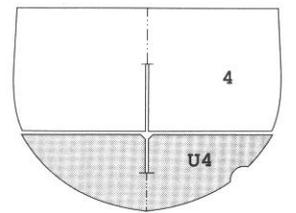
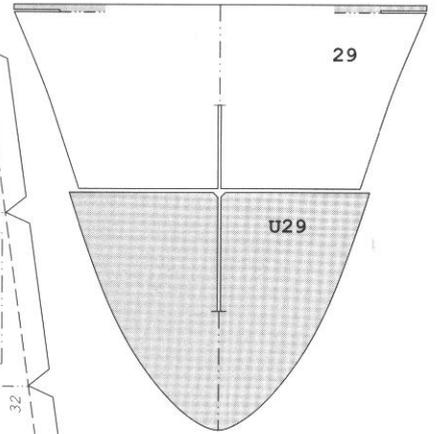
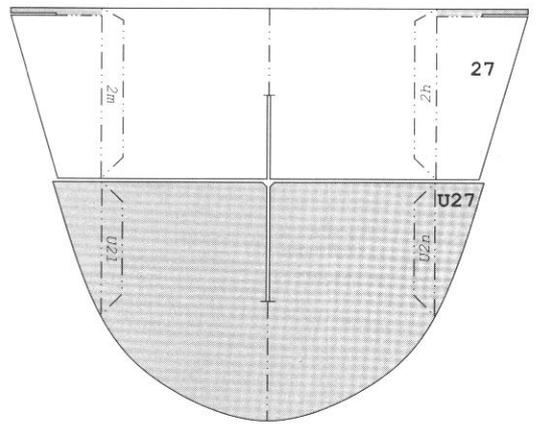
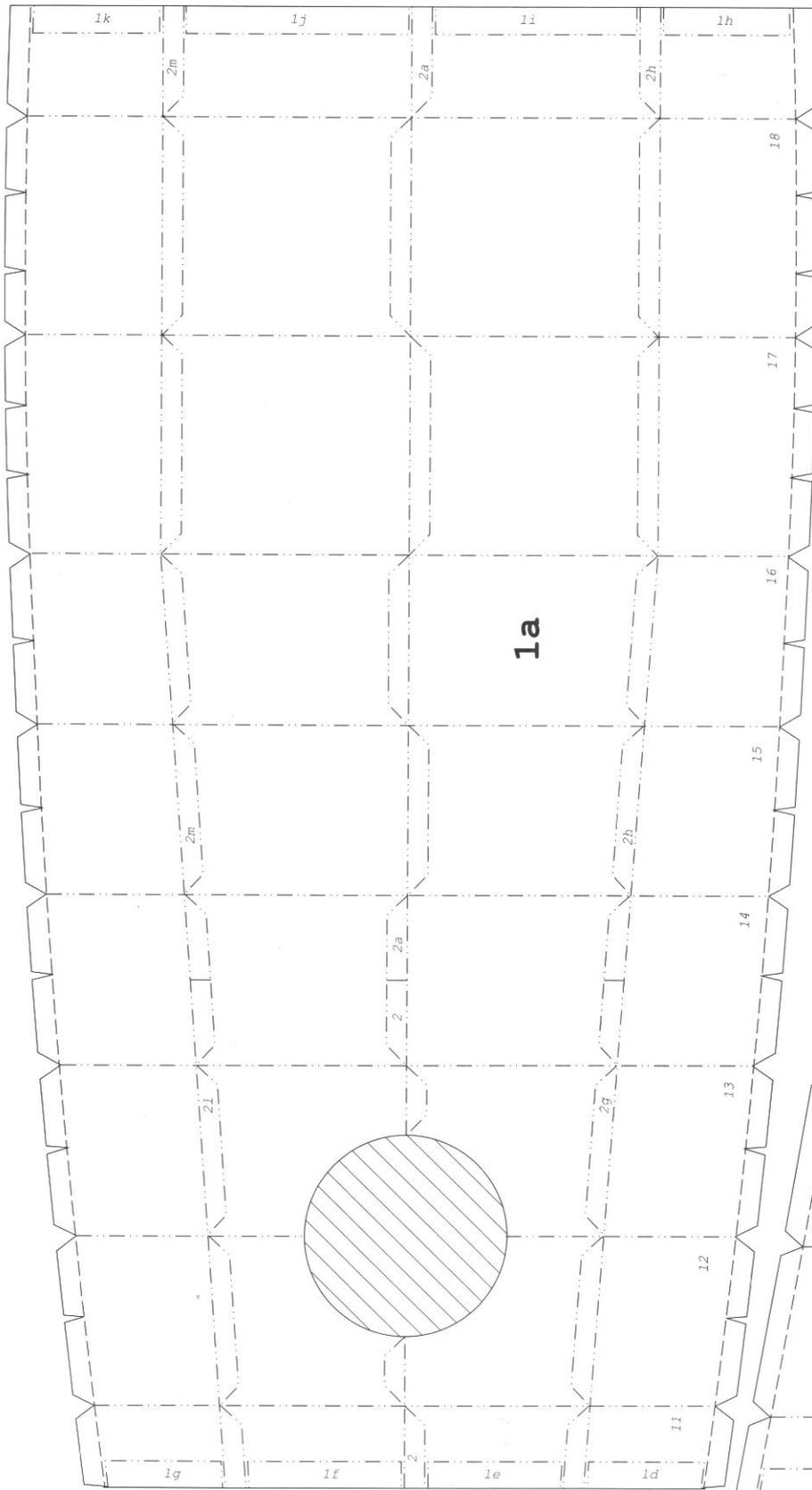
Wir bedanken uns bei allen Mitwirkenden. Unser besonderer Dank gilt:

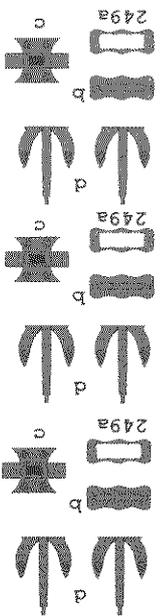
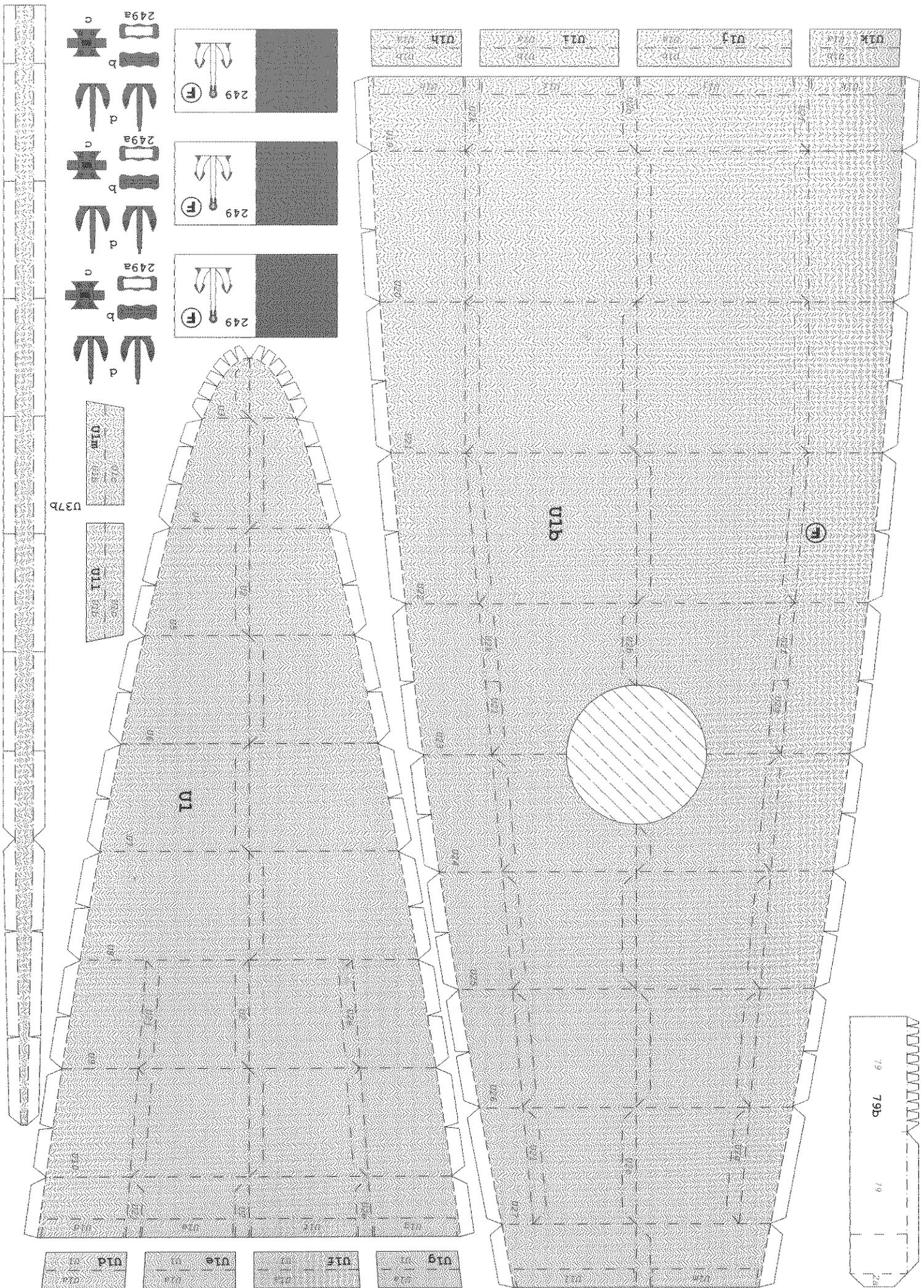
Wolfgang Bohlayer, Blohm + Voss GmbH (Unterlagen),  
Erwin Dengler (Recherche, Unterlagen)  
Thomas Gluske (Kontrollbau)  
Manfred Krüger (Recherche, Kontrollbau)  
Alexander Langer (Recherche, Unterlagen, Kontrollbau)  
Richard Petersen (Kontrollbau)  
Jürgen Waldmann (Unterlagen)  
Lothar Wischmeyer (Unterlagen)



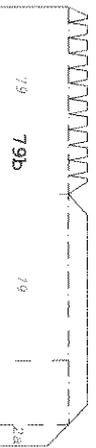
Teil U33  
auf  
Bogen 11!

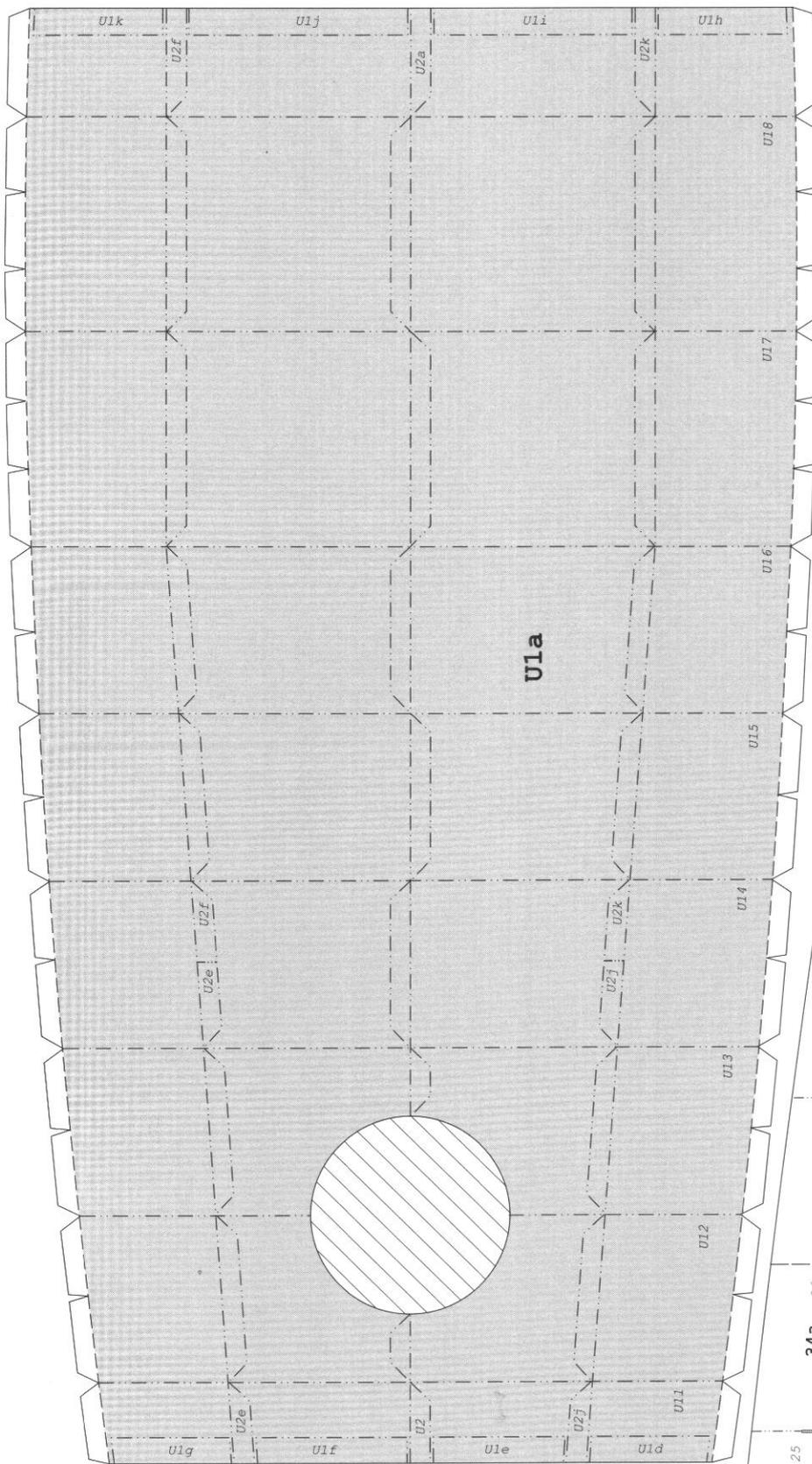




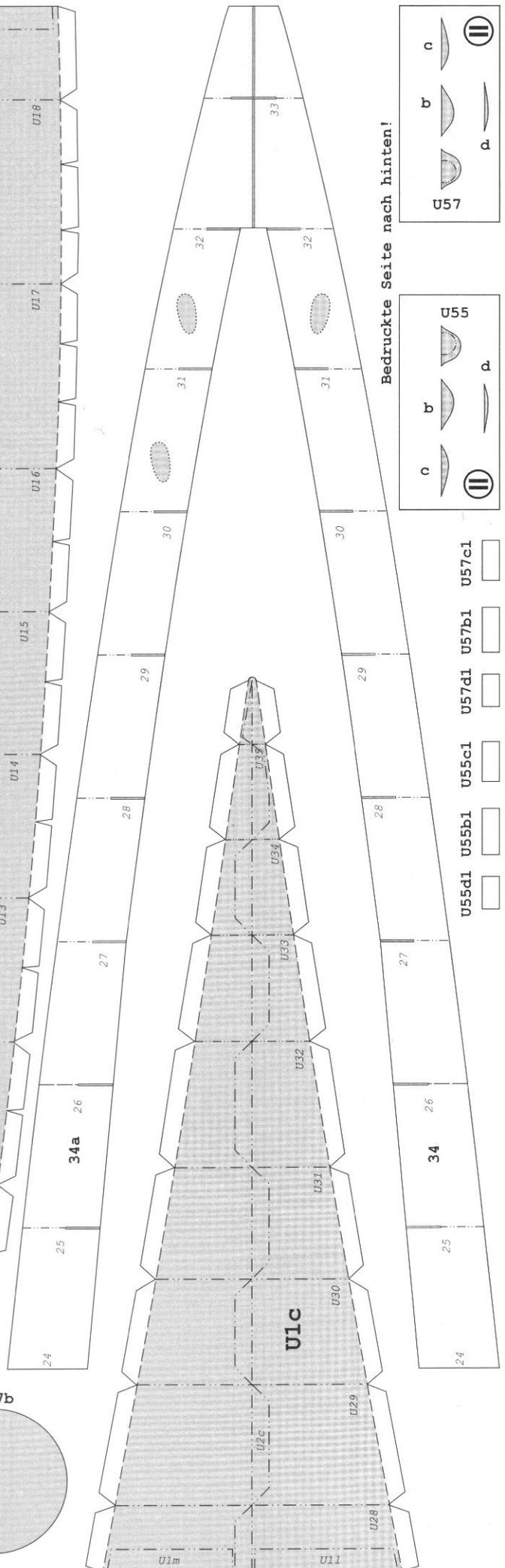
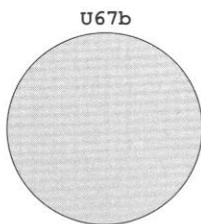
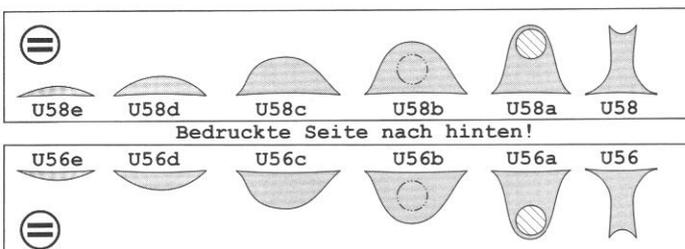


U37B

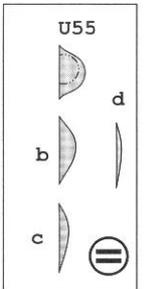
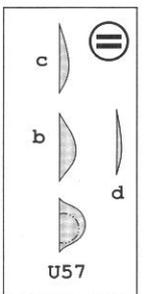




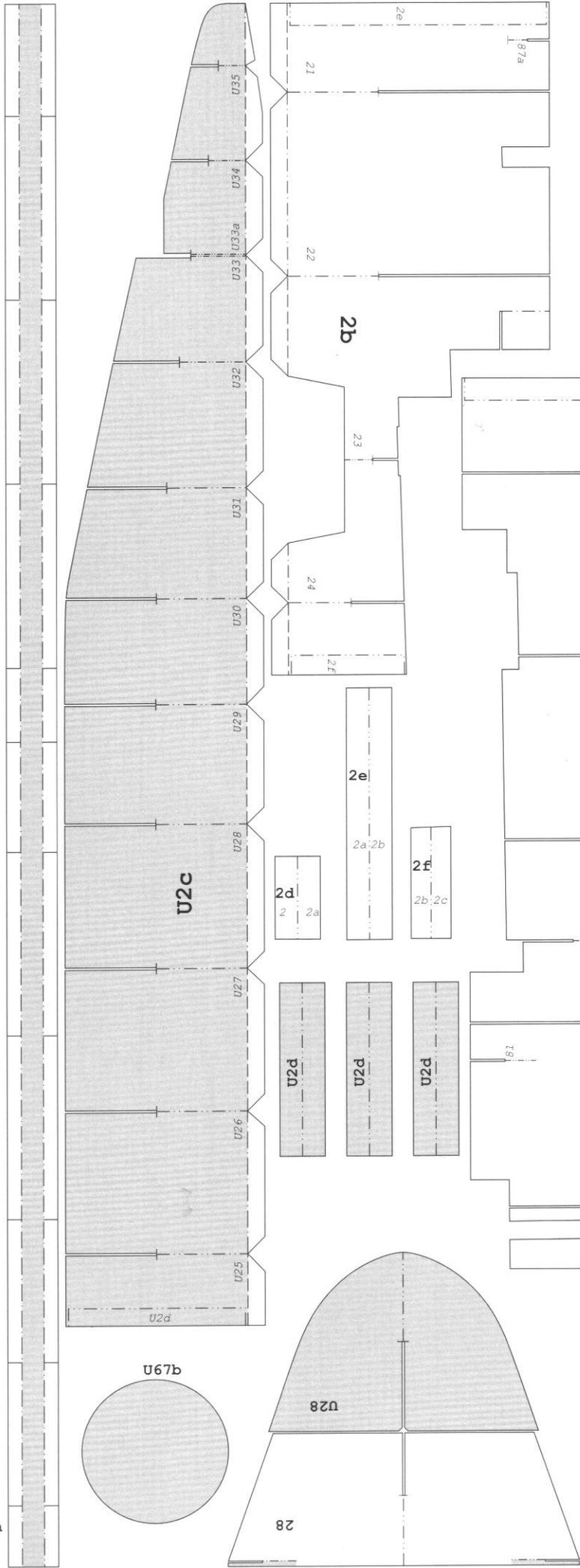
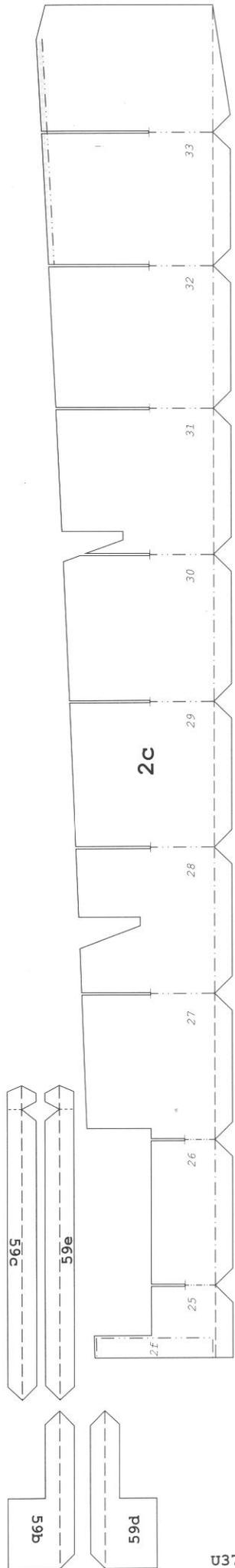
- |                          |                          |                          |                          |                          |
|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> |
| U58e1                    | U58d1                    | U58c1                    | U58b1                    | U58a1                    |
| <input type="checkbox"/> |
| U56e1                    | U56d1                    | U56c1                    | U56b1                    | U56a1                    |



Bedruckte Seite nach hinten!

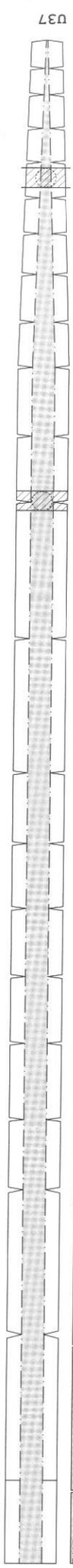
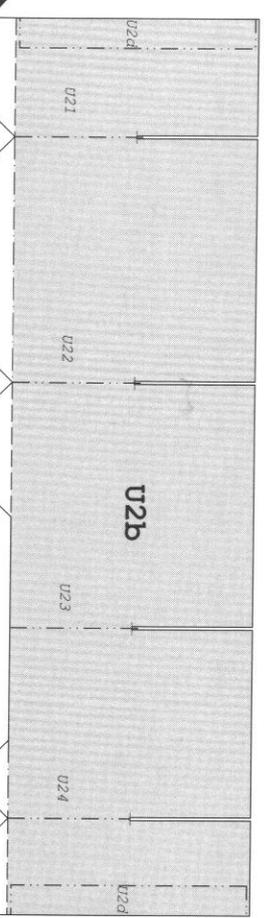
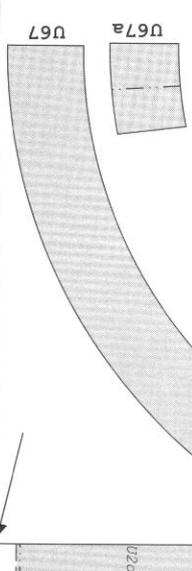
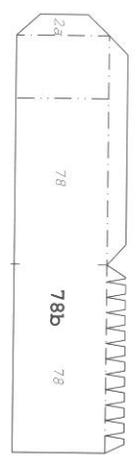
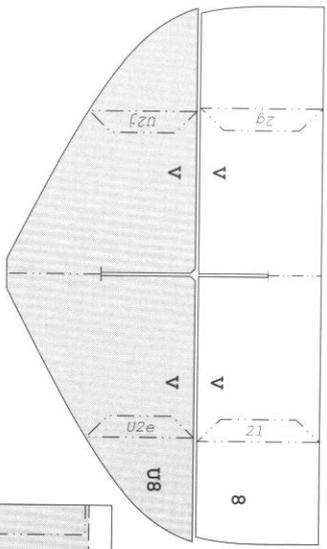
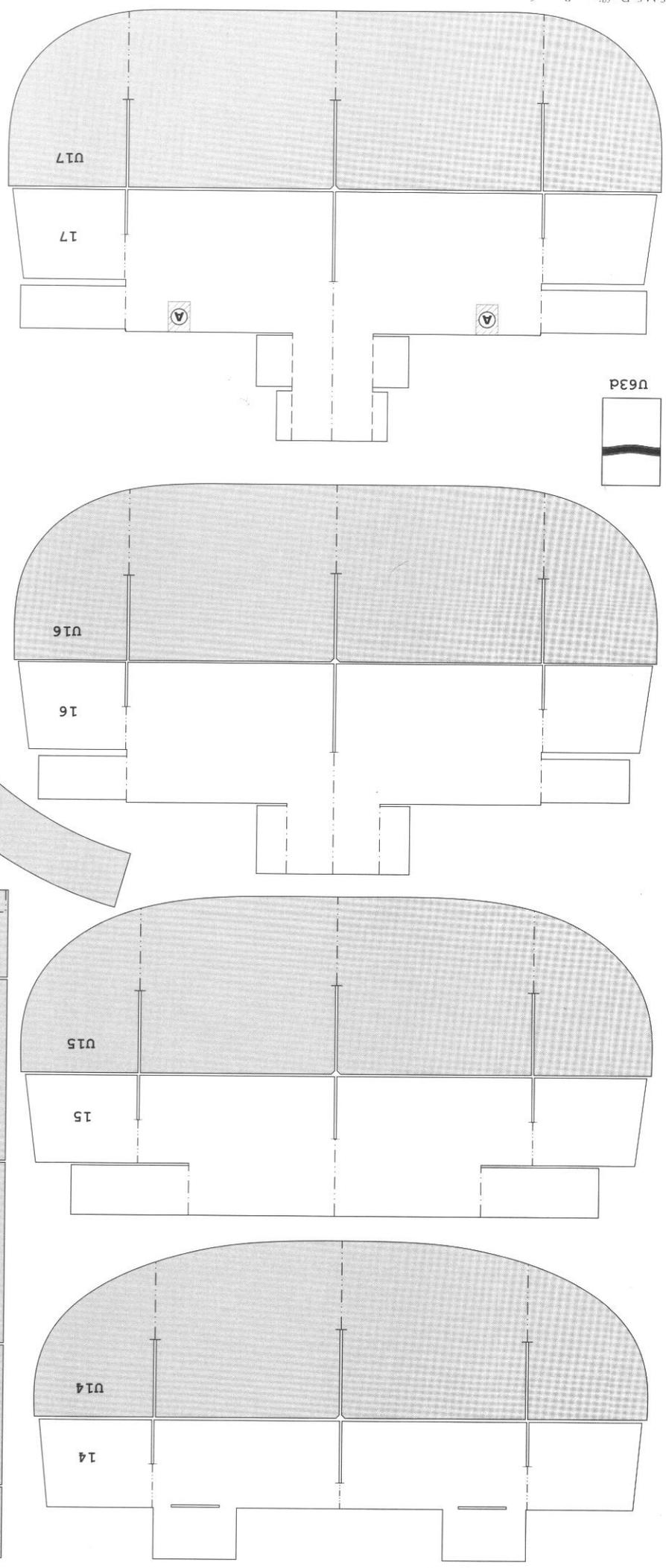


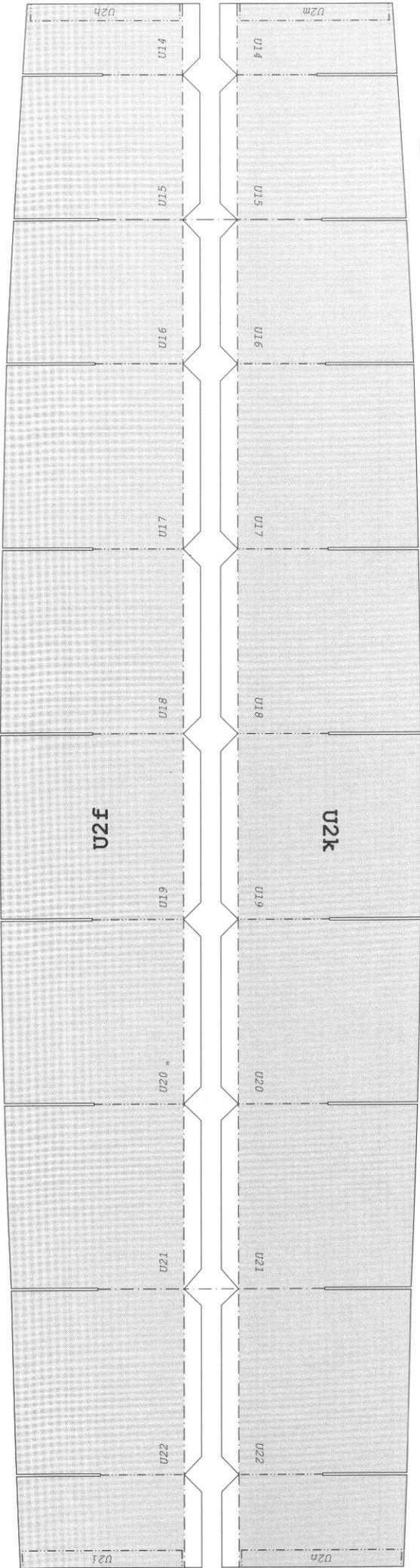
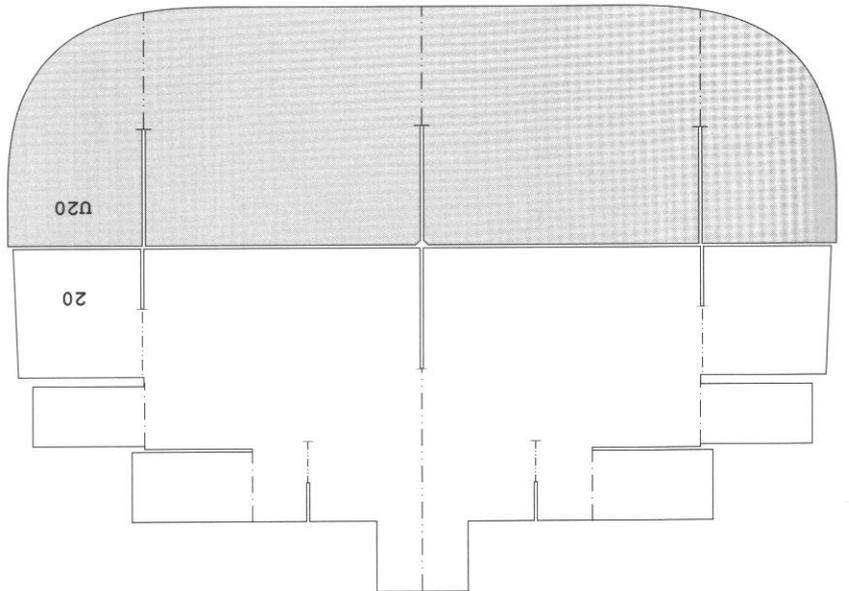
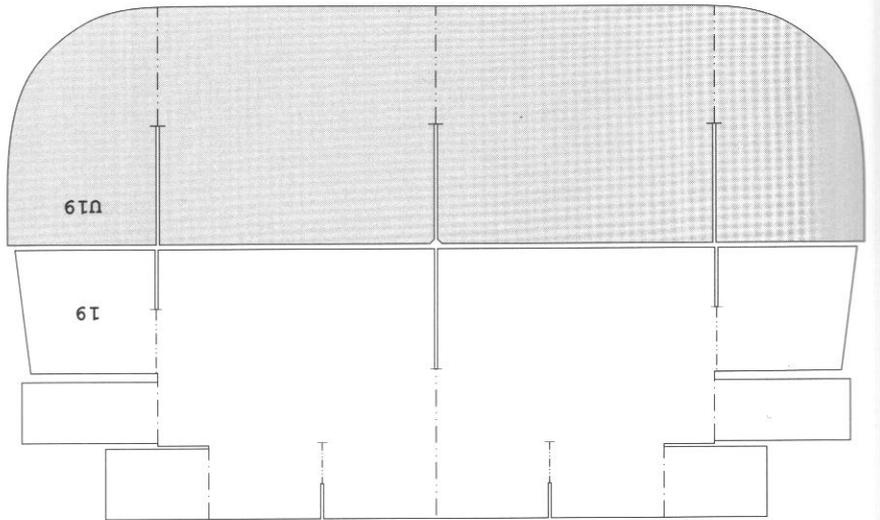
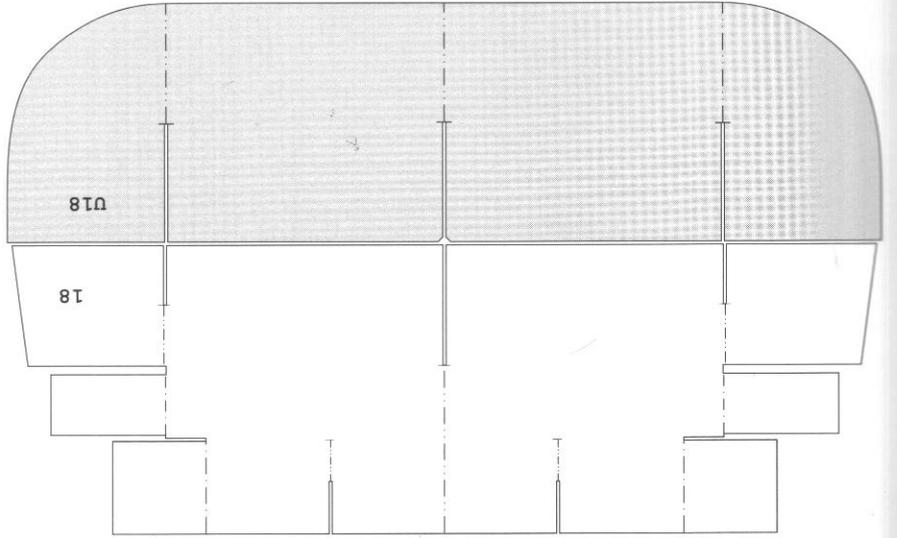
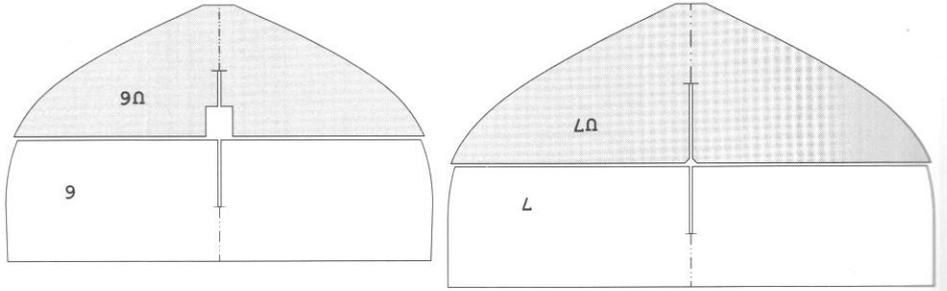
- |                          |                          |                          |                          |                          |                          |                          |                          |
|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> |
| U55d1                    | U55b1                    | U55c1                    | U57d1                    | U57b1                    | U57c1                    | U57a1                    | U57e1                    |

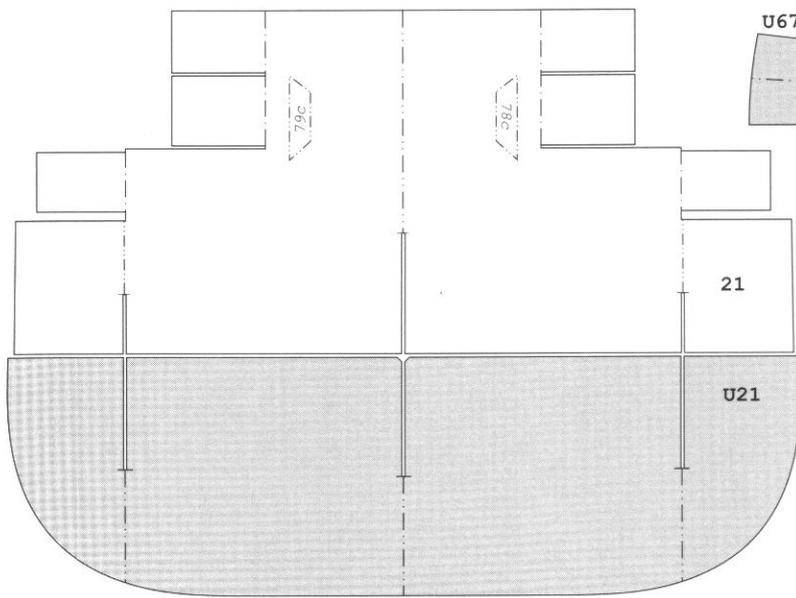


Bei Verwendung  
von Ätzteilen  
ausschneiden!

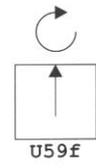
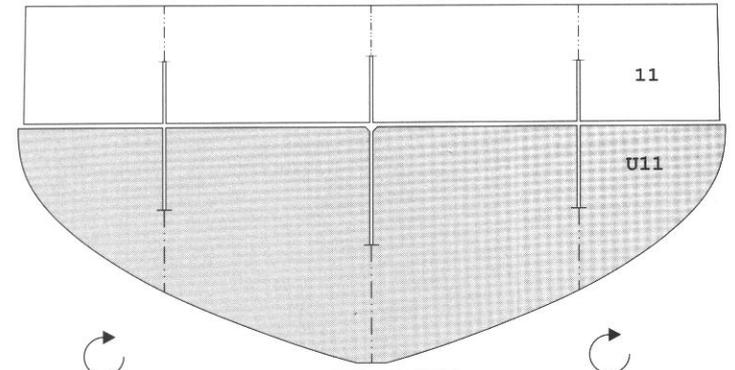
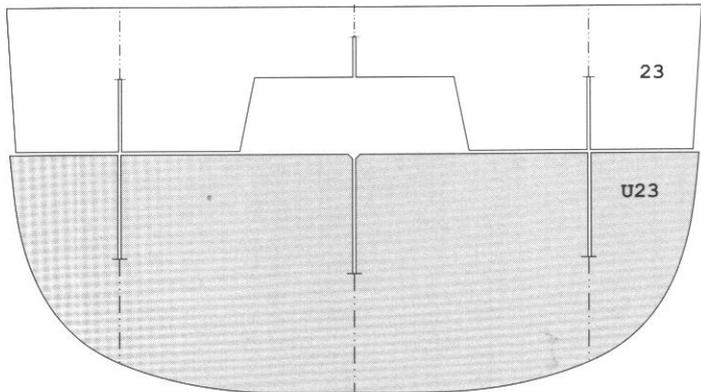
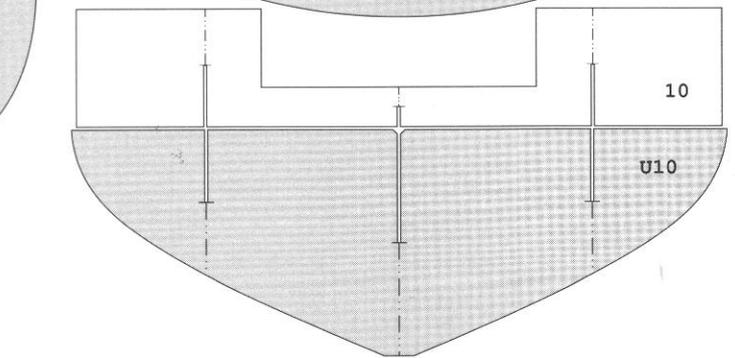
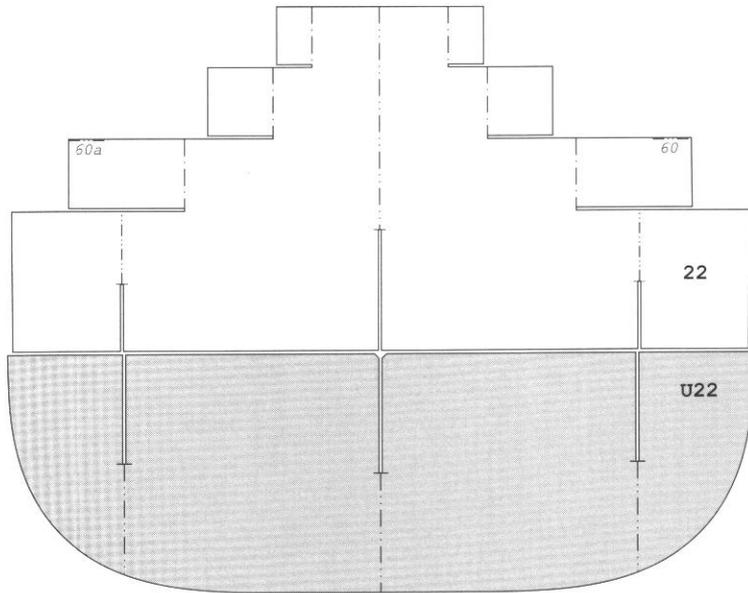
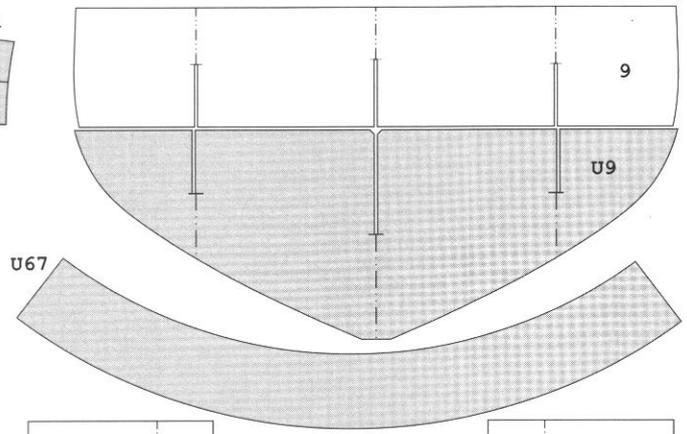




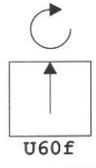




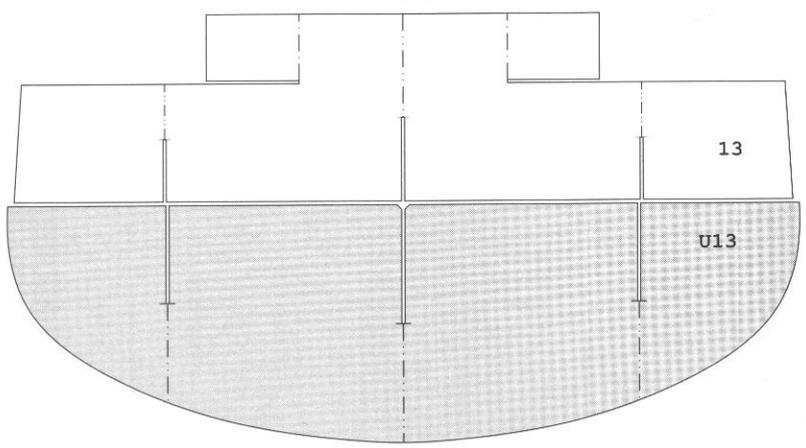
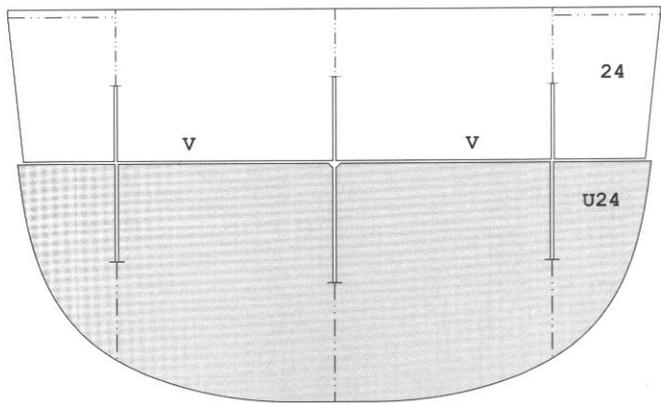
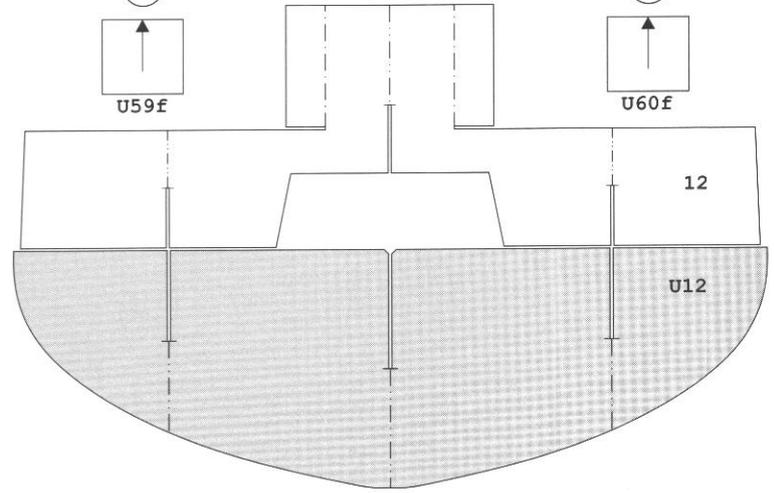
U67a

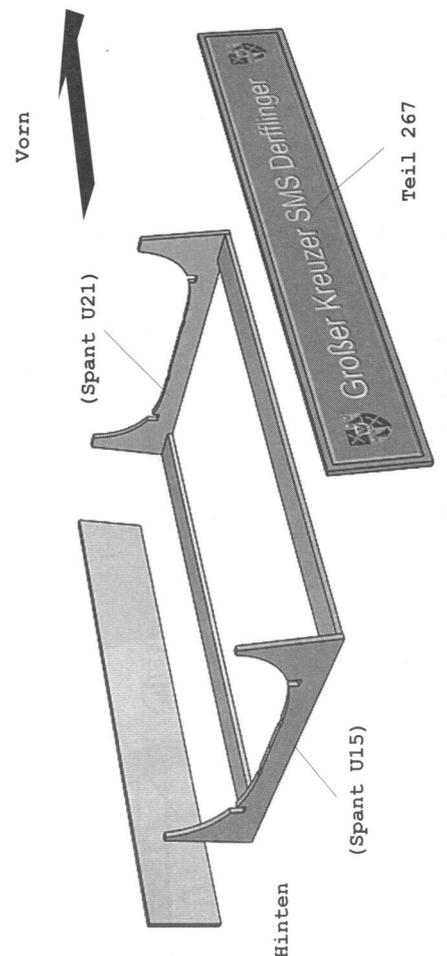
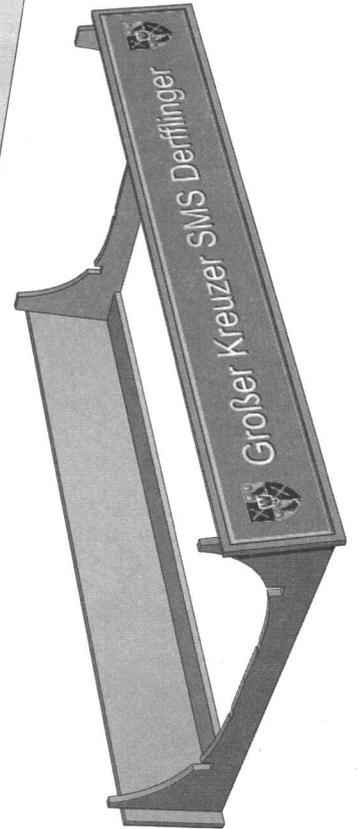
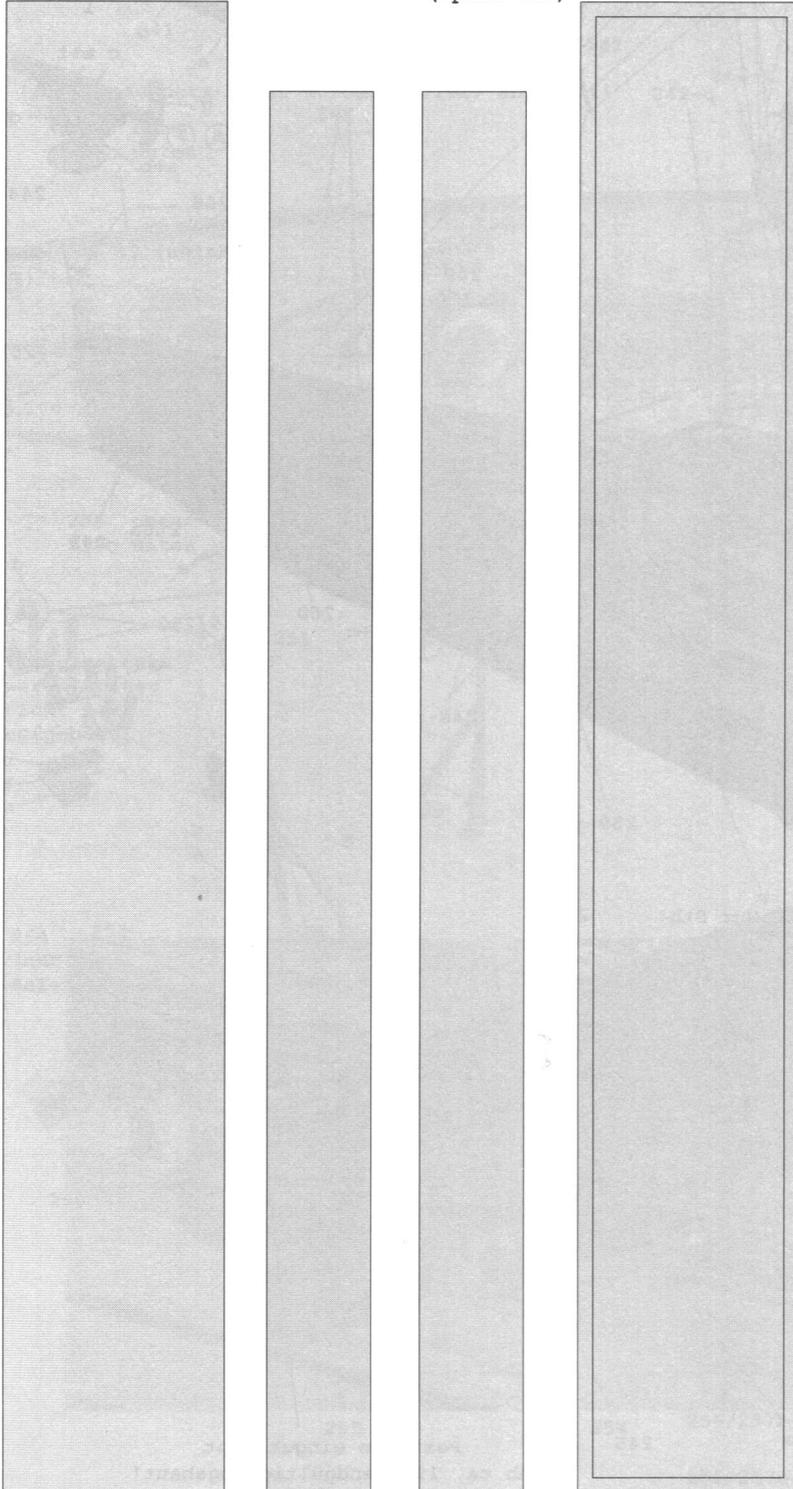
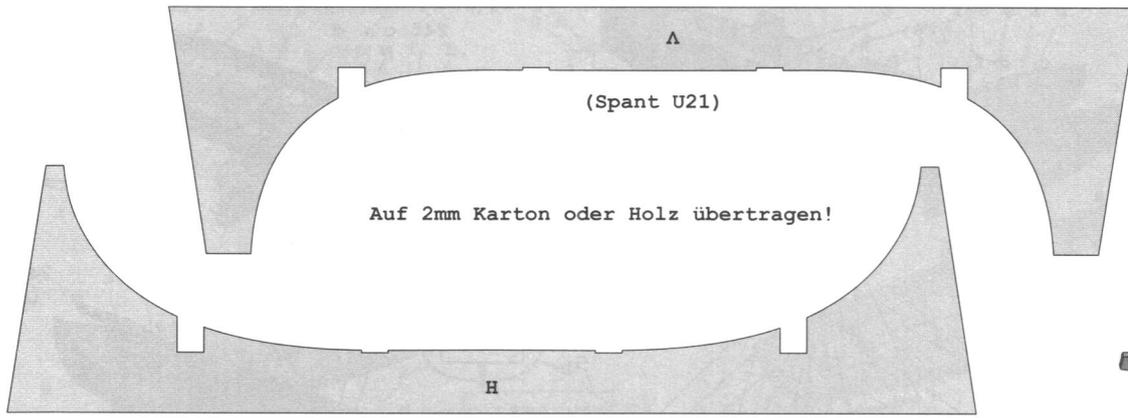


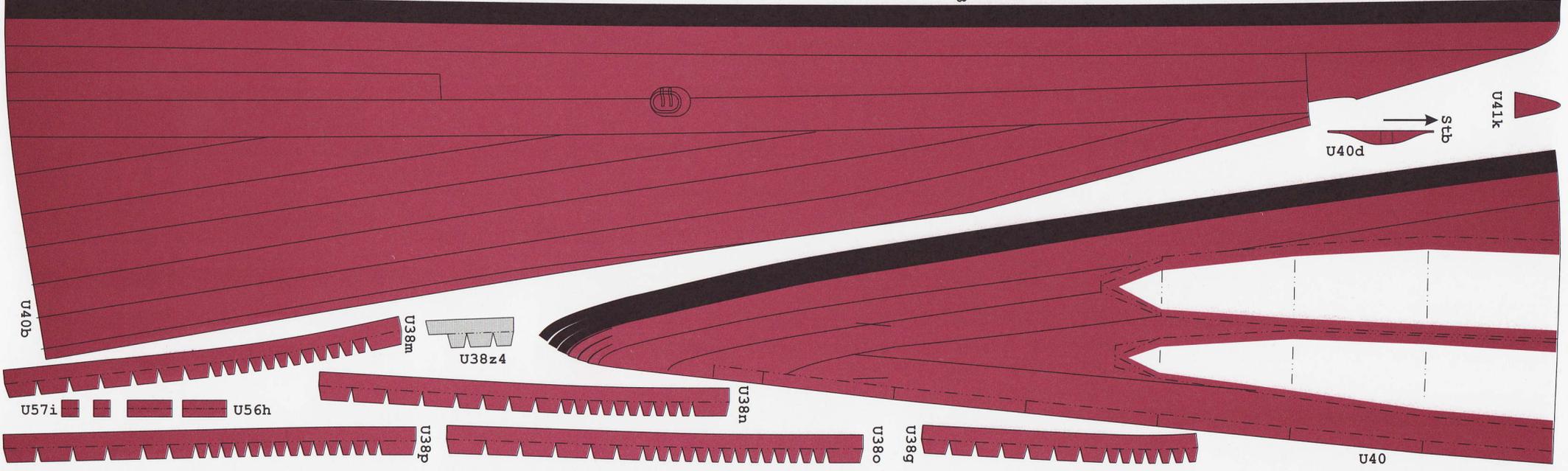
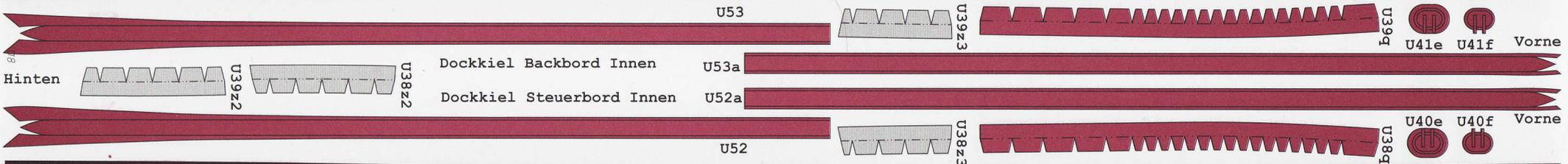
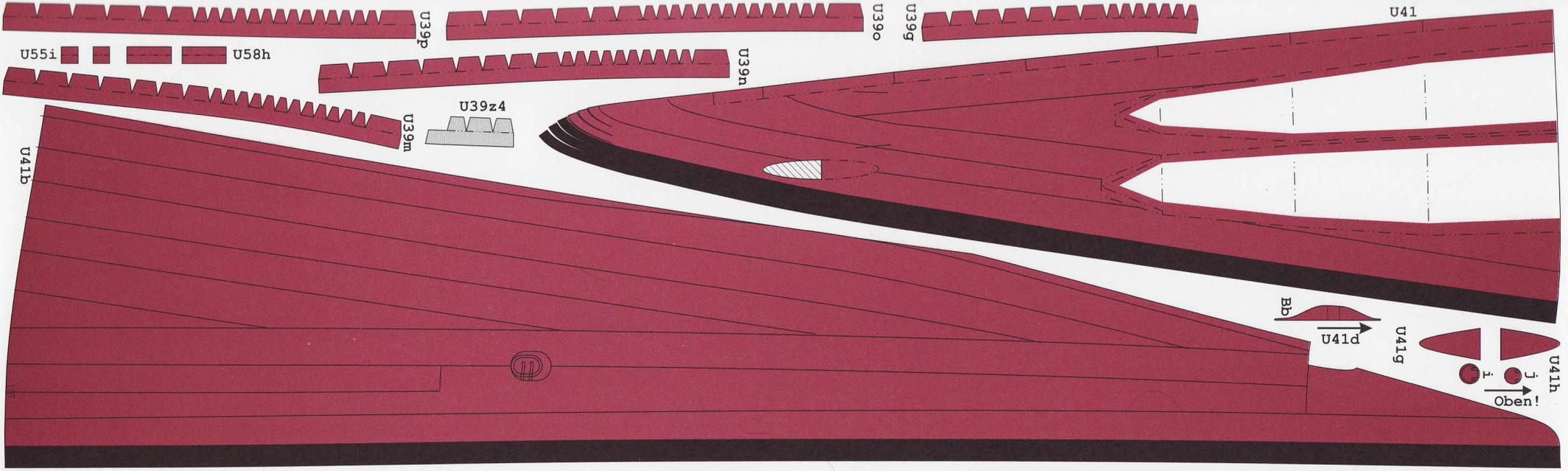
U59f



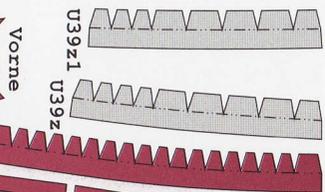
U60f





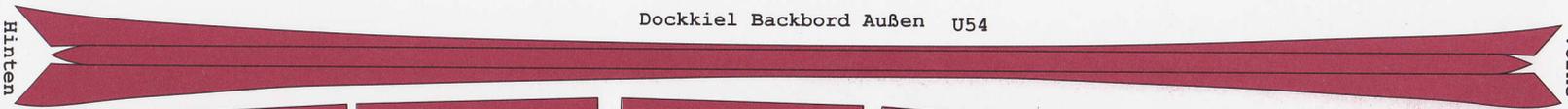


Dockkiel Backbord Außen U54

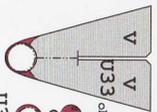


Vorne

U39t



Hinten



U33  
c  
open

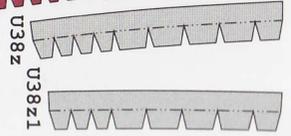
U39t  
U39s  
U33b

U41c

U50b

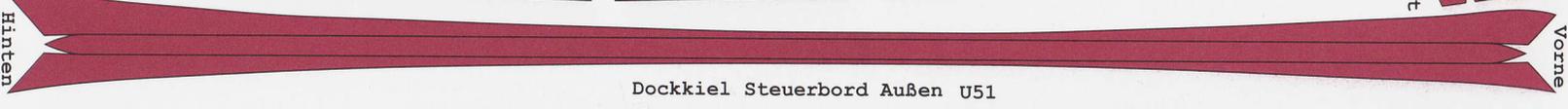
U40c

Reserve! Anpassen!

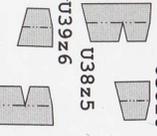


Vorne

U38t



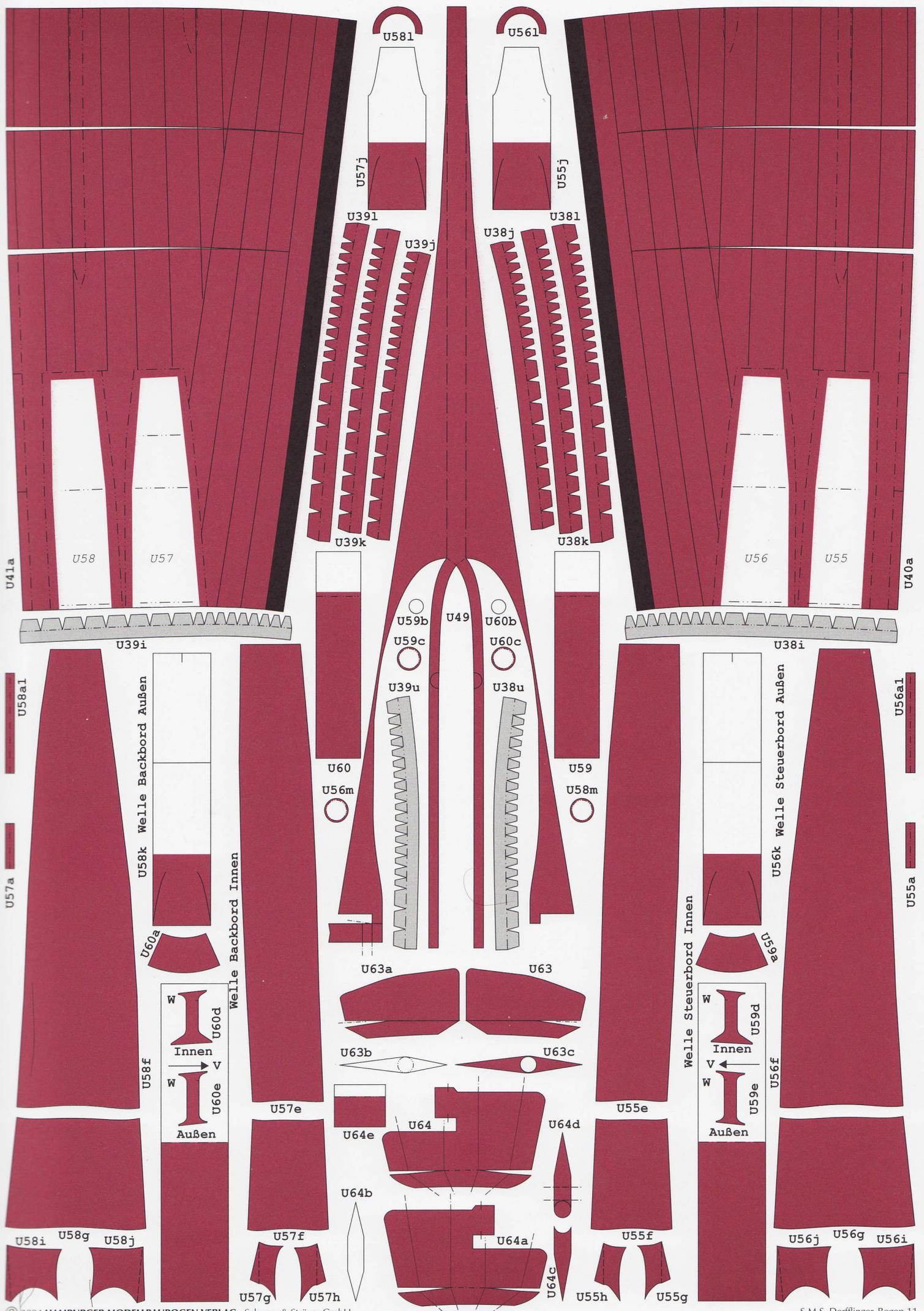
Hinten

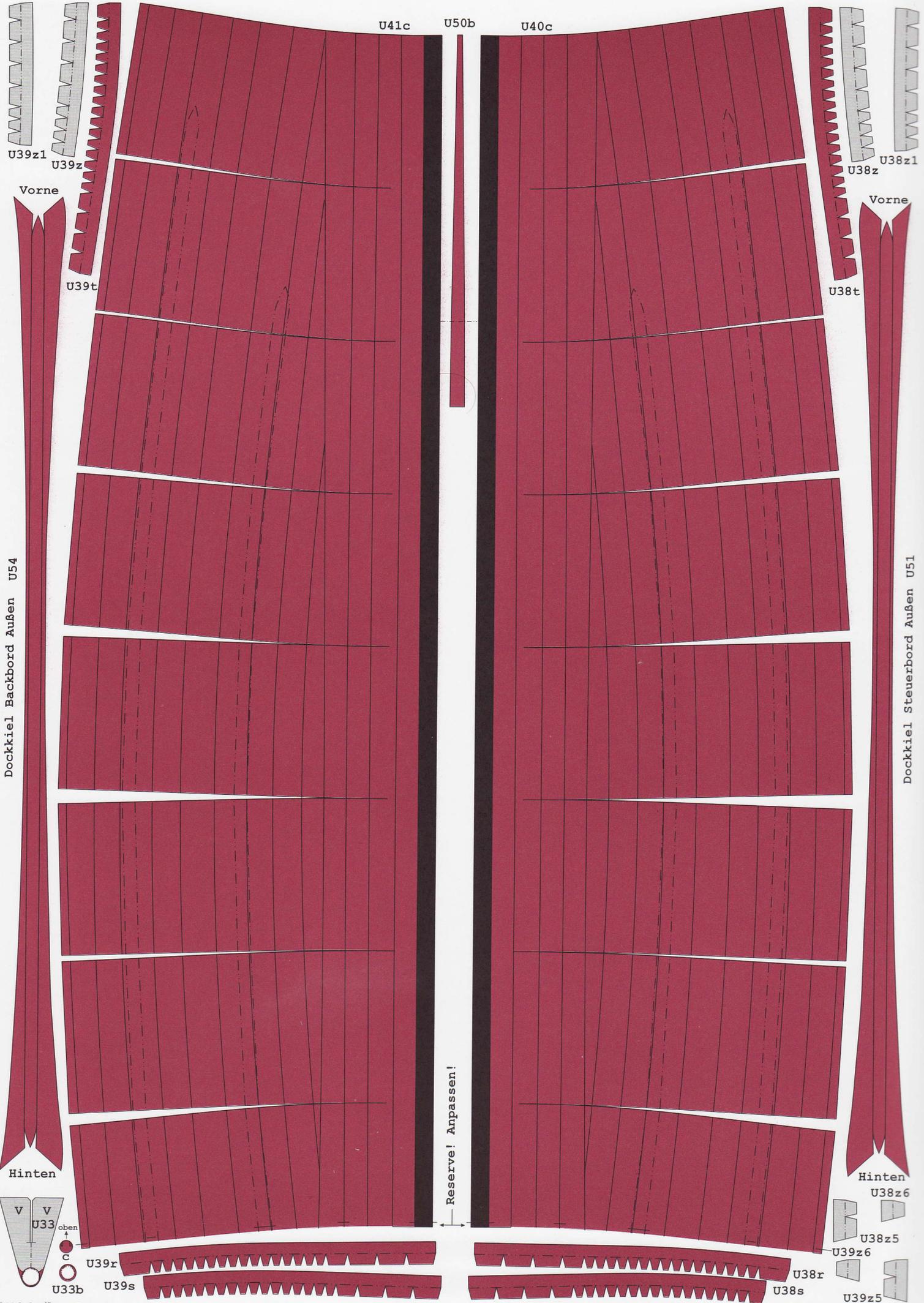


U38z6  
U38z5

U38t  
U38s  
U39z5

Dockkiel Steuerbord Außen U51





Dockkiel Backbord Außen U54

Dockkiel Steuerbord Außen U51

U41c

U50b

U40c

U39z1

U39z

U38z

U38z1

Vorne

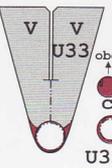
Vorne

U39t

U38t

Hinten

Hinten



U39r

U39s

U38r

U38s

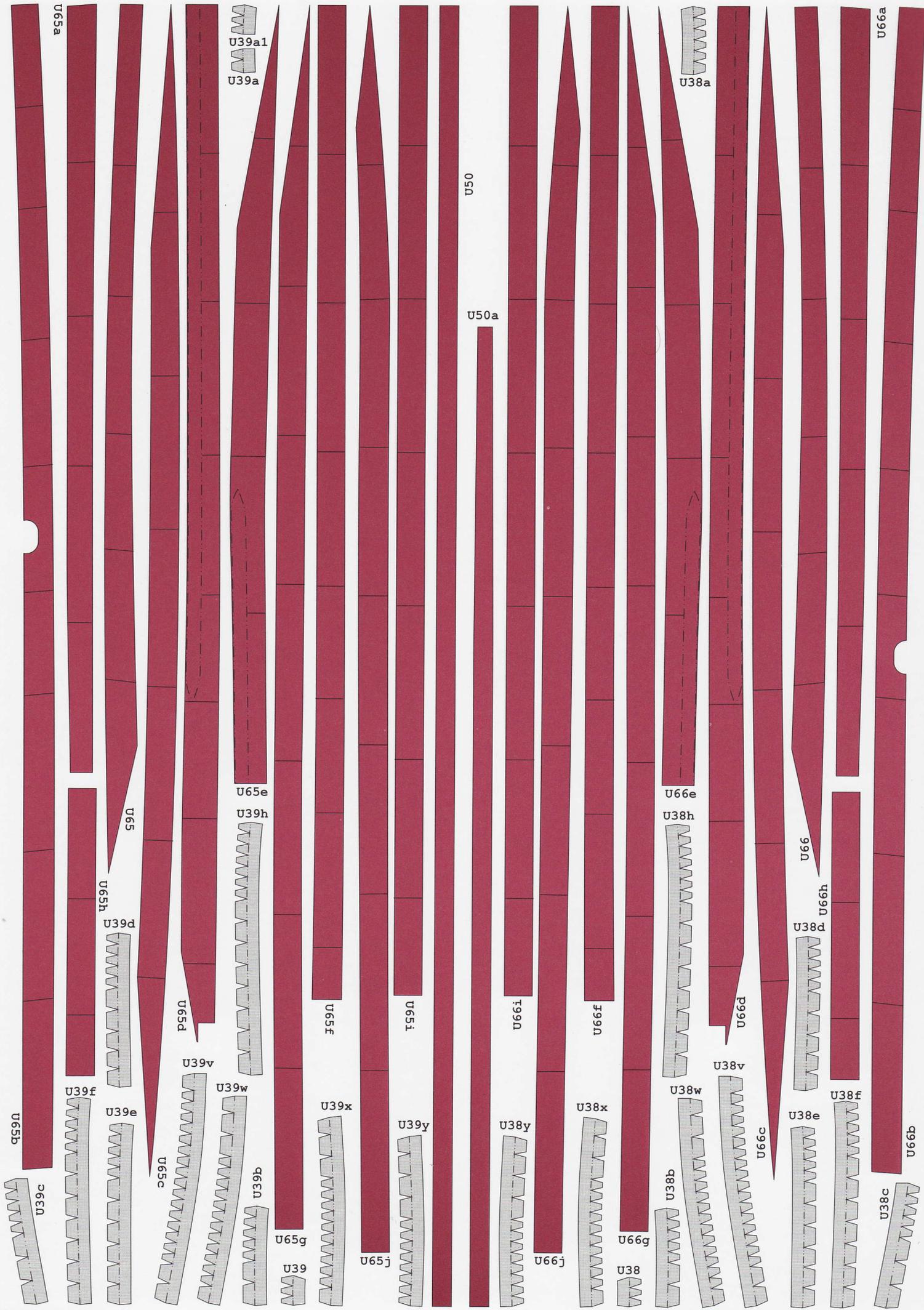
U38z6

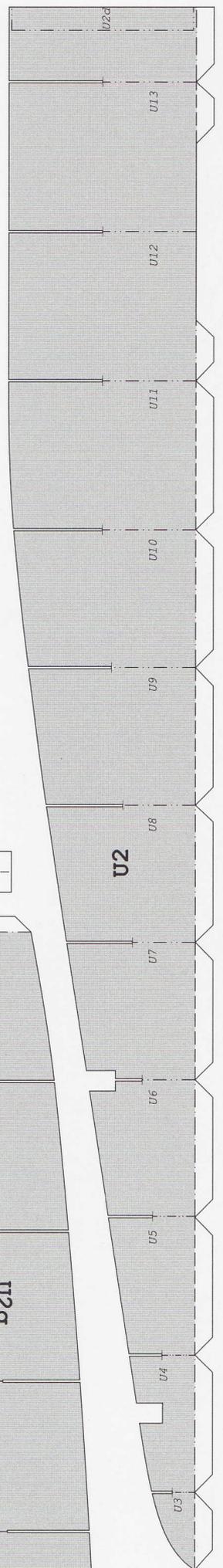
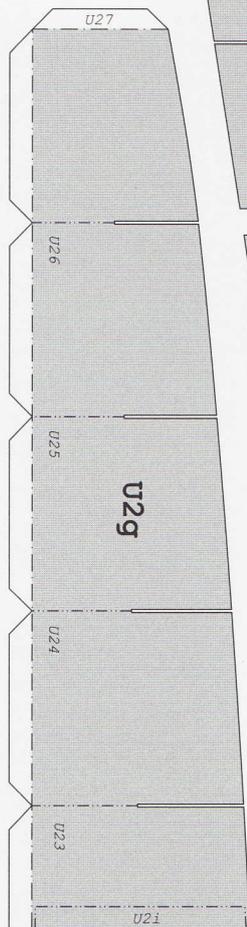
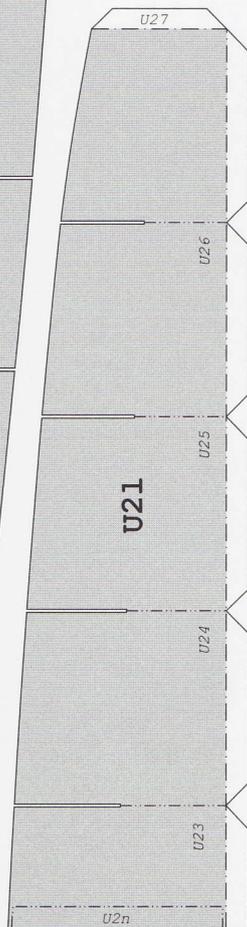
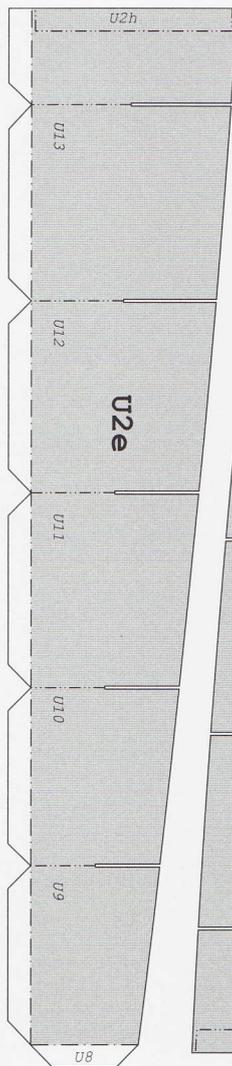
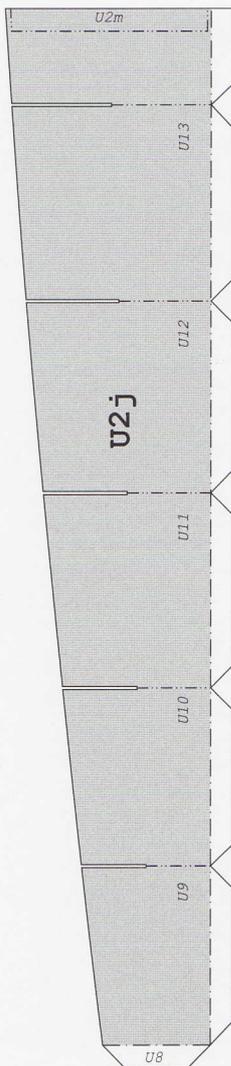
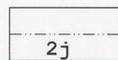
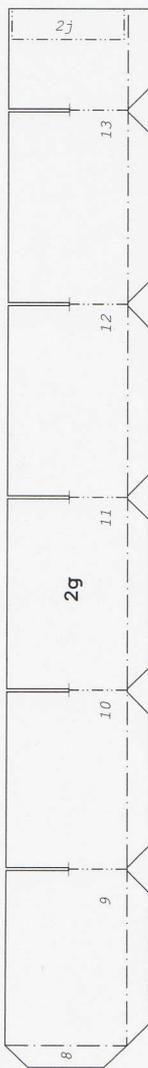
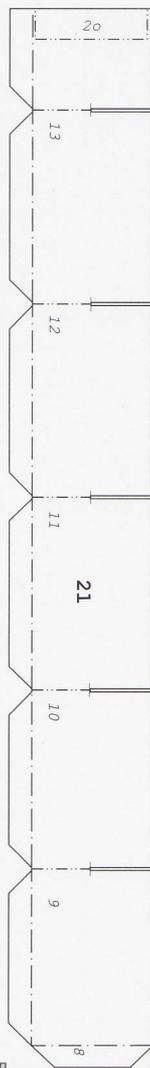
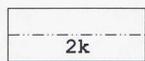
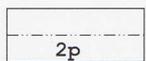
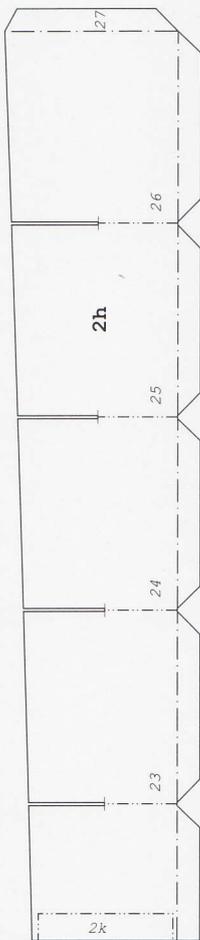
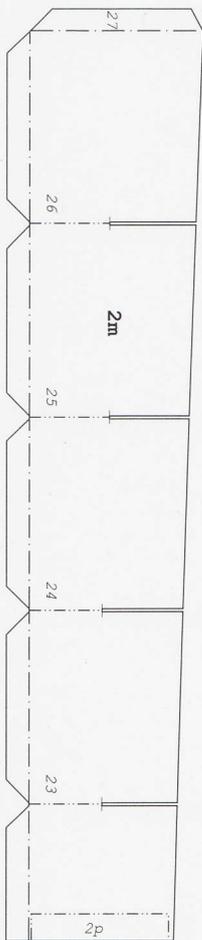
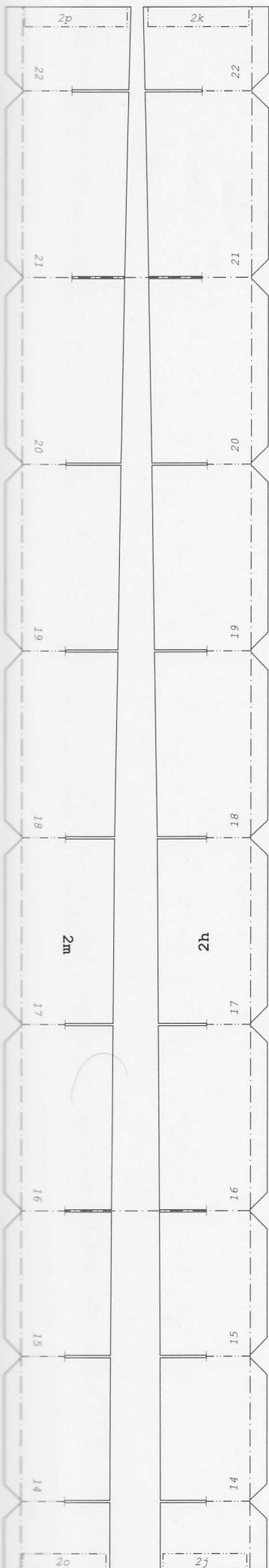
U38z5

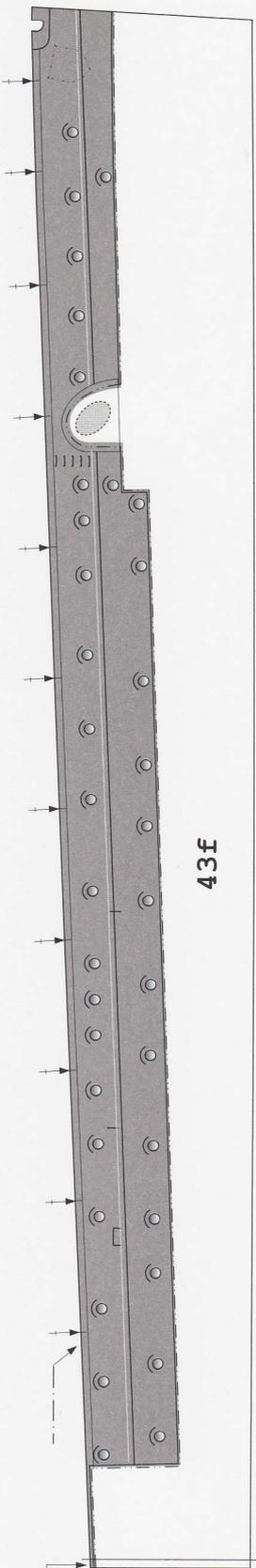
U39z6

U39z5

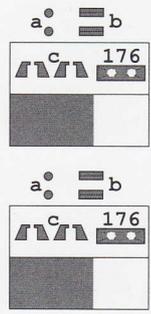
Reserve! Anpassen!



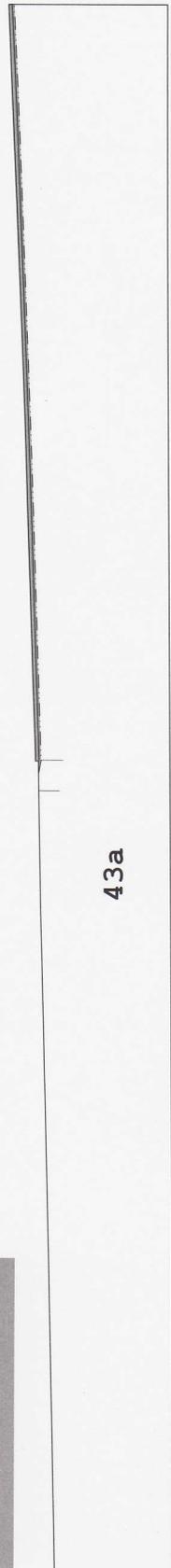




43f



- ▬ 175a
- ⊙⊙ 175b
- ▬ 175a
- ⊙⊙ 175b
- ▬ 175a
- ⊙⊙ 175b

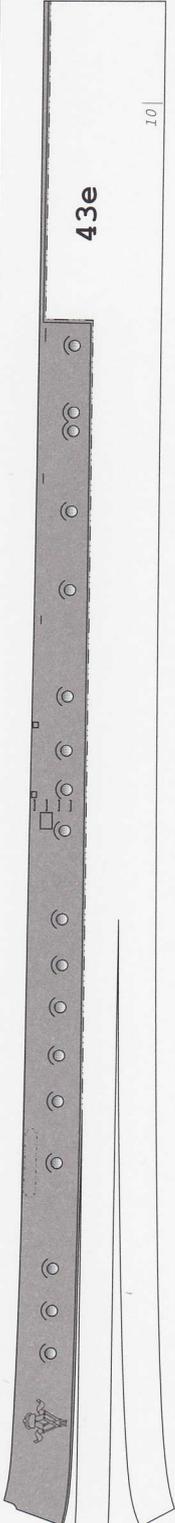


43a



43

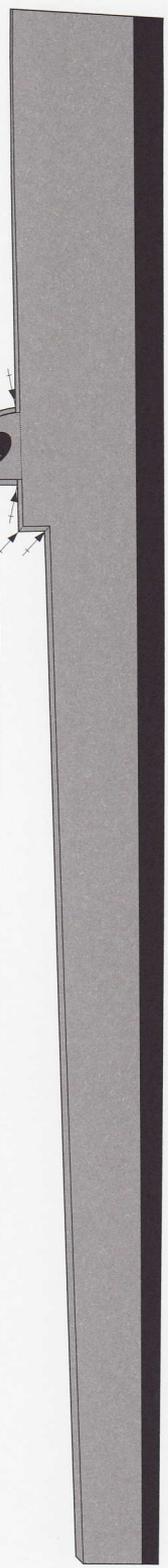
18  
17  
16  
10



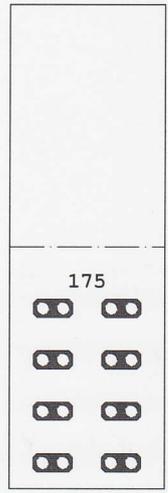
43e



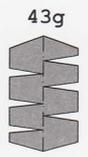
- ▬ 175a
- ⊙⊙ 175b



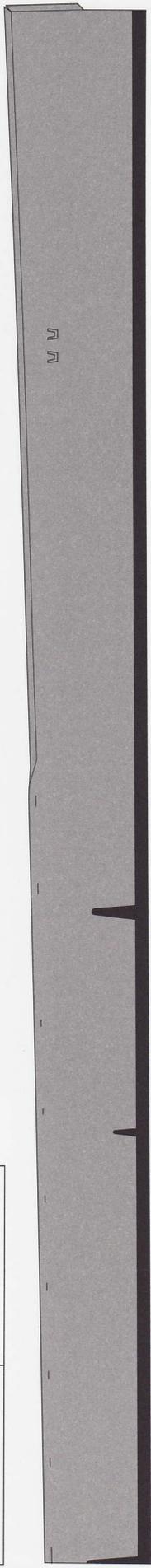
47c



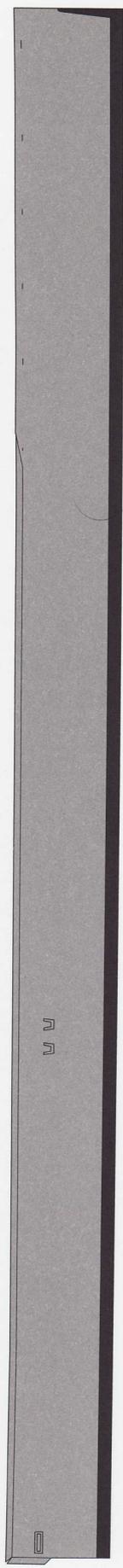
175



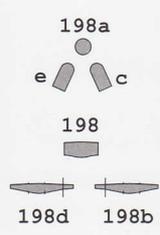
43g



47a



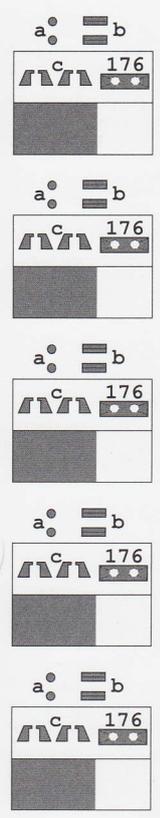
47



198a

198

198d 198b



176

176

176

176

176

47b

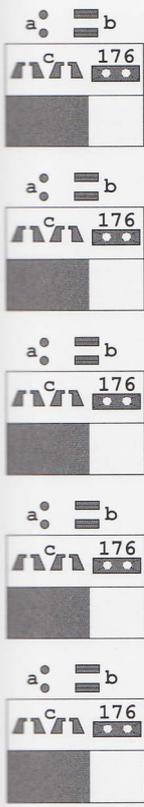


Reserve

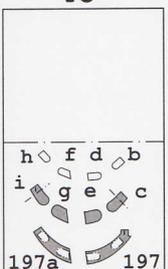
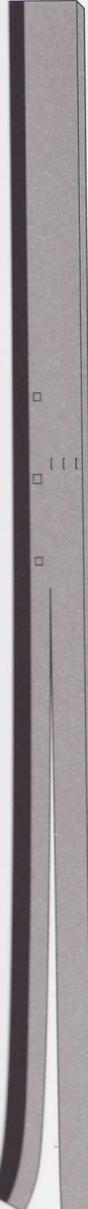


43d

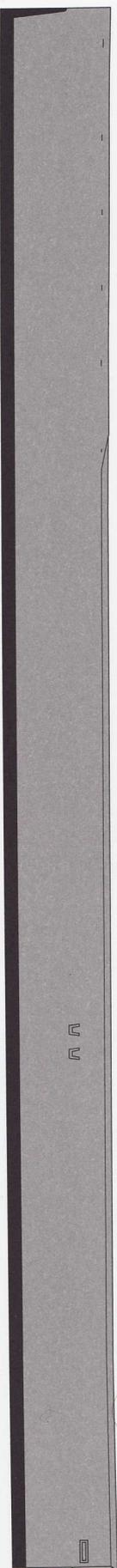




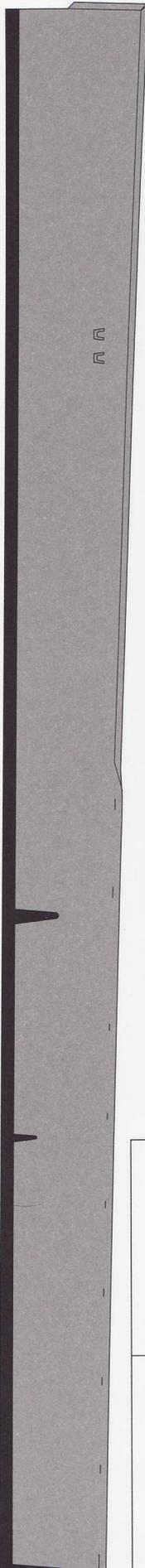
48b



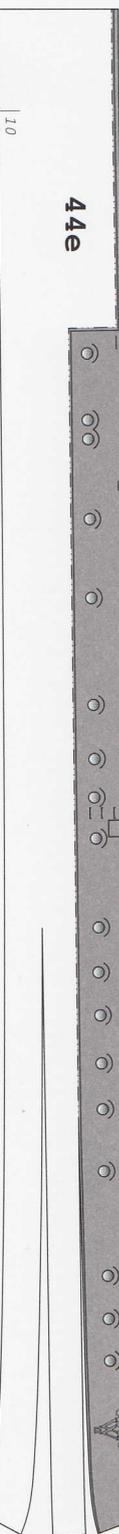
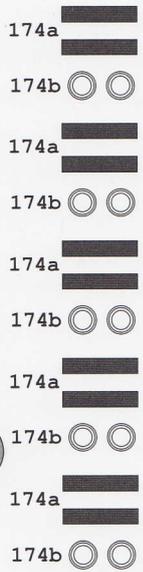
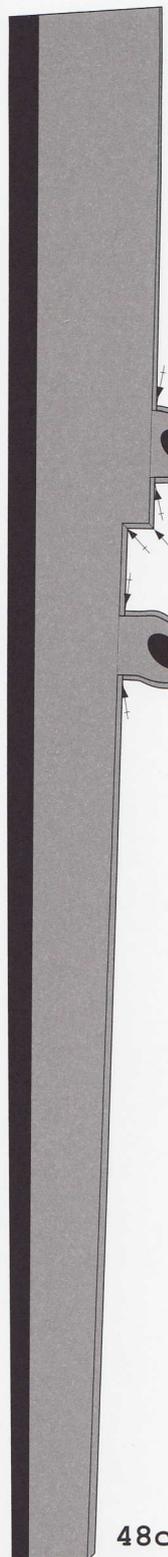
48



48a



48c



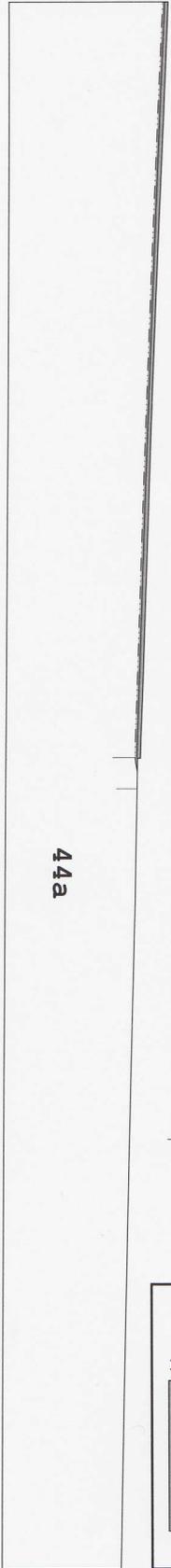
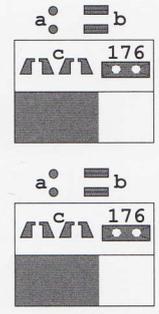
44e



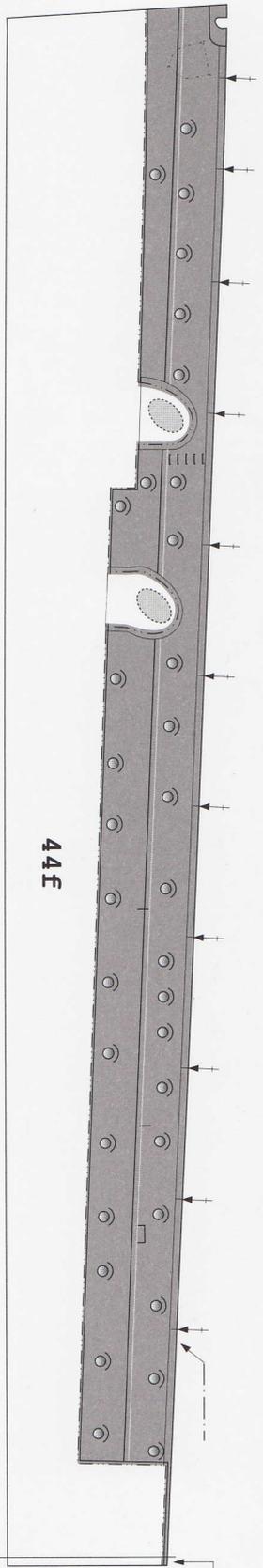
44



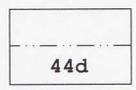
48d



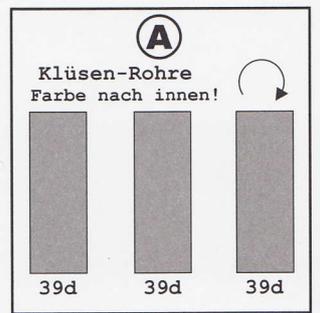
44a

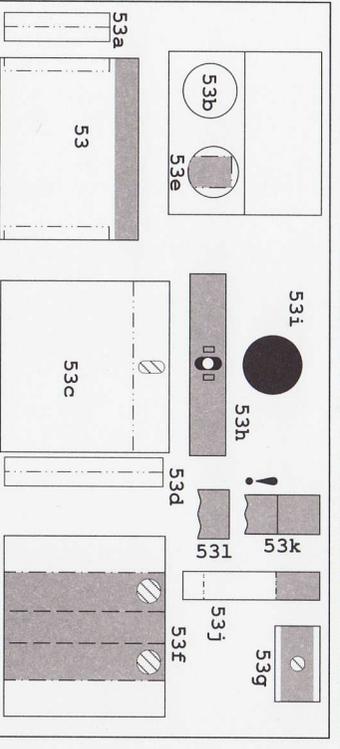
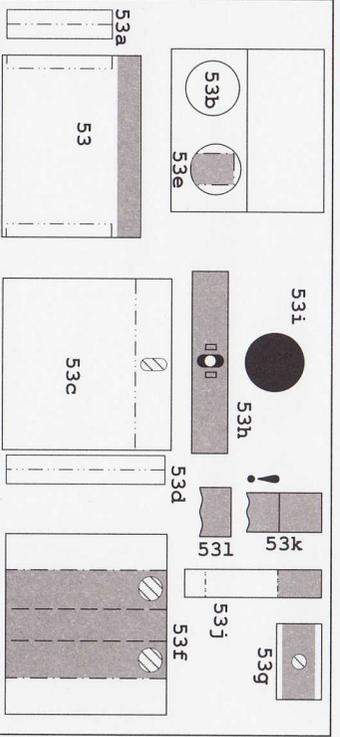
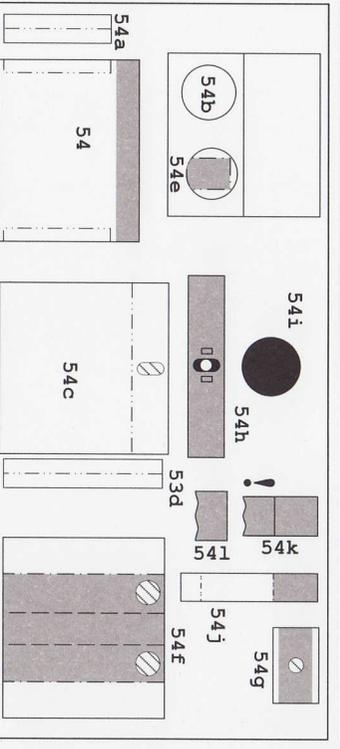
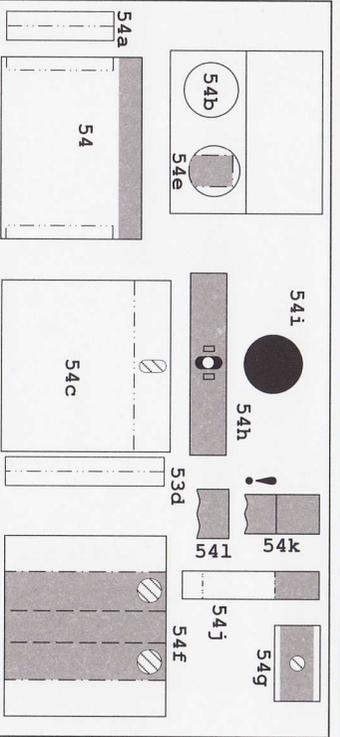
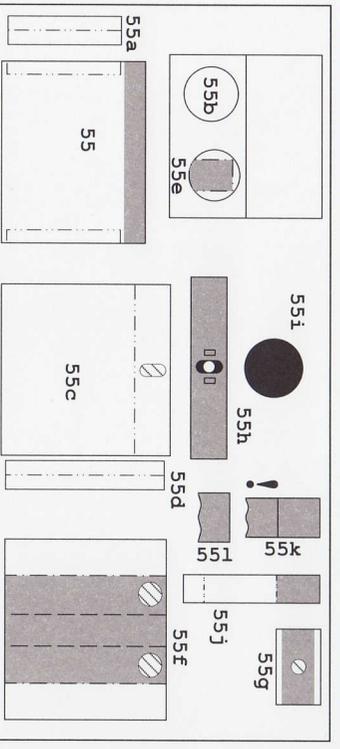
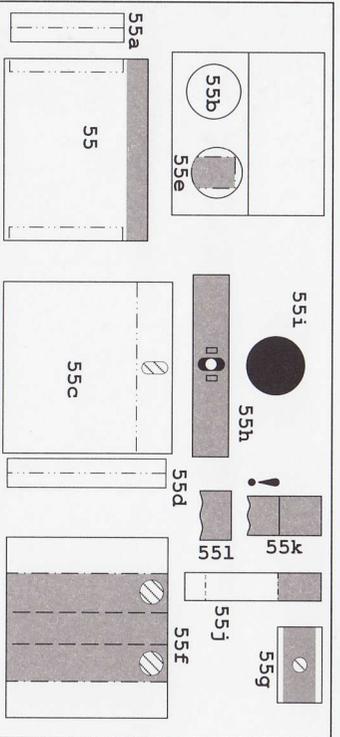
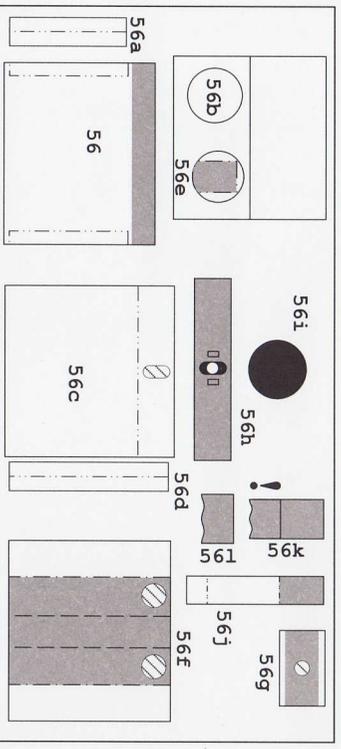
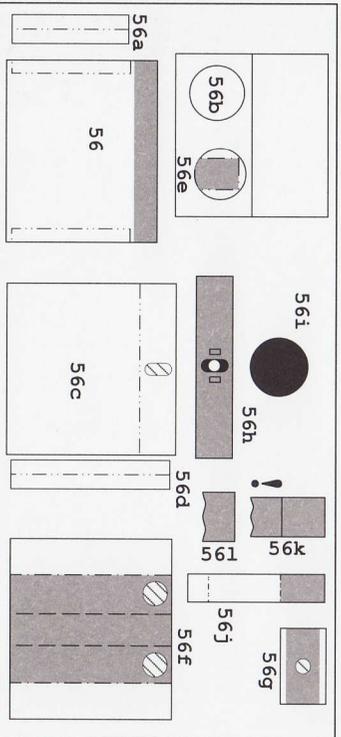
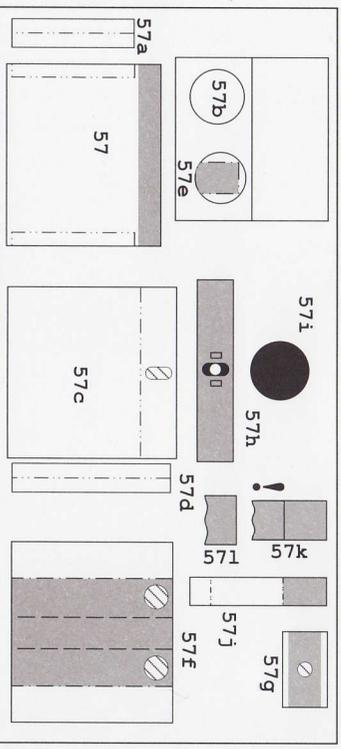
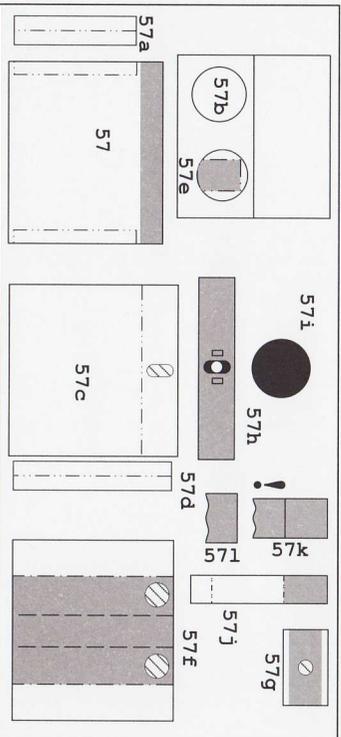
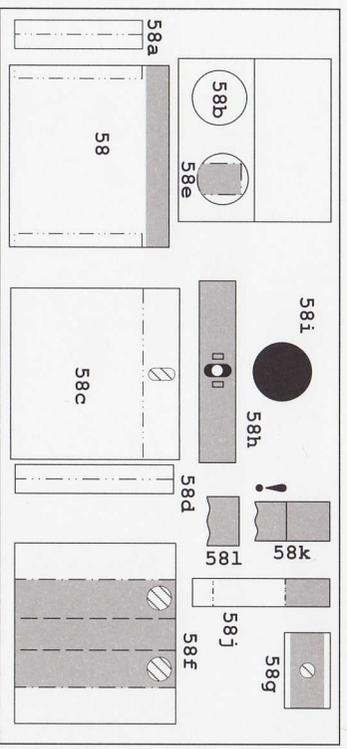
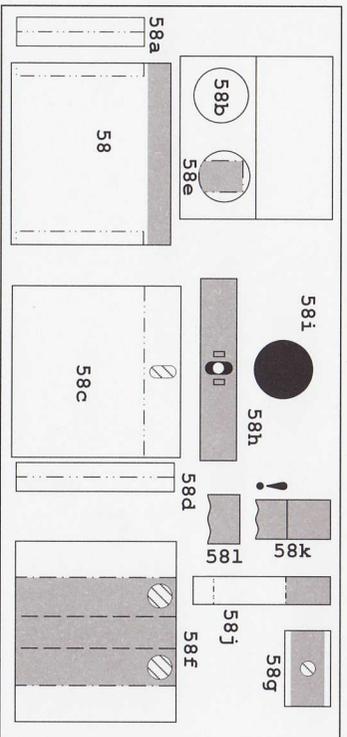


44f

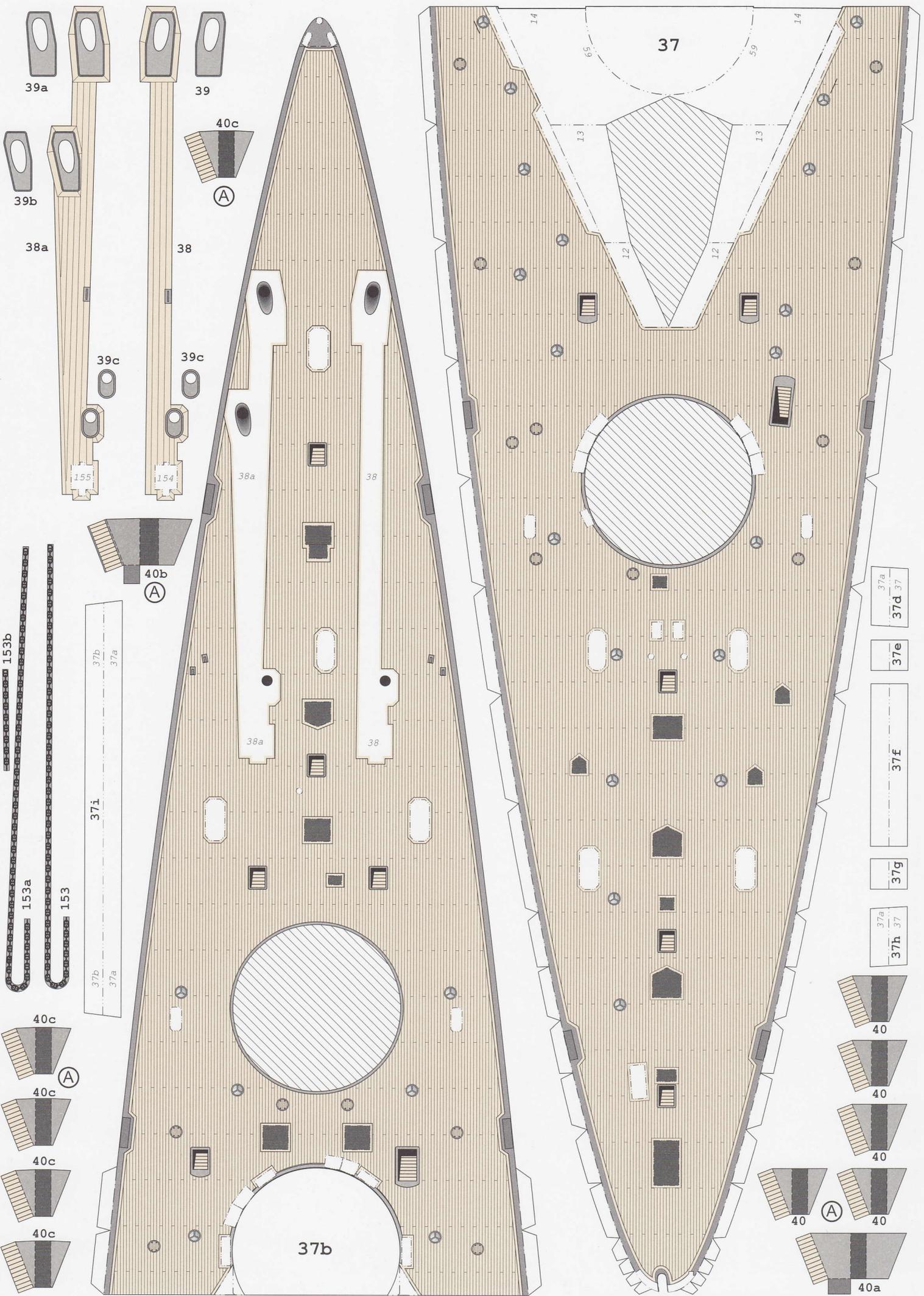


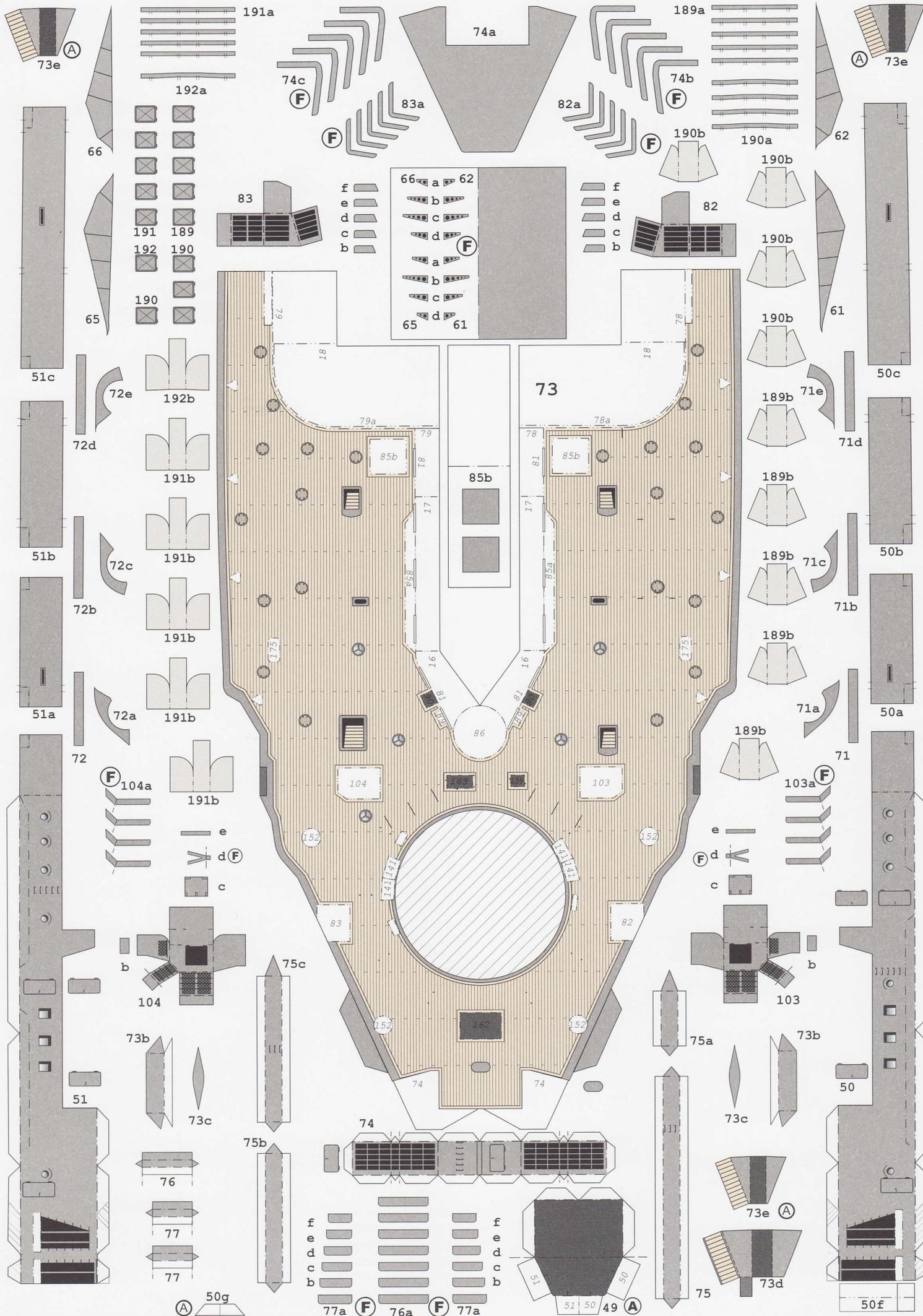
Reserve





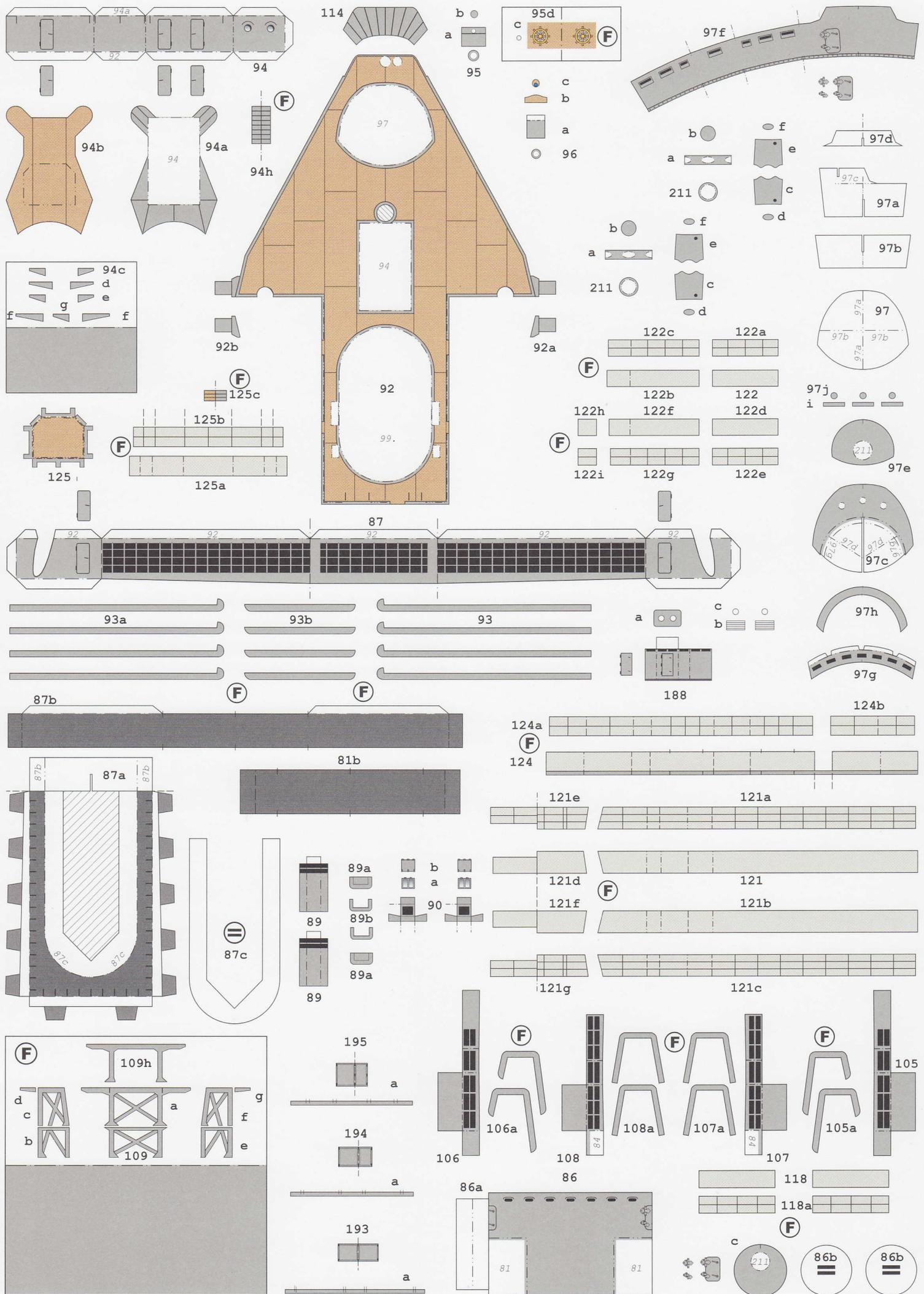


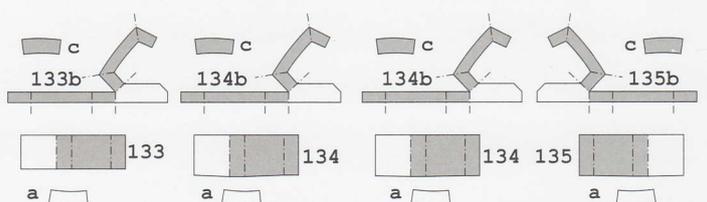
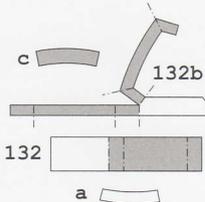
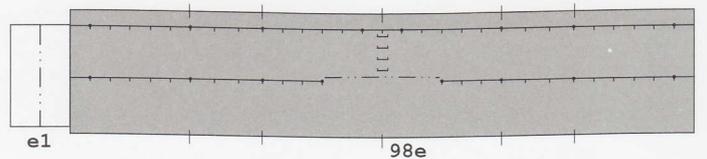
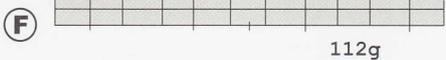
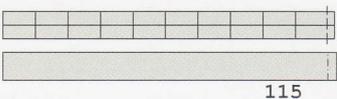
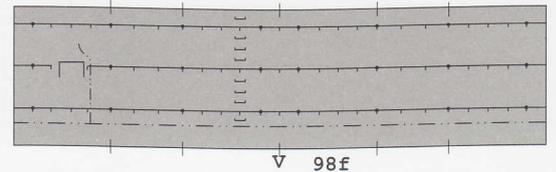
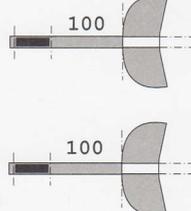
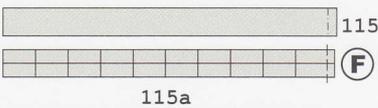
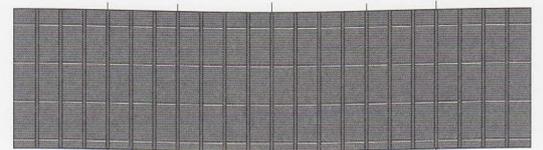
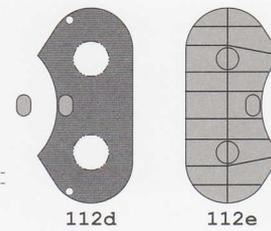
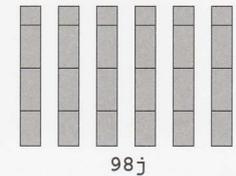
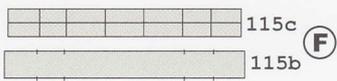
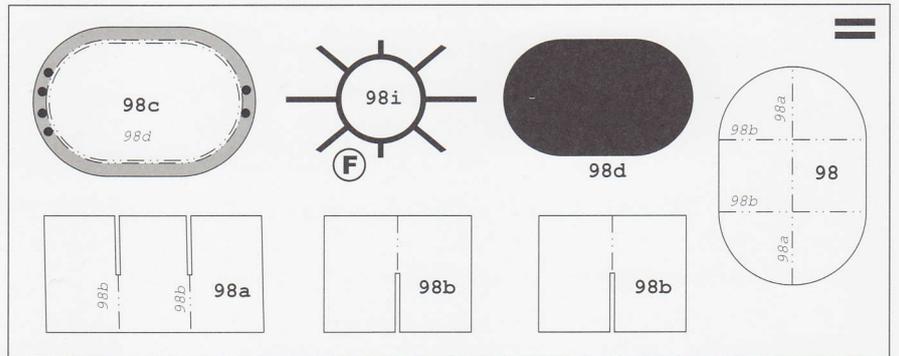
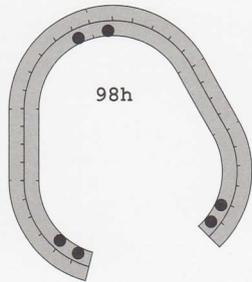
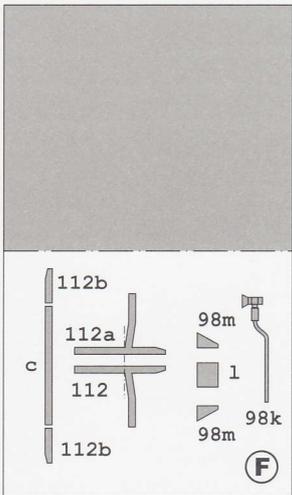
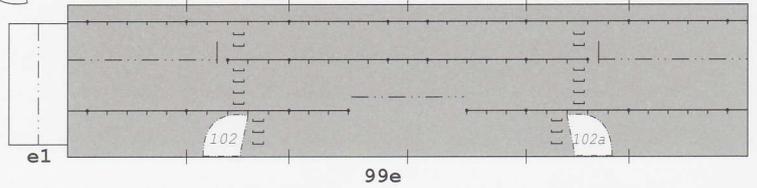
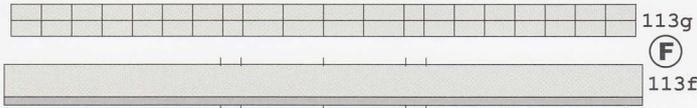
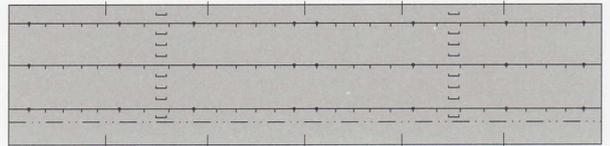
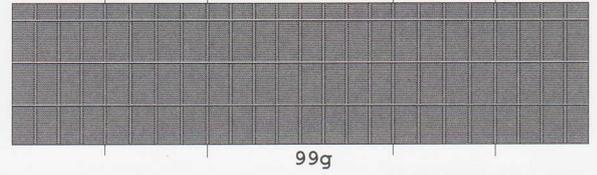
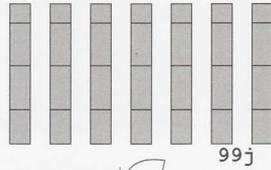
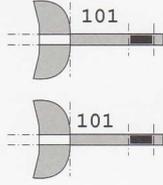
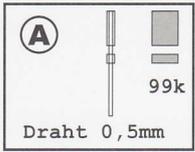
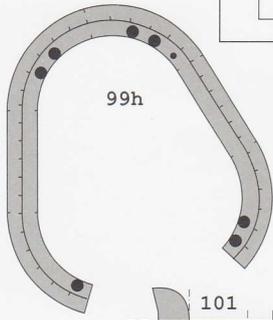
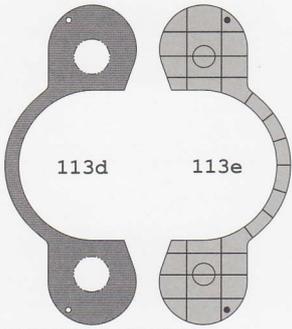
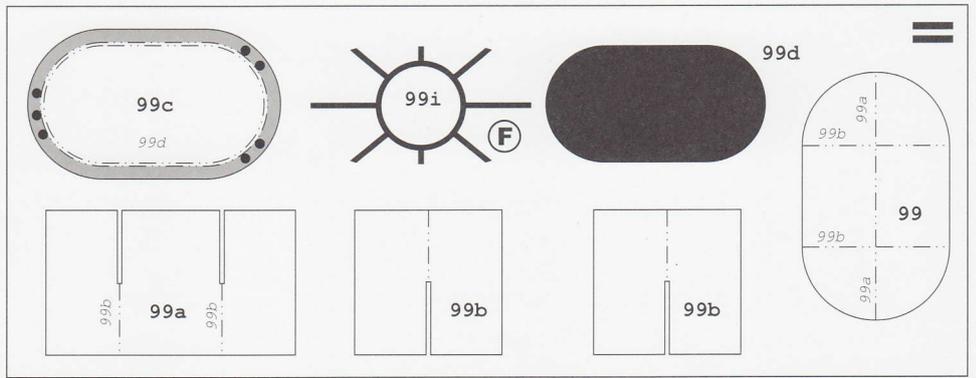
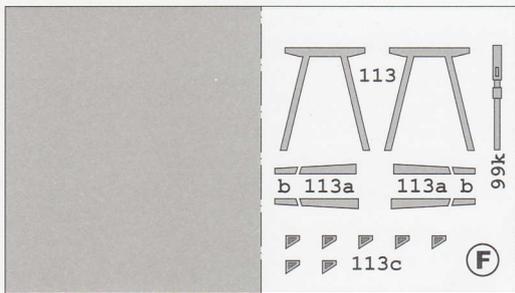


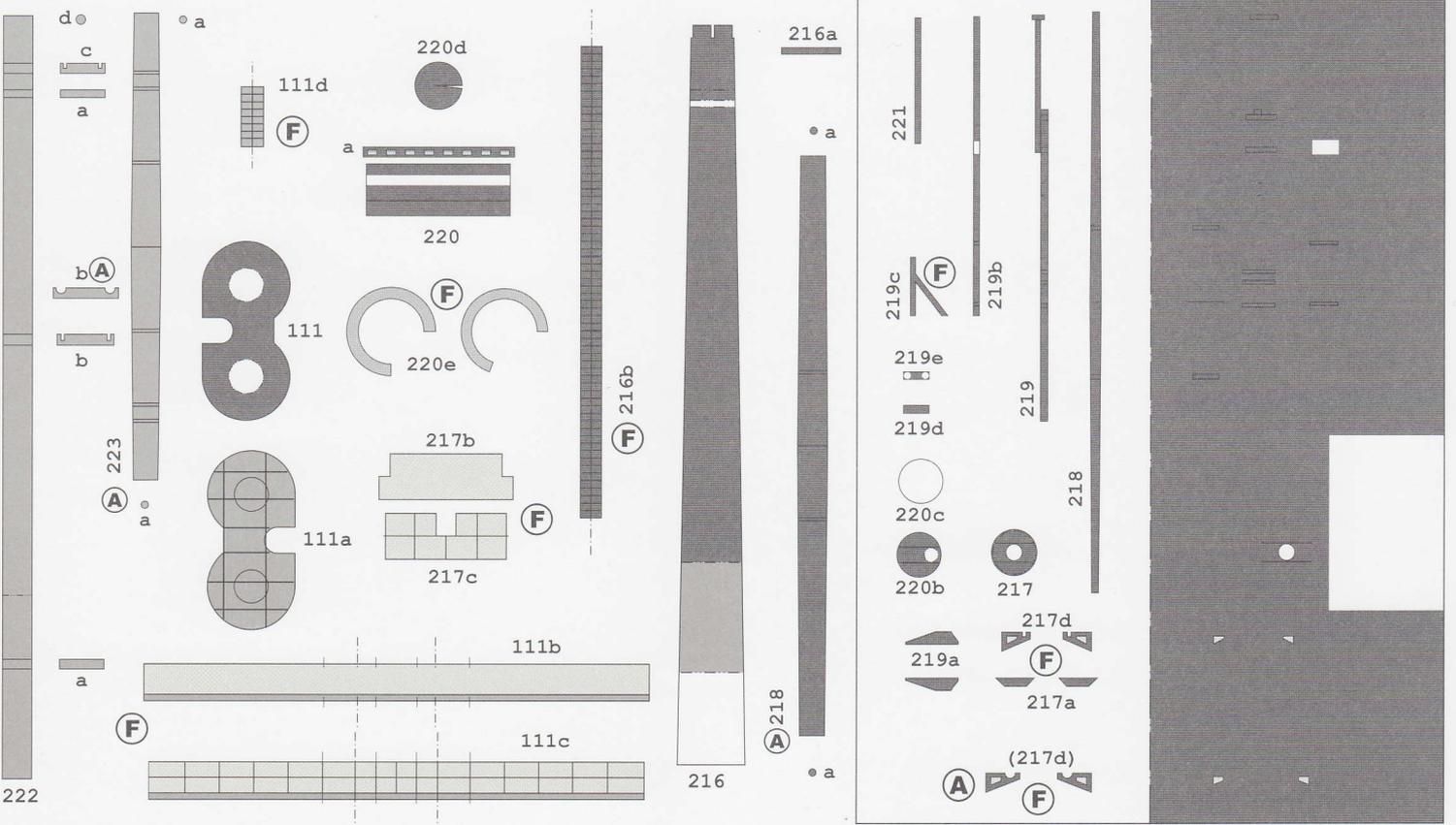
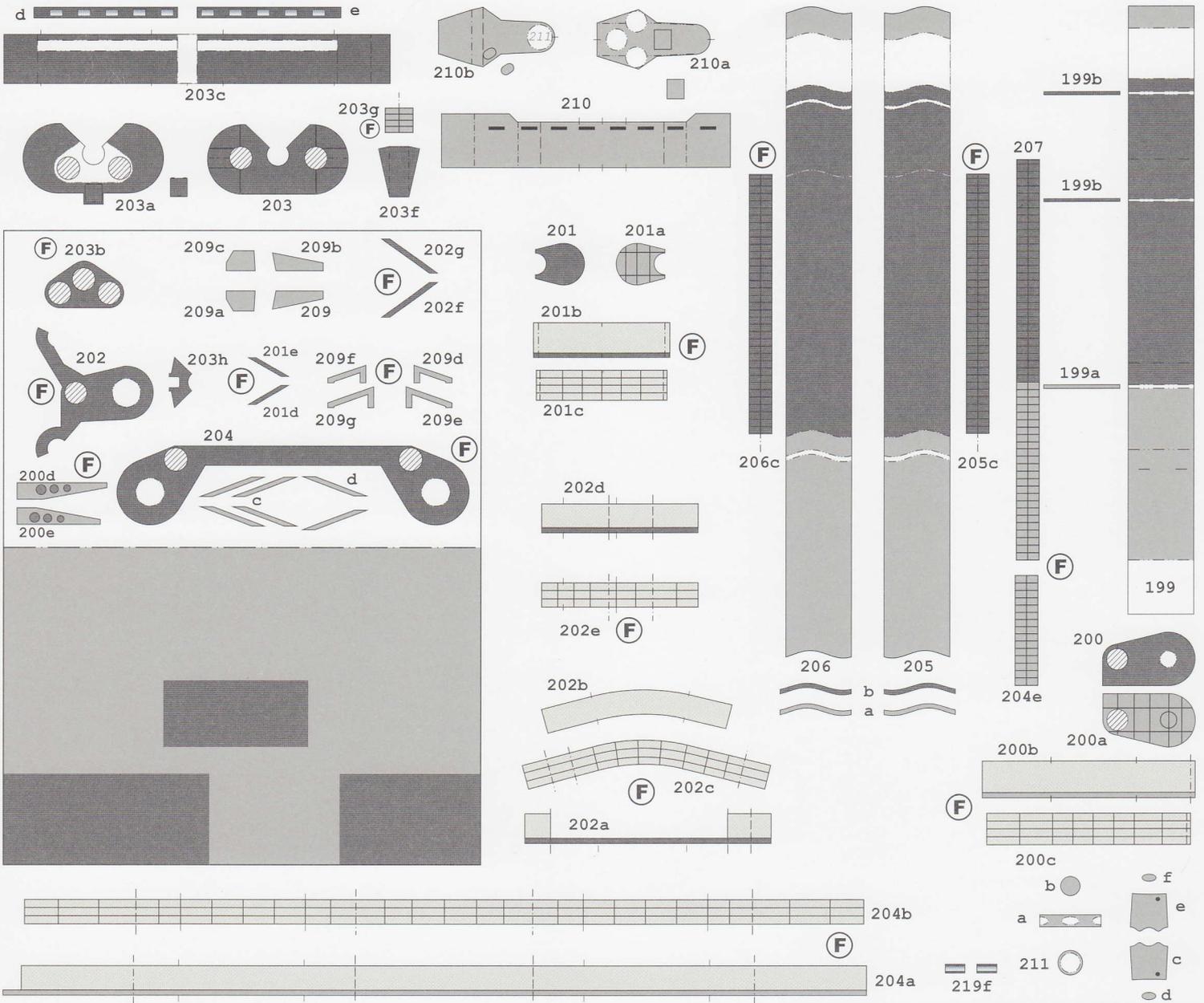




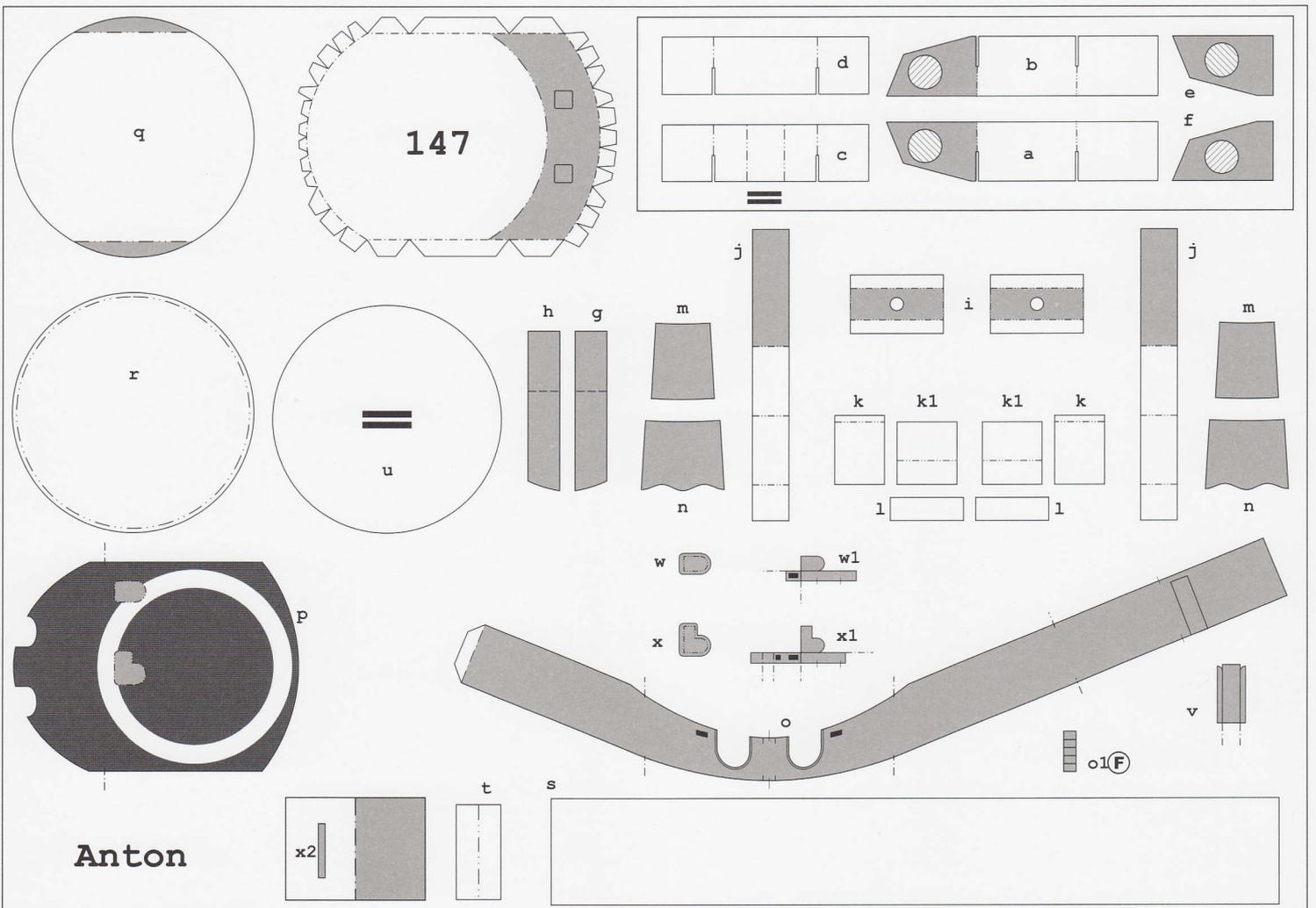
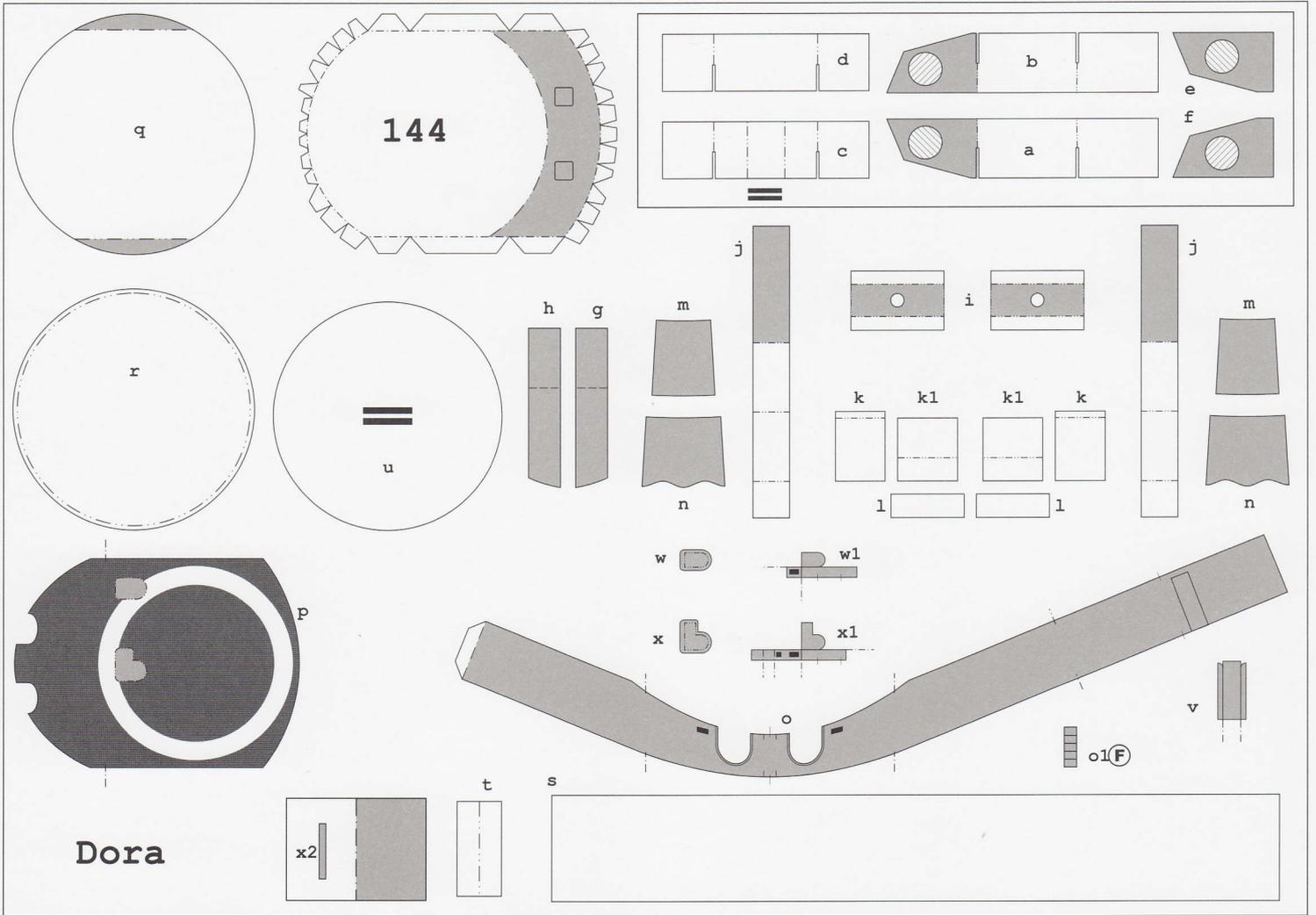


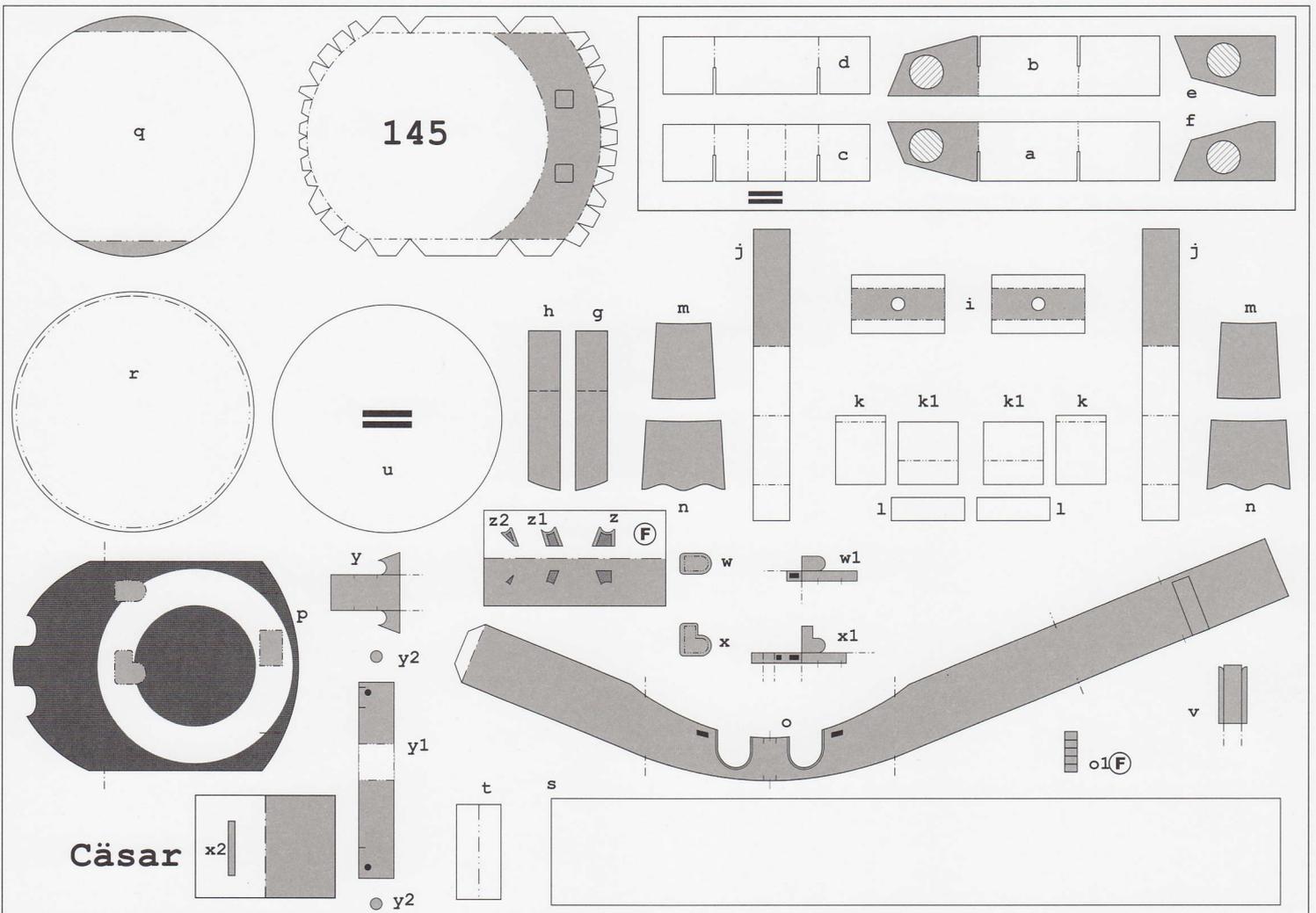
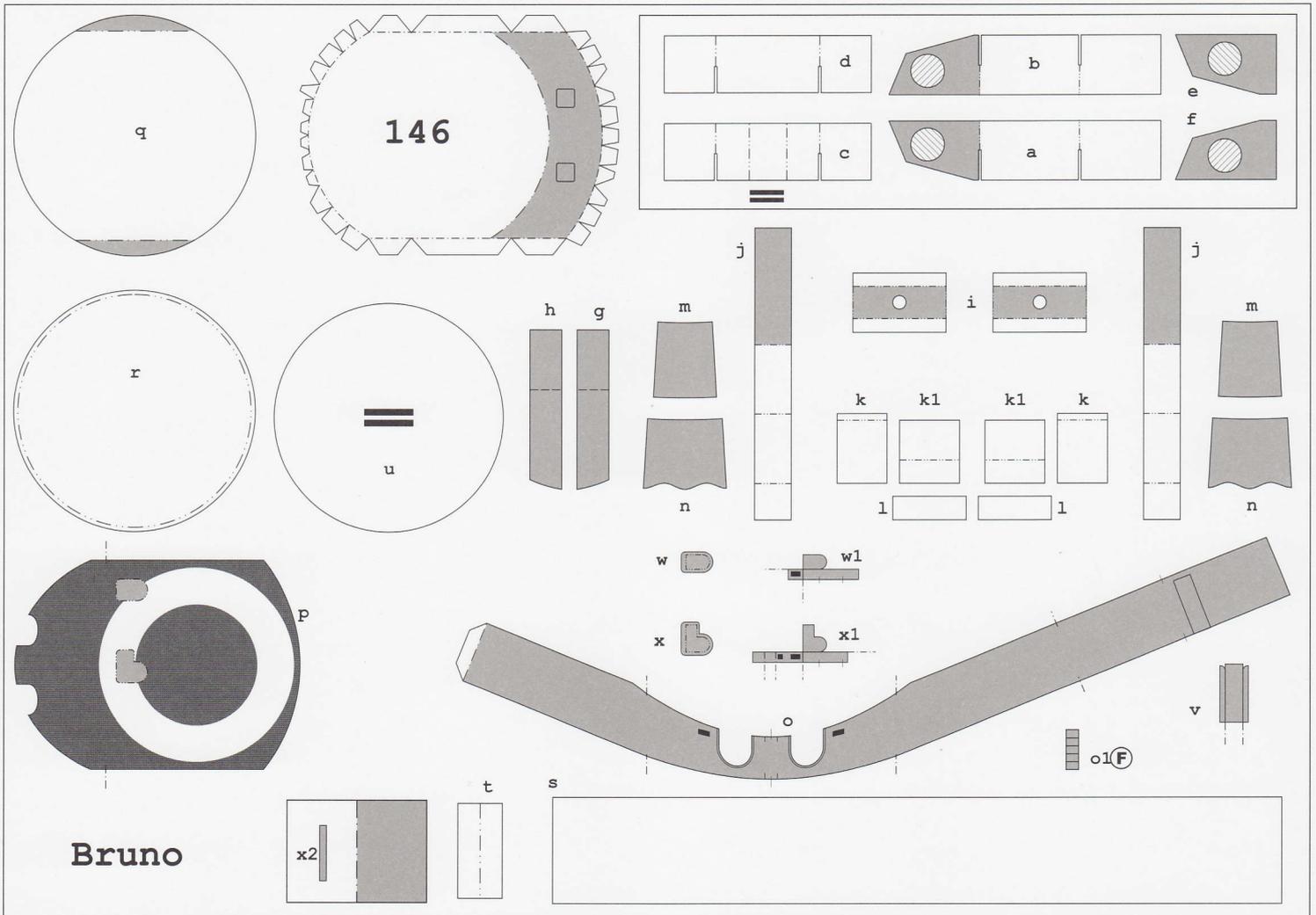


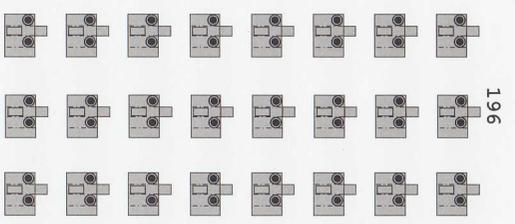




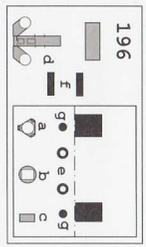




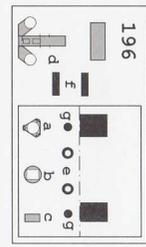




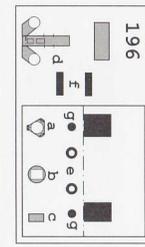
196



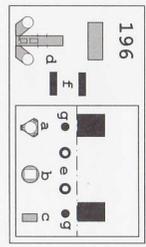
196



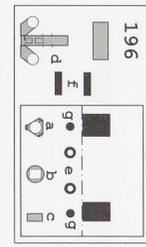
196



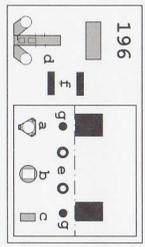
196



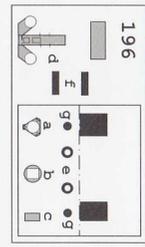
196



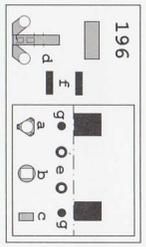
196



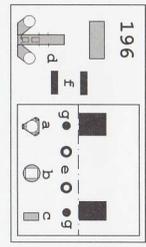
196



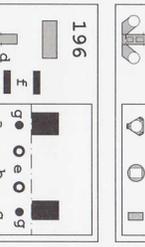
196



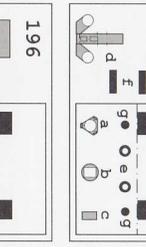
196



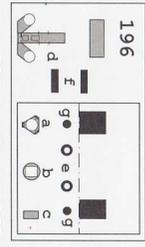
196



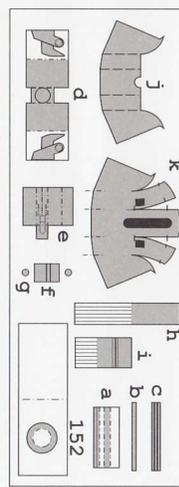
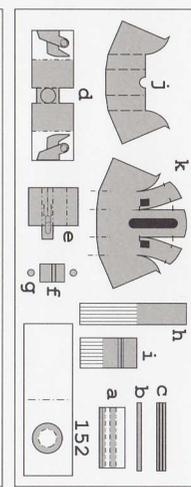
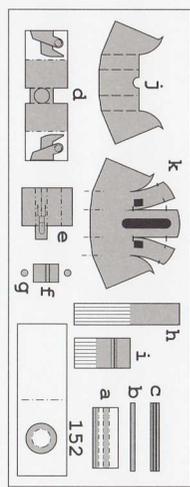
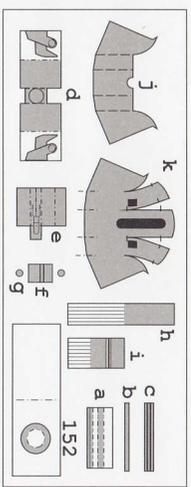
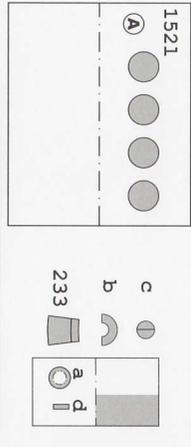
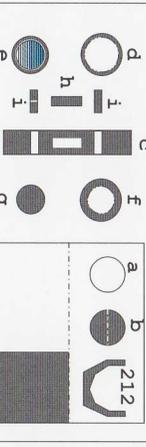
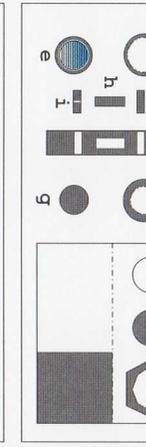
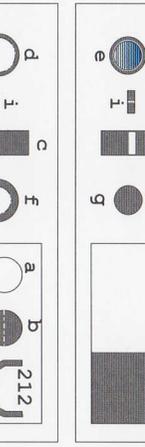
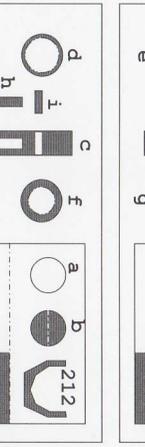
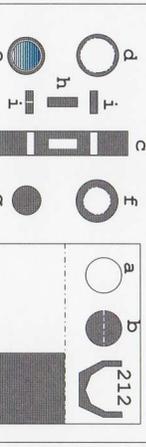
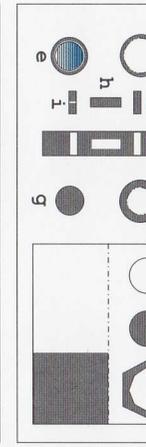
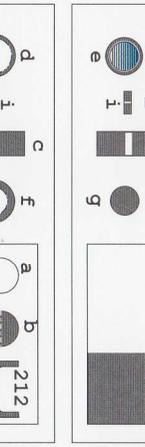
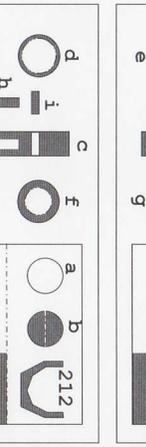
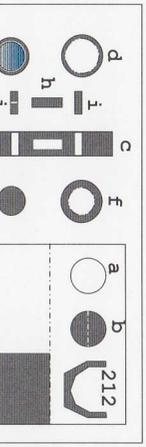
196



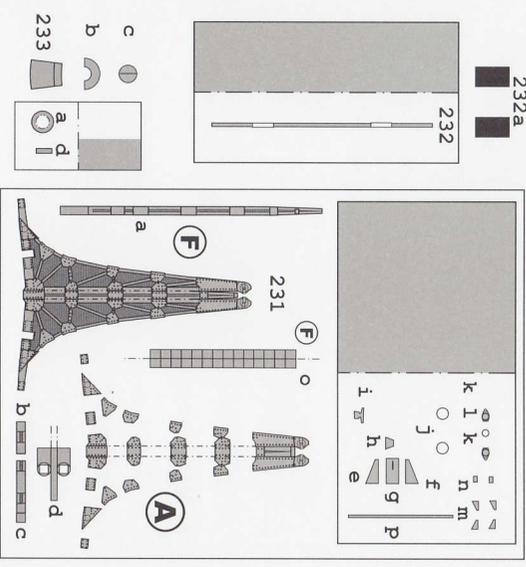
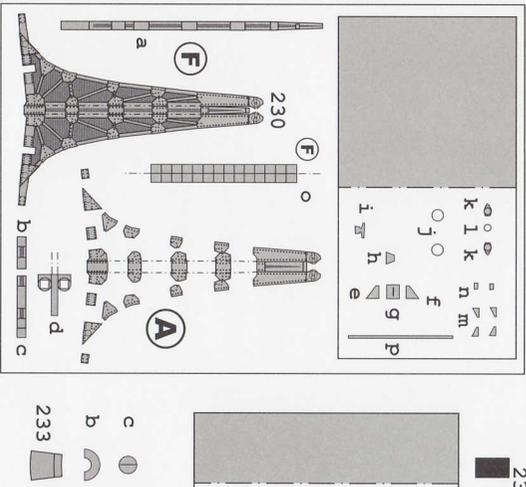
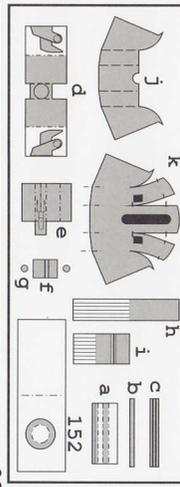
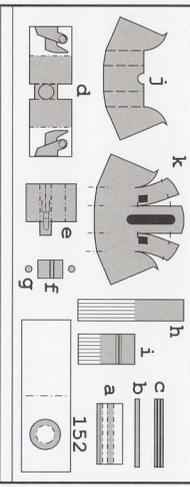
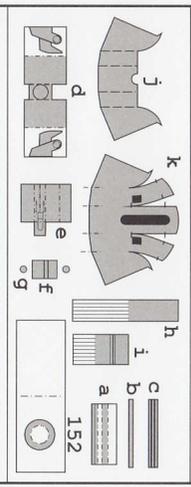
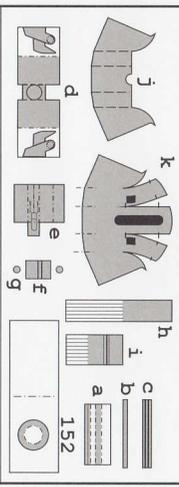
196

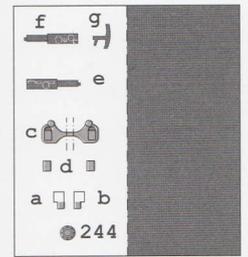
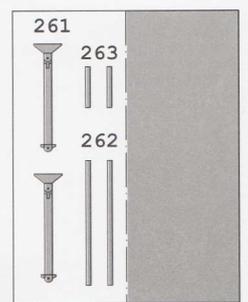
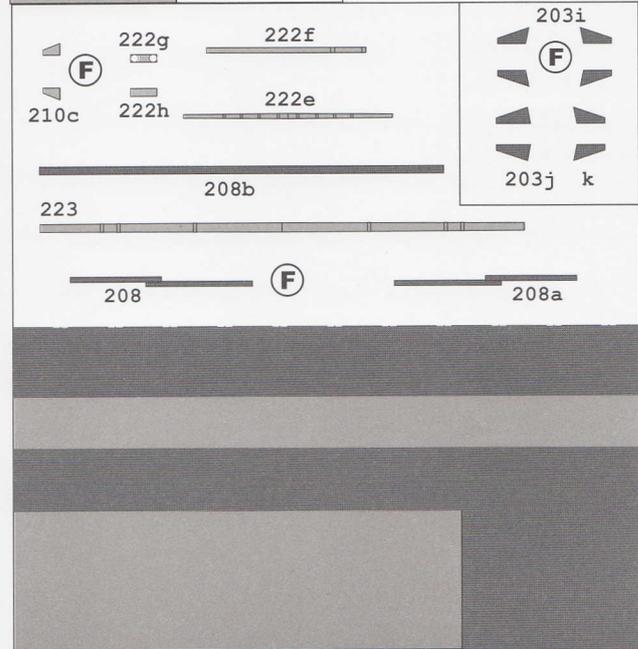
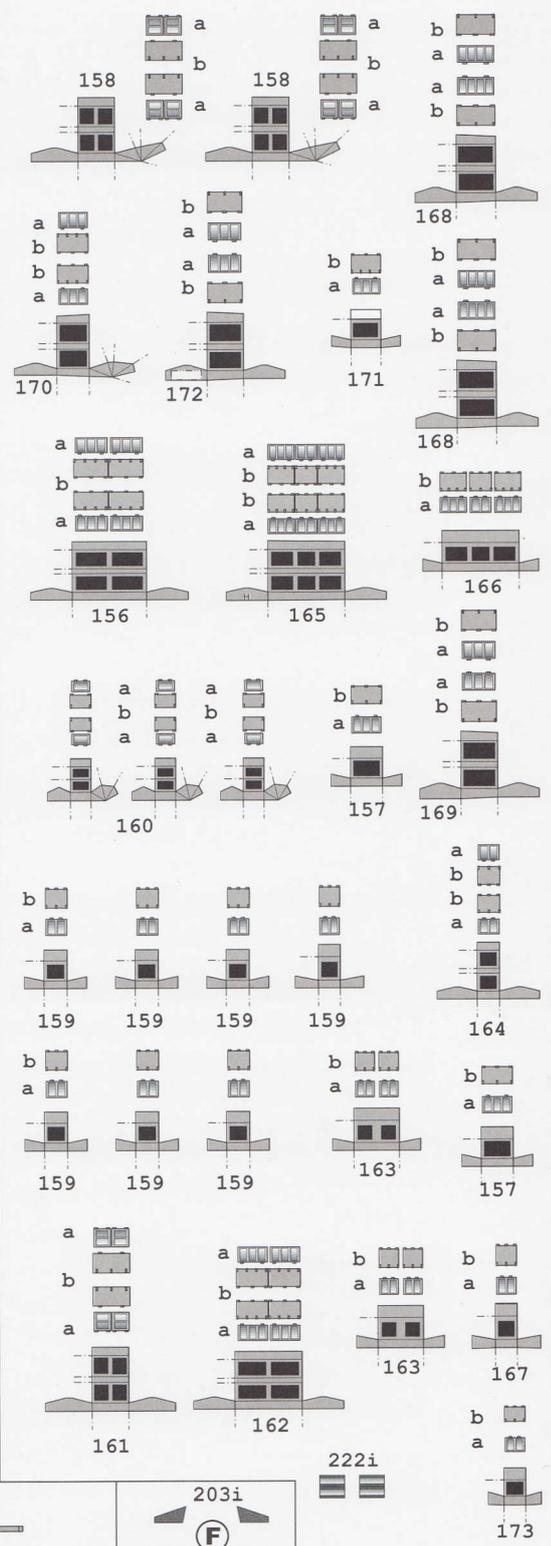
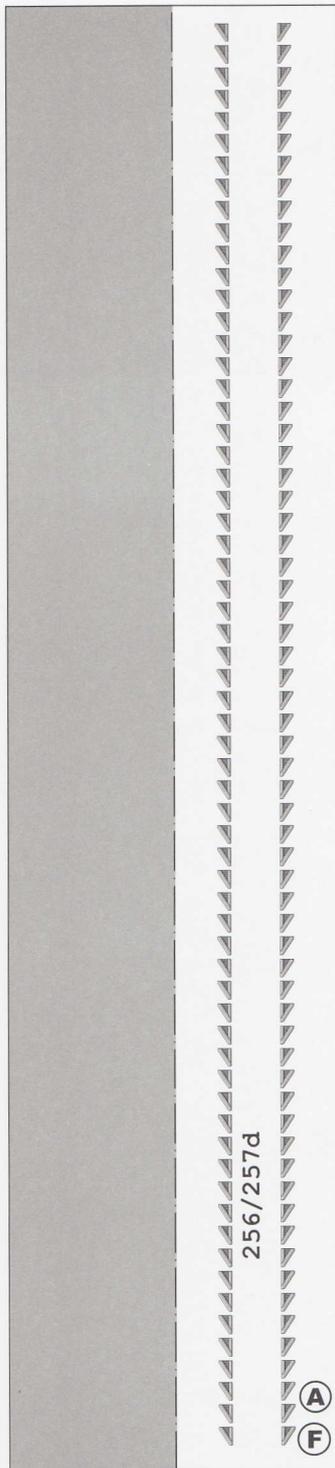


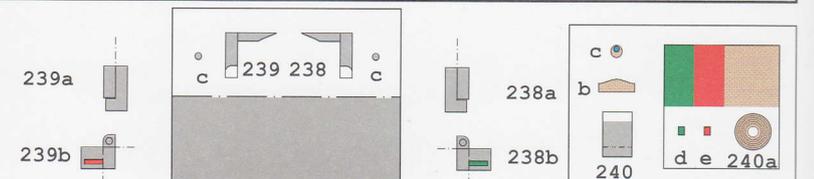
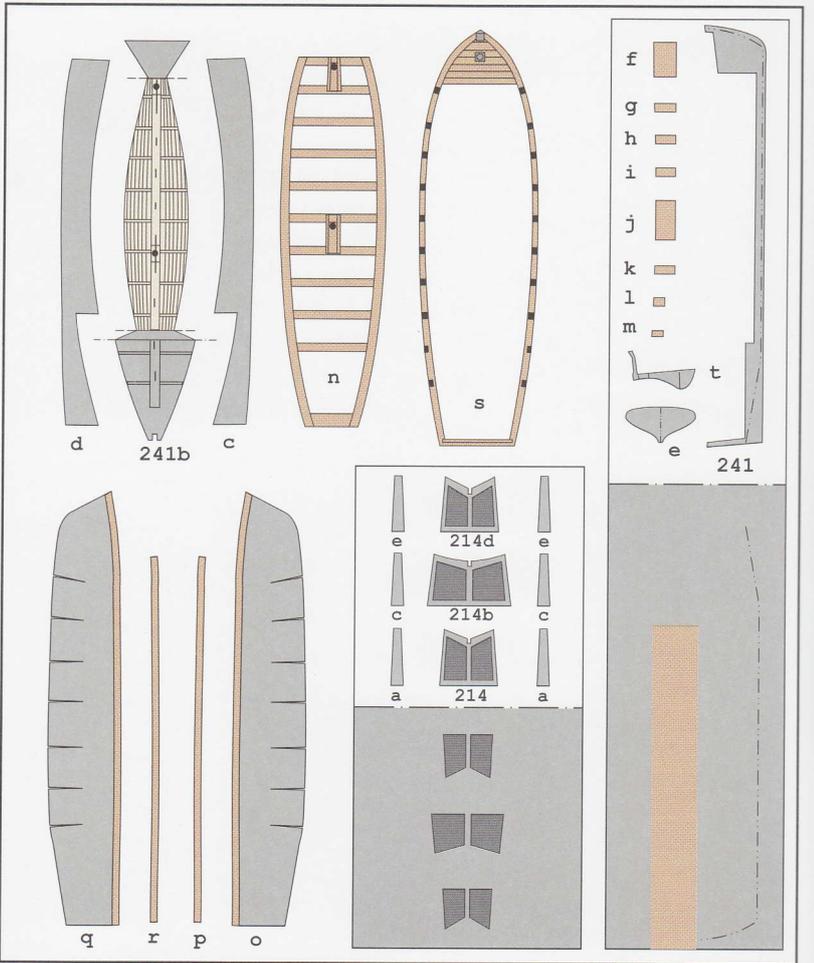
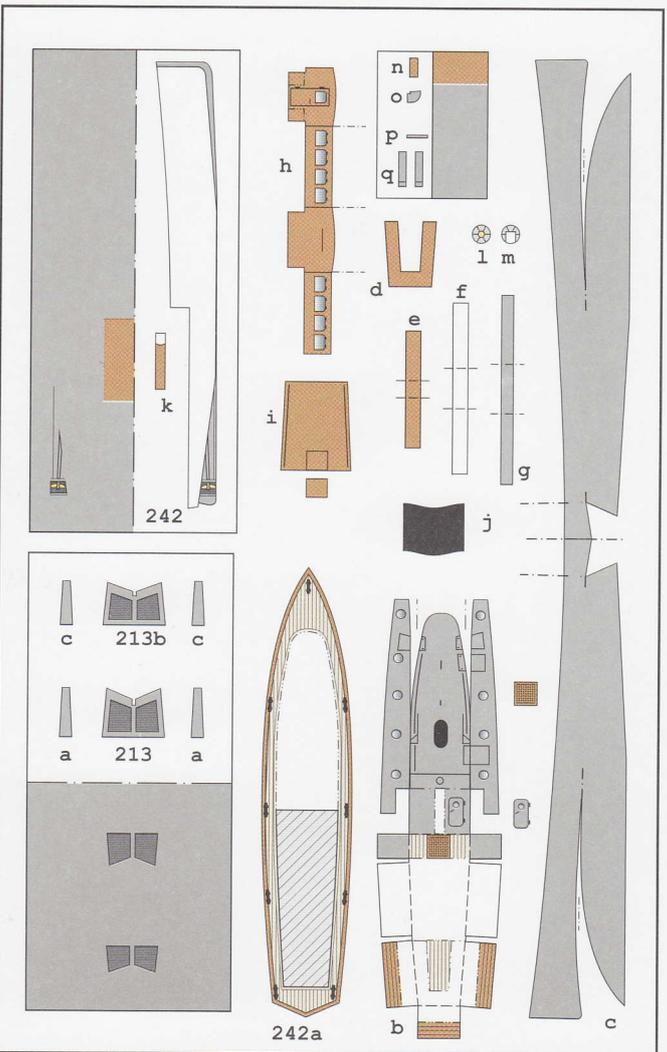
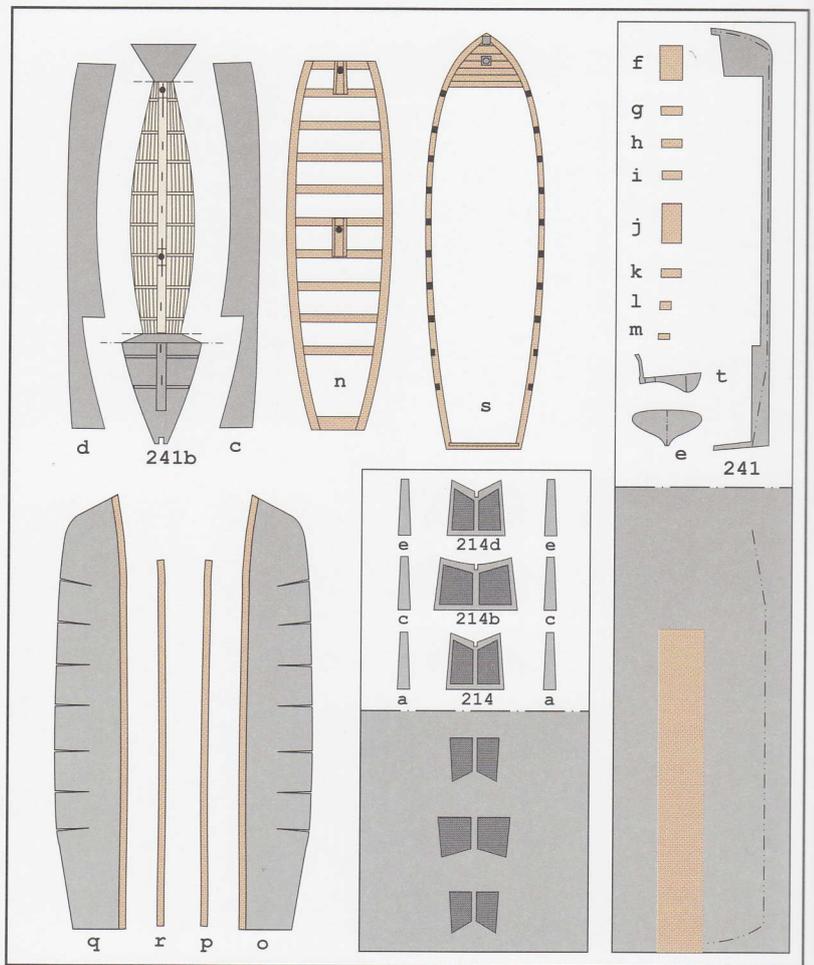
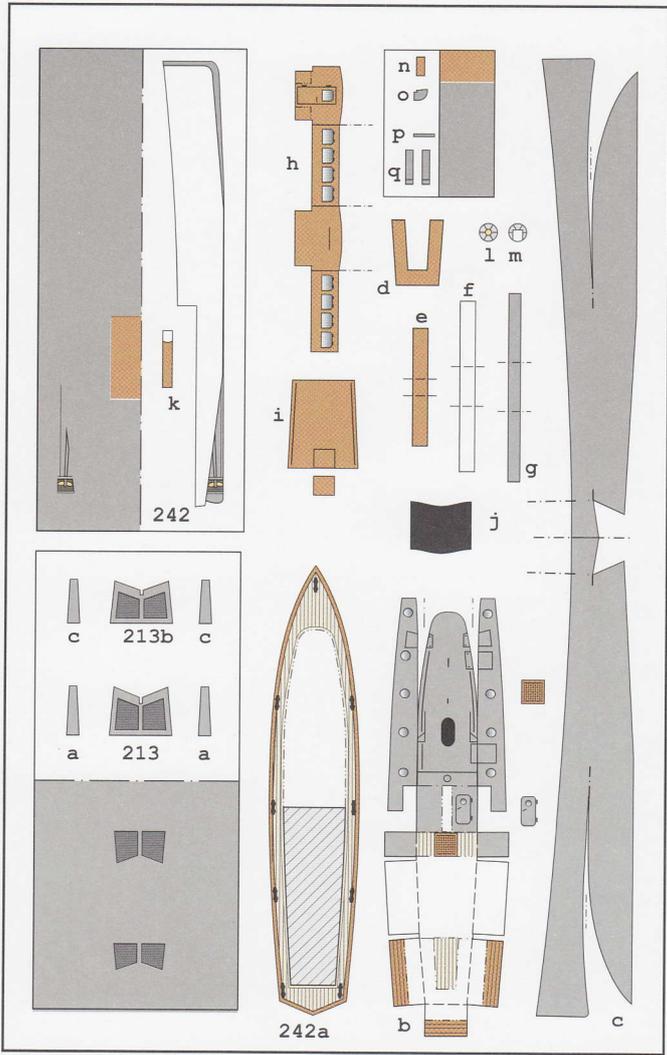
196

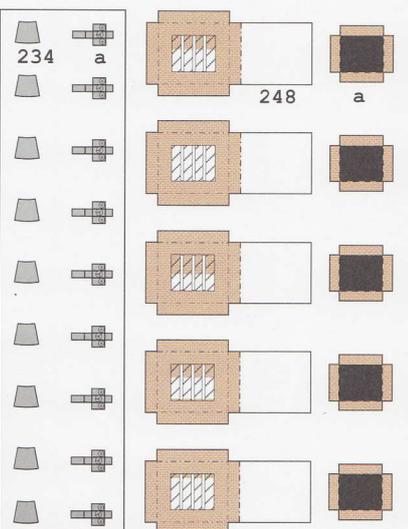
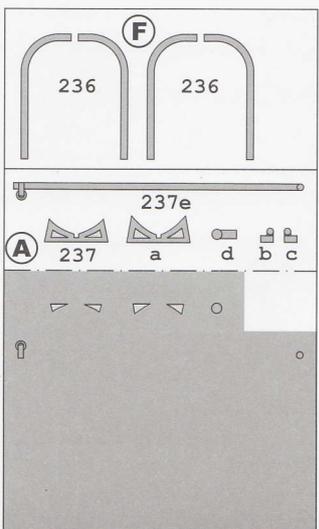
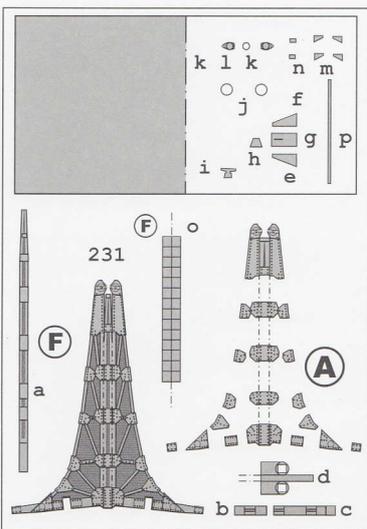
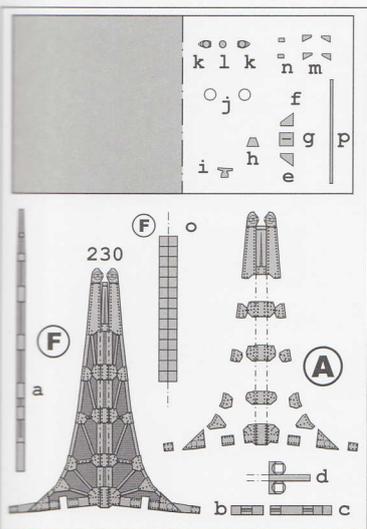
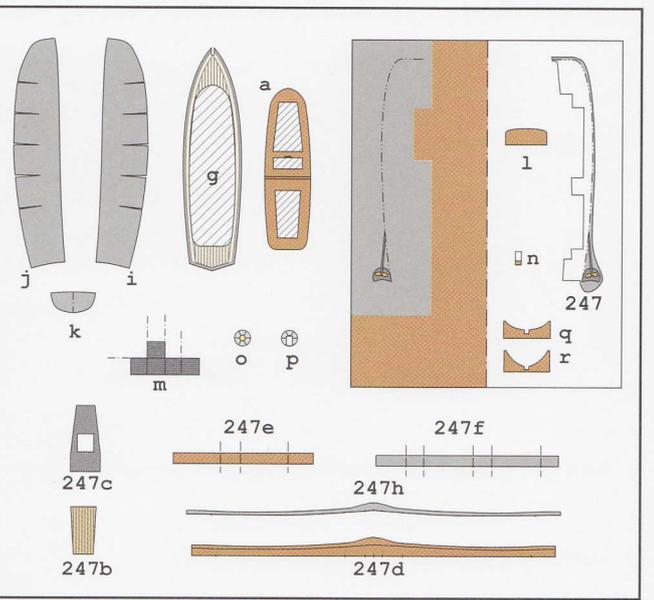
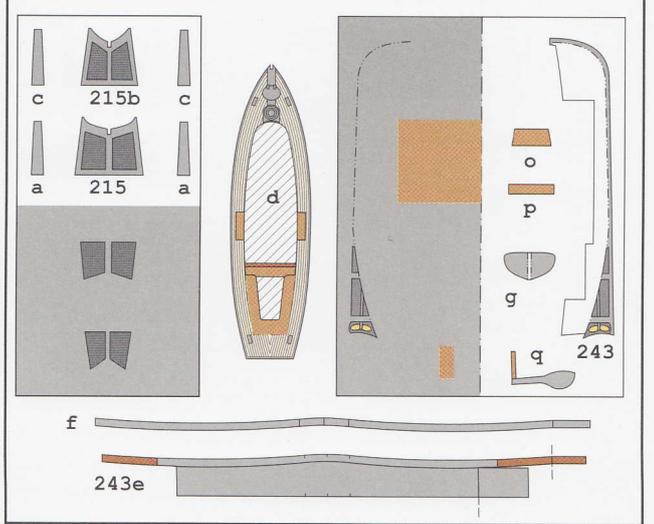
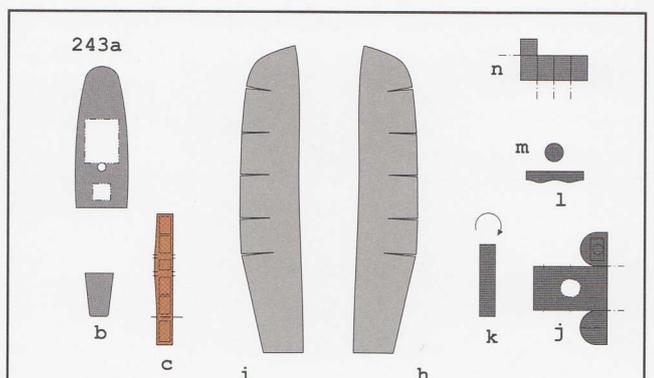
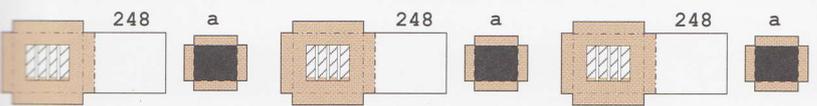
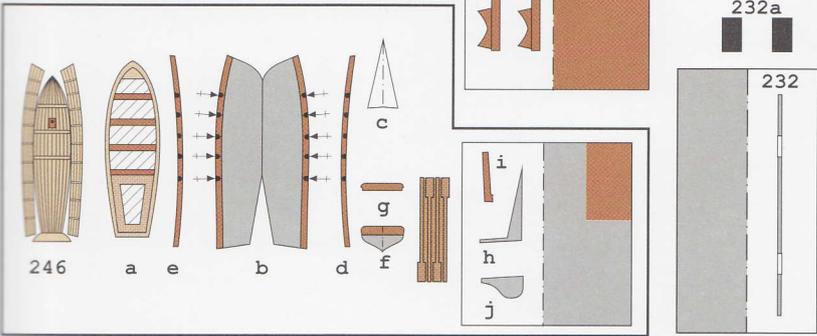
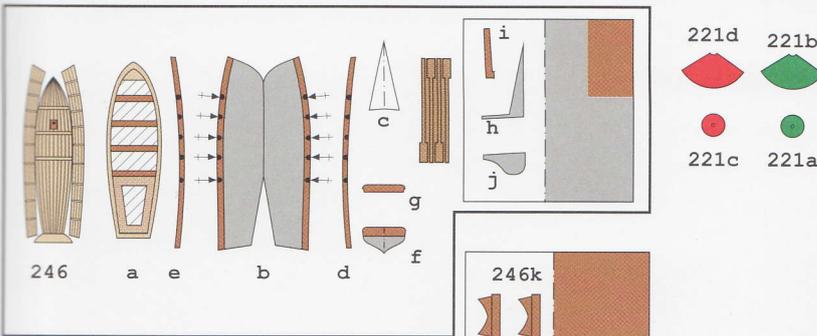
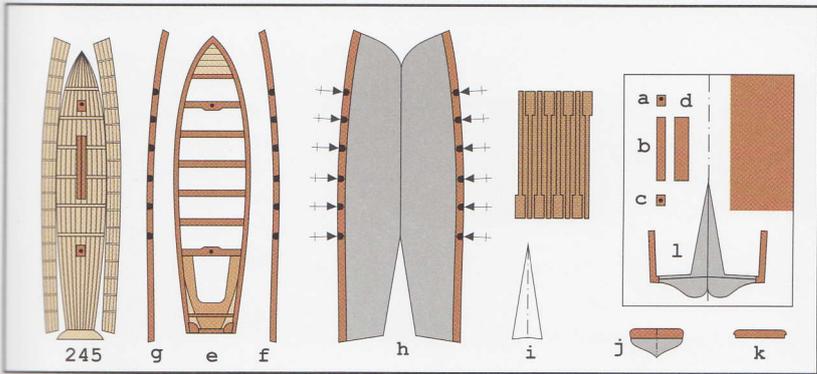
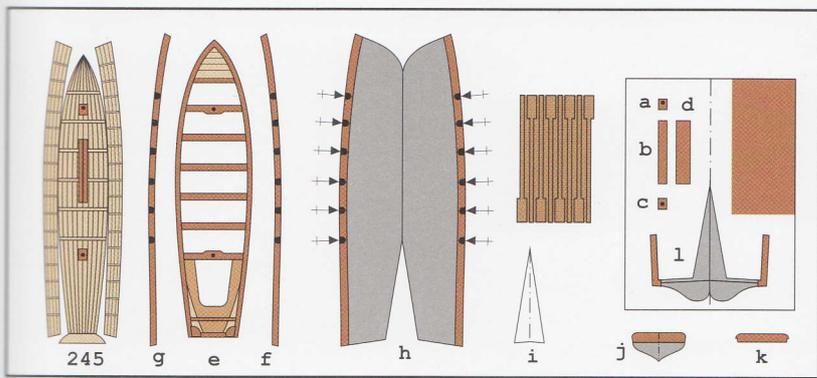


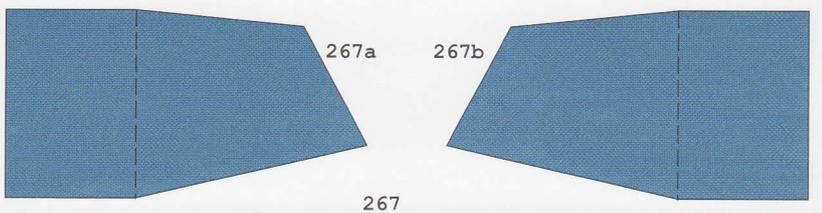
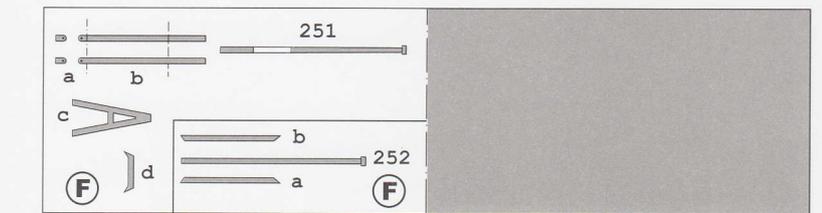
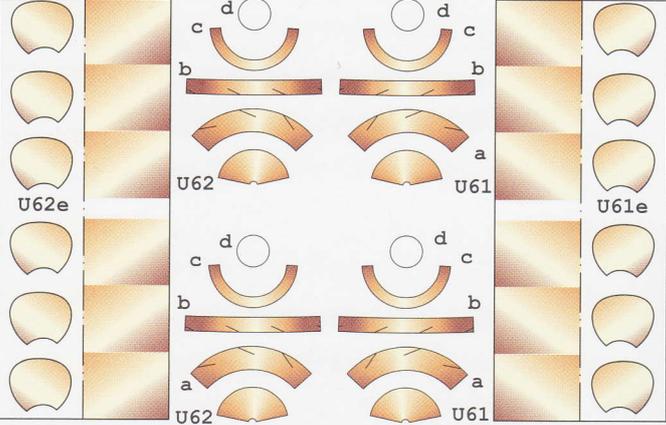
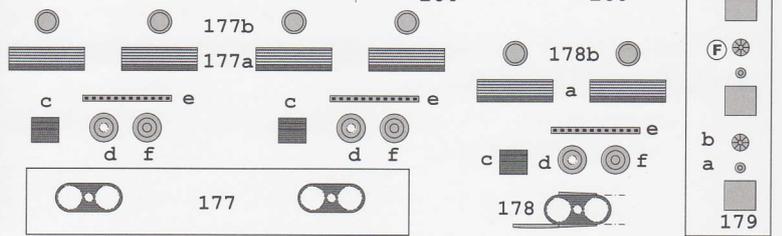
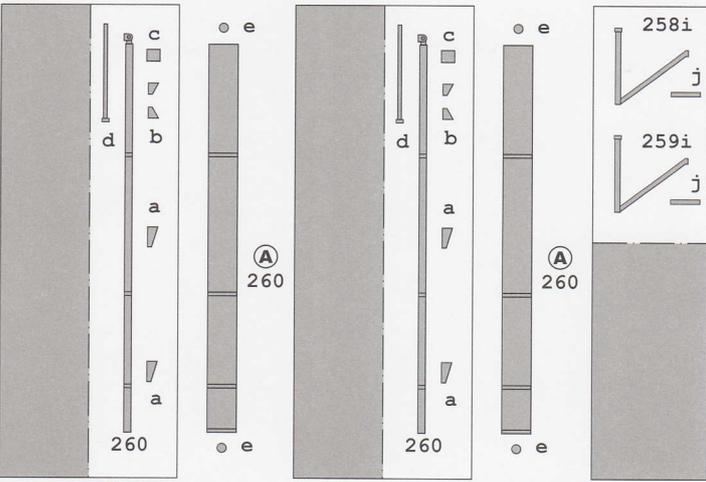
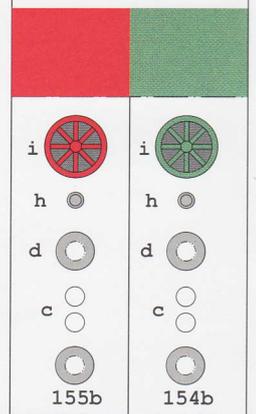
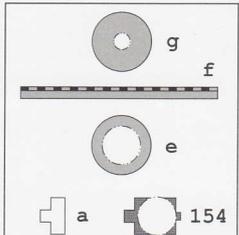
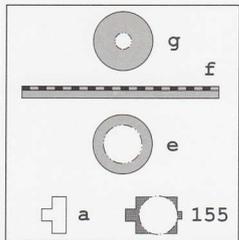
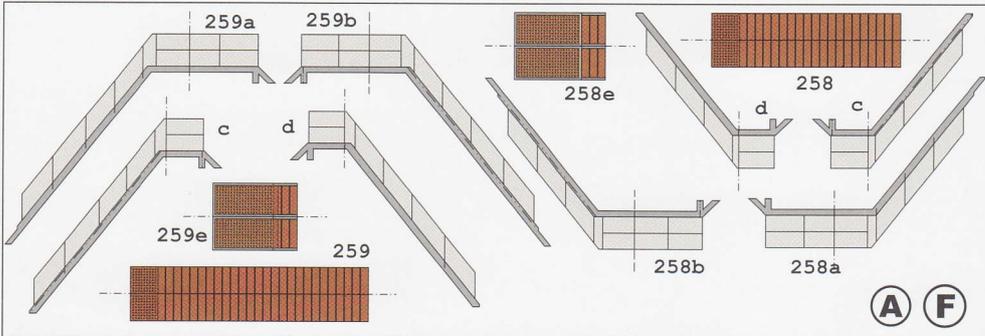
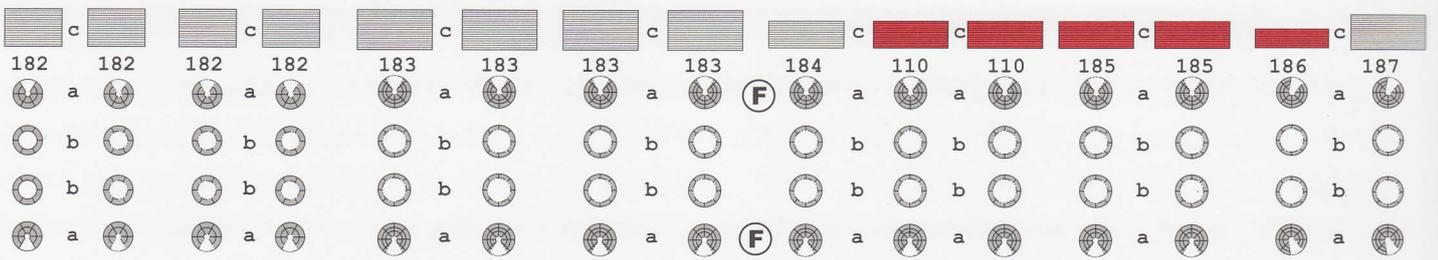
Reserve, siehe Bauanleitung Bild 32











# Großer Kreuzer SMS Derfflinger

