

SMS Markgraf Wreck - Scapa Flow

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| Nationality: | German |
| Launched: | 4 June 1913 |
| Commissioned: | 1 October 1914 |
| Builder: | AG Wesser, Bremen |
| Construction number: | 186 |
| Type: | Battleship |
| Subtype/class: | König class |
| Displacement (standard): | 25797 tonnes |
| Displacement (full load): | 29669 tonnes |
| Length overall: | 146m* |
| Beam: | 28m |
| Draught: | 6 – 8.5m |
| Complement: | 1136** |
| Power: | 43300 shp |
| Material: | Steel |
| Cause of loss: | Scuttled |
| Date lost: | 21 June 1919; 16:45 hrs |
| Casualties (in scuttling): | 2 (dead) |
| Propulsion: | 3 oil fired and 12 coal fired marine type boilers, 3 sets of Parsons turbines, 3 propellers |
| Fuel: | 3000 tonnes coal, 600 tonnes oil |
| Range: | 8000 nautical miles at 8 knots |
| Speed: | 21 knots |
| Armament: | 10 x 30.5cm guns in 5 twin turrets, 14 x 15cm casemate guns, fitted with 10 x 8.8cm anti-aircraft guns (6 removed after Jutland), 5 x 50cm submerged torpedo tubes |
| Armour: | Deck 60 – 100mm, forward control tower 300mm (on sides), lower belt 350mm, upper belt 180mm, turrets 300mm (sides), casemate 170mm |

*measurements taken from the ships plans

**The ship would have carried an extra 82 men if it had been the squadron flagship

NB Torpedo nets were fitted to all the König class ships. These were removed after the Battle of Jutland having proved cumbersome and inadequate.

History of the vessel

Pre Jutland

- Training exercises in the Baltic.

1 May 1916 – the Battle of Jutland

- Her first major action was at the battle of Jutland.
- She received a total of 5 heavy calibre hits.
- Eleven men were killed.
- 12 men were wounded.
- She went to AG Vulcan in Hamburg for repairs until 20th June 1916.

Post Jutland

- 18 – 20 August 1916 – She took part in the advance towards Sunderland but saw no significant action.
- 4 November 1916 – III Squadron covered the recovery attempt for two stranded U-boats.

- December 1916 – October 1917 – Picket duty and security service in the North Sea interrupted only by training periods in the Baltic.
- October 1917 – She took part in Operation Albion. It was on her way back to the North Sea that she struck two mines. Both on her starboard side, she took on 260 tonnes of water but still managed to make it back to Wilhelmshaven for repairs.
- 15 March – 15 May 1918 – Refit in Kiel. New foremast fitted.
- 30 October 1918 – During the dispersment of the fleet at this time, following the abandoned last advance, III Squadron was sent to Kiel. On their arrival the Markgraf was boarded by armed guards and 180 men arrested who had rioted through the night of 29 October 1918. This act was pivotal in leading to the 1918-1919 German Revolution.
- 18 November 1918 – The Markgraf left Germany for the last time bound for the UK and her final resting place – Scapa Flow.

People Associated with the Ship

October 1914 to August 1915 Captain Hermann Nordmann
 August 1915 to October 1916 Captain Charles Soap Ring
 October 1916 to August 1917 Captain Frederick Behncke
 August 1917 to November 1918 Captain Hermann Berger Mörse
 November 1918 to June 1919 Lieutenant Commander Walter Schumann

Two of the crew were killed by panicking British guards trying to stop the scuttling of the fleet on 21 June 1919. The men killed were KK Walter Schumann (Commander) and Oberbootsmannmaat Hermann Dittmann, both of whom are buried at the naval cemetery at Lyness.

Artefacts from the Wreck

Material reported under RoW amnesty (2001):
 A819 engine room telegraph: from seabed.
 NMRS, MS/829/34.

A3686 1 gauge: from seabed
 A3775 1 table lamp: from seabed
 A3816 1 radio mast aerial isolator and metal bracket: from seabed.
 NMRS, MS/829/35.

A4511 Deckhead cage lamp and cover, and German Imperial Navy nameplate [in] brass.
 NMRS, MS/829/77.

Photos of the SMS Markgraf



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