

= SMS Von der Tann =

SMS Von der Tann was the first battlecruiser built for the German Kaiserliche Marine , as well as Germany 's first major turbine @-@ powered warship . At the time of her construction , Von der Tann was the fastest dreadnought @-@ type warship afloat , capable of reaching speeds in excess of 27 knots (50 km / h ; 31 mph) . She was designed in response to the British Invincible class . While the German design had slightly lighter guns ? 28 cm (11 in) , compared to the 30 @.@ 5 cm (12 in) Mark X mounted on the British ships ? Von der Tann was faster and significantly better @-@ armored . She set the precedent of German battlecruisers carrying much heavier armor than their British equivalents , albeit at the cost of smaller guns .

Von der Tann participated in a number of fleet actions during the First World War , including several bombardments of the English coast . She was present at the Battle of Jutland , where she destroyed the British battlecruiser HMS Indefatigable in the opening minutes of the engagement . Von der Tann was hit several times by large @-@ caliber shells during the battle , and at one point in the engagement , the ship had all of her main battery guns out of action either due to damage or malfunction . Nevertheless , the damage was quickly repaired and the ship returned to the fleet in two months .

Following the end of the war in November 1918 , Von der Tann , along with most of the High Seas Fleet , was interned at Scapa Flow pending a decision by the Allies as to the fate of the fleet . The ship met her end in 1919 when German caretaker crews scuttled their ships to prevent their division among Allied navies . The wreck was raised in 1930 , and scrapped at Rosyth from 1931 to 1934 .

= = Development = =

The preceding German large cruiser design , Blücher , was an incremental increase over previous armored cruisers . Blücher was armed with twelve 21 cm (8 @.@ 3 in) guns , and designed to counter what the Germans knew about the British Invincible class , which were assumed to be larger iterations of the basic armored cruiser type . Once sufficient information about the new British cruisers became available , it was obvious that they were not simply an enlargement on previous designs but a whole new type of warship ? the battlecruiser ? to which Blücher was quite inferior . However , there were insufficient funds to alter Blücher 's layout , so the cruiser assigned for 1907 would have to be an entirely new design .

Design of Von der Tann began in August 1906 , under the name " Cruiser F " , amid disagreements over the intended role of the new ship . Admiral Tirpitz advocated a ship similar to the new British battlecruisers of the Invincible class : heavier guns , lighter armor , and higher speed with the intention of using the ship as a fleet scout and to destroy the opposing fleet 's cruisers . Tirpitz had no intention of using the ship in the main battle line . Kaiser Wilhelm II however , along with most of the Reichsmarineamt (Imperial Navy Office) , was in favor of incorporating the ship into the battle line after initial contact was made , which necessitated much heavier armor . This insistence upon the capability to fight in the battle line was a result of the numerical inferiority of the German High Seas fleet compared to the British Royal Navy .

Several design proposals were submitted , all calling for heavy main guns , between 30 @.@ 5 cm (12 in) and 34 @.@ 3 cm (13 @.@ 5 in) calibers . However , financial limitations dictated that smaller , less expensive weaponry would be used instead . The final design therefore used the same 28 cm (11 in) double turret introduced for the last two Nassau @-@ class battleships ? hydraulic elevated Drh LC / 1907 instead of electrical elevated Drh LC / 1906 . In compensation , the design was given a relatively heavy secondary armament .

At a conference in September 1906 , many of the disagreements over the ship 's design were resolved . The Naval Constructor , von Eickstedt , argued that since the explosive trials for the proposed protection systems for the new battlecruiser had not been completed , the construction should be postponed , to allow for any alterations to the design . He also argued that guns of 21 cm (8 @.@ 3 in) or 24 cm (9 @.@ 4 in) caliber would be sufficient to penetrate the armor of the new British battlecruisers . However , Admiral August von Heeringen , of the General Navy Department ,

stated that for the ship to be able to engage battleships , the 28 cm (11 in) caliber guns were necessary .

Admiral Capelle , the deputy director of the Reichsmarineamt , stated that by mid November 1906 , the testing for the underwater protection designs would be complete . He suggested that if the torpedo bulkhead needed to be strengthened , the ship might be too heavy for the 28 cm (11 in) guns , if the displacement of around 19 @, @ 000 t (21 @, @ 000 short tons) was to be retained . Tirpitz refused to consider using smaller guns , even if it meant increasing the displacement of the ship . Von Eickstedt proposed employing a secondary battery of 17 cm (6 @. @ 7 in) guns instead of the 15 cm (5 @. @ 9 in) the design called for , but the increased weight would have made it impossible to mount eight main battery guns .

On 22 June 1907 , the Kaiser authorized construction of Cruiser F , to be named Von der Tann , after Ludwig Freiherr von und zu der Tann @-@ Rathsamhausen , a Bavarian general who fought in the Franco @-@ Prussian War of 1870 . The contract was awarded to the Blohm & Voss shipyard in Hamburg , on 26 September 1907 . The keel was laid on 21 March 1908 , and the ship was launched nearly a year later , on 20 March 1909 . The source of the ship 's name was the subject of much gratitude from the Bavarian aristocracy . Newspapers at the time reported that Luitpold , the prince regent and de facto ruler of Bavaria , telegraphed a message of thanks to the German emperor , and the launch ceremony was overseen by one of Von der Tann 's descendants , also a general . He spoke to the assembled crowd , stating his hope that Von der Tann would , in his words , " go out to protect Germany 's might world @-@ trade , or , at the command of his Majesty the Emperor , to ward off an enemy who attacked the vital interests or the honour of the Empire . Might the ship acquit herself upon the ocean as the General whose name she bore had acquitted himself upon the blood @-@ drenched battlefield and bring her flag victorious out of the fight for the greatness and the honour of Germany . " The ship cost 36 @. @ 523 million Marks .

= = Design = =

= = = Armament = = =

Von der Tann carried eight 28 cm (11 @. @ 02 in) SK L / 45 guns , mounted in four twin turrets : one fore , one aft , and two staggered wing turrets . The guns were emplaced in the Drh.L C / 1907 turntable mount , which was traversed electrically , while the guns themselves used hydraulics to change elevation . The guns could be elevated up to 20 degrees , which enabled a maximum range of 18 @, @ 900 m (20 @, @ 700 yd) . A refit in 1915 increased this to 20 @, @ 400 m (22 @, @ 300 yd) . The main guns fired a 302 kg (670 lb) armored @-@ piercing shell that had a muzzle velocity of 875 m / s ; the main propellant charges were encased in a brass cartridge . A total of 660 projectiles were stored in four shell rooms , each containing 165 shells . The wing turrets were staggered in such a way that all eight guns were able to fire on broadside on a very wide arc .

Unlike her British contemporaries , Von der Tann also carried a heavy secondary battery , consisting of ten 15 cm (5 @. @ 91 in) SK L / 45 guns , casemated in MPL C / 06 pivot mounts , each with 150 high explosive and armor @-@ piercing shells . At construction , these guns could fire their 45 @. @ 3 kg (100 lb) shells at targets up to 13 @, @ 500 m (14 @, @ 800 yd) away ; after the 1915 refit , their maximum range was extended to 16 @, @ 800 m (18 @, @ 400 yd) . She was also armed with sixteen 8 @. @ 8 cm SK L / 45 naval gun 8 @. @ 8 cm (3 @. @ 46 in) SK L / 45 guns , to defend against torpedo boats and destroyers . These were also emplaced in pivot mounts , of the MPL C / 01 @-@ 06 type , with a total of 3 @, @ 200 shells for these guns . These guns fired a 9 kg (20 lb) shell at the high rate of 15 rounds per minute , up to a range of 10 @, @ 694 m (11 @, @ 695 yd) , which was quite long for a smaller caliber weapon . In late 1916 , following repair work after the damage sustained during the Battle of Jutland , Von der Tann had her 8 @. @ 8 cm (3 @. @ 5 in) guns removed and the firing ports welded shut . Two 8 @. @ 8 cm flak guns were installed on the aft superstructure .

As was customary for capital ships of the time , Von der Tann was equipped with four 45 cm (17

@. @ 72 in) torpedo tubes , with a total of 11 torpedoes . These were located in the bow , the stern , and two on the broadside . The torpedoes carried a 110 kg (240 lb) warhead , and had an effective range of 2 km (1 @. @ 04 nmi) when set for a speed of 32 kn (59 km / h) , and 1 @. @ 5 km (0 @. @ 81 nmi) at 36 kn (67 km / h) .

== = Armor == =

Because the Von der Tann was designed to fight in the battle line , her armor was much thicker than that of the British battlecruisers . Von der Tann weighed over 2 @, @ 000 tonnes more than the Indefatigable class , and used 10 % more of her weight for armor than the battlecruisers she faced at the Battle of Jutland .

Von der Tann 's armor consisted of Krupp cemented and nickel steel . The main belt armor was 80 ? 120 mm (3 @. @ 1 ? 4 @. @ 7 in) thick forward , 250 mm (9 @. @ 8 in) thick over the ship 's citadel , and was 100 mm (3 @. @ 9 in) thick aft . The forward conning tower was protected by 250 mm (9 @. @ 8 in) , while the aft conning tower by 200 mm (7 @. @ 9 in) . The four turrets had 230 mm (9 @. @ 1 in) faces , 180 mm (7 @. @ 1 in) sides , and 90 mm (3 @. @ 5 in) on the roofs . The horizontal armor measured 25 mm (0 @. @ 98 in) thick , and the sloping deck armor was 50 mm (2 @. @ 0 in) thick . Like the armored cruiser Blücher before her , she was protected by a torpedo bulkhead , 25 mm (0 @. @ 98 in) thick . It was set back a distance of 4 meters (13 ft) from the outer hull skin , the space in between being used to store coal .

== = Machinery == =

Von der Tann was powered by 18 naval coal @-@ fueled double boilers , separated into five boiler rooms . The boilers produced steam at a pressure of 235 psi (16 atmospheres) . Von der Tann was the first large German warship to use turbine propulsion . The ship used two sets of turbines : high pressure turbines , which ran the outer two shafts , and low pressure turbines , which powered the inner two shafts . Each shaft had a propeller 3 @. @ 6 m (12 ft) in diameter . The ship was designed to have a power output of 41 @, @ 426 shaft horsepower (30 @, @ 891 kW) at a speed of 300 rpm , which enabled a rated top speed of 24 @. @ 8 kn (45 @. @ 9 km / h) . However , as was the case with all later German battlecruisers , the ship could be run dramatically higher . During sea trials , the turbines provided 77 @, @ 928 shp (58 @, @ 111 kW) at 339 rpm for a top speed of 27 @. @ 757 kn (51 @. @ 39 km / h) . In one instance during a cruise from Tenerife to Germany , the ship averaged 27 kn (50 km / h) , and reached a maximum speed of 28 kn (52 km / h) . At the time of her launch , she was the fastest dreadnought afloat . The ship had two parallel rudders , which were controlled by steam @-@ powered engines . Von der Tann 's electrical plant consisted of six steam turbo generators that had a total output of 1 @, @ 200 @-@ kW (1 @, @ 600 @-@ hp) .

Like many German capital ships , Von der Tann had chronic problems with the often low @-@ quality coal available for the ship 's boilers . Following the end of the raid on Scarborough , Von der Tann 's commander , Captain Max von Hahn , remarked that " the inadequacy of our coal and its burning properties results in heavy smoke clouds and signals our presence . " During the battle of Jutland , the ship was unable to maintain fires in all of her boilers after 16 : 00 , due to the poor quality coal . Many other German ships suffered the same difficulties during the battle , including Derfflinger and Seydlitz . After 1916 , the coal firing in the boilers was supplemented by spraying tar @-@ oil on the coal , which made the coal burn better .

== = Other characteristics == =

Frahm anti @-@ roll tanks were fitted during construction , but these proved to be ineffective ; the tanks only reduced rolling by 33 % . Bilge keels were later added to improve stability , and the space previously used for the anti @-@ roll tanks was instead used as extra fuel storage . The ship was able to carry an additional 180 t (200 short tons) of coal in the anti @-@ roll tanks . Von der Tann 's

hull consisted of 15 watertight compartments , and a double bottom extended for 75 % of the ship 's length . The ship was known to have good maneuvering characteristics , with a speed loss of 60 % and a heel of 8 degrees at full rudder .

The ship 's crew compartments were arranged such that the officers were accommodated in the forecastle . This arrangement was found to be unsatisfactory , and not repeated in later classes . Von der Tann was designed to be fitted with a lattice mast , but the ship received standard masts instead . In 1914 , spotting posts were attached to the masts in order to observe the fall of artillery fire . In 1915 , seaplane trials were conducted on Von der Tann , and a crane was attached on the aft deck to lift the seaplane aboard the ship . Von der Tann had originally been equipped with anti @-@ torpedo nets , but these were removed towards the end of 1916 .

= = Service history = =

In May 1910 , Von der Tann sailed from the Blohm & Voss shipyard in Hamburg to receive her final fitting @-@ out in the Imperial Dockyard at Kiel . The German Navy was chronically short of crews at the time , so dockyard workers had to bring the ship to Kiel . On 1 September 1910 , the ship was commissioned into the German Navy , with a crew composed largely of crewmembers from the dreadnought Rheinland . During trials , an average speed of 27 kn (50 km / h) was attained over a six @-@ hour period , with a top speed of 28 @.@ 124 kn (52 @.@ 086 km / h) with the engines at maximum output .

Von der Tann made several long @-@ distance voyages after completion . She visited Rio de Janeiro , Puerto Militar , and Bahía Blanca in South America in early 1911 , and returned to Kiel on 6 May 1911 . The primary purpose of the cruise was to obtain armament contracts from South American countries by impressing them with what was " widely advertised as the fastest and most powerful warship then afloat . " On 8 May 1911 , Von der Tann joined the Unit of Reconnaissance Ships . In June 1911 Von der Tann attended the Fleet Review at Spithead , for the coronation of King George V.

= = = First World War = = =

At the outbreak of the First World War , Von der Tann was serving as the flagship of the 3rd Admiral of Reconnaissance Forces , Konteradmiral Tapken . The ship was assigned to the I Scouting Group of the High Seas Fleet , under the command of Rear Admiral Franz Hipper . Von der Tann 's first major sortie during the war occurred when the ship took part in the unsuccessful search for British battlecruisers , after the Battle of Heligoland Bight , in August 1914 . During the Battle of Heligoland Bight , Von der Tann had been stationed in Wilhelmshaven Roads , and had been ordered to raise steam as early as 08 : 20 , to assist the German cruisers under attack in the Heligoland Bight . At 08 : 50 , Rear Admiral Hipper requested permission from Admiral von Ingenohl , the commander in chief of the High Seas Fleet , to send Von der Tann and Moltke to relieve the beleaguered German cruisers .

Von der Tann was ready to sail by 10 : 15 , more than an hour before the British battlecruisers arrived on the scene . However , the ship was held up by low tide , which prevented the battlecruisers from crossing the bar at the mouth of the Jade Estuary . At 14 : 10 , Von der Tann and Moltke were able to cross the Jade bar , and Hipper ordered the German light cruisers to fall back on the two heavy ships , while Hipper himself was about an hour behind in the battlecruiser Seydlitz . At 14 : 25 , the remaining light cruisers , Strassburg , Stettin , Frauenlob , Stralsund , and Ariadne , rendezvoused with the battlecruisers . Seydlitz arrived on the scene by 15 : 10 ; Ariadne succumbed to battle damage and sank . Hipper ventured forth cautiously to search for the two missing light cruisers , Mainz and Cöln . By 16 : 00 , the German flotilla began returning to the Jade Estuary , arriving at approximately 20 : 23 .

= = = = Bombardments of the English coast = = = =

Later that year Von der Tann was present at the Raid on Yarmouth , on 2 ? 3 November . At 16 : 30 on the 2nd , Von der Tann , along with Seydlitz (Hipper 's flagship) , Moltke , the armored cruiser Blücher , and the four light cruisers Strassburg , Graudenz , Kolberg , and Stralsund , departed the Jade Estuary , bound for the English coast with the intent to lay minefields in British sea lanes . At 18 : 00 , two dreadnought battle squadrons of the High Seas Fleet departed to provide support . Hipper 's force veered north in an arc to avoid Heligoland and the British submarines stationed there , and then increased speed to 18 knots . At approximately 06 : 30 the following morning , Hipper 's battlecruisers spotted the British minesweeper Halcyon and opened fire , which drew the attention of the destroyer Lively . Hipper realized that he was wasting time , and that further pursuit would run his ships into a known minefield , so he ordered his ships back to sea . As the flotilla was turning away , the battlecruisers fired several salvos at Great Yarmouth , to little effect . By the time the British Admiralty was fully aware of the situation , the German force had retreated back to home waters .

Von der Tann also participated in the raid on Scarborough , Hartlepool and Whitby , on 15 ? 16 December . The raid was another attempt to lure out a portion of the Grand Fleet and destroy it , with the whole of the High Seas Fleet standing by in support . Von der Tann delayed the raid itself by several days , because Admiral Ingenohl was unwilling to send forth the I Scouting Group at anything less than full strength , and Von der Tann was undergoing routine repairs in early December . The I Scouting Group , along with the II Scouting Group , composed of the four light cruisers Kolberg , Strassburg , Stralsund , and Graudenz , and two torpedo boat flotillas , left the Jade at 03 : 20 . Hipper 's ships sailed north , through the channels in the minefields , past Heligoland to the Horns Reef light vessel , at which point the ships turned westward , towards the English coast . The main battle squadrons of the High Seas Fleet left in the late afternoon of the 15th . During the night of 15 December , the main body of the High Seas Fleet encountered British destroyers , and fearing the prospect of a night @-@ time torpedo attack , Admiral Ingenohl ordered the ships to retreat .

Upon nearing the British coast , Hipper 's battlecruisers split into two groups . Seydlitz , Moltke , and Blücher went north to shell Hartlepool , while Von der Tann and Derfflinger went south to shell Scarborough and Whitby . The two ships destroyed the coast guard stations in both towns , along with the signalling station in Whitby . By 09 : 45 on the 16th , the two groups had reassembled , and began to retreat eastward . Hipper was unaware of Ingenohl 's withdrawal , and following the bombardment of the target cities , turned back to rendezvous with the German fleet . By this time , David Beatty 's battlecruisers were in position to block Hipper 's chosen egress route , while other forces were en route to complete the encirclement . At 12 : 25 , the light cruisers of the II Scouting Group began to pass the British forces searching for Hipper . One of the cruisers in the 2nd Light Cruiser Squadron spotted Stralsund , and signaled a report to Beatty . At 12 : 30 , Beatty turned his battlecruisers towards the German ships . Beatty presumed that the German cruisers were the advance screen for Hipper 's ships , however , those were some 50 km (31 mi) ahead . The 2nd Light Cruiser Squadron , which had been screening for Beatty 's ships , detached to pursue the German cruisers , but a misinterpreted signal from the British battlecruisers sent them back to their screening positions . This confusion allowed the German light cruisers to escape , and alerted Hipper to the location of the British battlecruisers . The German battlecruisers wheeled to the northeast of the British forces and made good their escape .

Von der Tann was being refitted at the time of the Battle of Dogger Bank , and so she missed this action . She was replaced by the armored cruiser Blücher , which was sunk during the battle . A detachment of men from Von der Tann had been sent to Blücher and went down with the ship . In 1915 the ship took part in operations in the North and Baltic Seas . On 10 August 1915 , Von der Tann shelled the island fortress at Utö , in the eastern Baltic , during which she took part in an artillery duel with the Russian armored cruiser Admiral Makarov . Von der Tann also engaged the Russian armored cruiser Bayan and five destroyers , during which Von der Tann was struck by a shell through the funnel , which caused no casualties . On 3 ? 4 February 1916 , Von der Tann participated in the fleet advance to welcome home the commerce raider Möwe . The ship was also present during the fleet sorties of 5 ? 7 March , 17 April , 21 ? 22 April , and 5 May .

Von der Tann also took part in the bombardment of Yarmouth and Lowestoft on 24 ? 25 April . Hipper was away on sick leave , so the German ships were under the command of Konteradmiral Friedrich Boedicker . The German battlecruisers Derfflinger , Lützow , Moltke , Seydlitz and Von der Tann left the Jade Estuary at 10 : 55 on 24 April , and were supported by a screening force of 6 light cruisers and two torpedo boat flotillas . The heavy units of the High Seas Fleet sailed at 13 : 40 , with the objective to provide distant support for Boedicker 's ships . The British Admiralty was made aware of the German sortie through the interception of German wireless signals , and deployed the Grand Fleet at 15 : 50 .

By 14 : 00 , Boedicker 's ships had reached a position off Norderney , at which point he turned his ships northward to avoid the Dutch observers on the island of Terschelling . At 15 : 38 , Seydlitz struck a mine , which tore a 50 @-@ ft (15 @-@ m) hole in her hull , just abaft of the starboard broadside torpedo tube , which allowed 1 @,@ 400 @-@ t (1 @,@ 500 @-@ short tons) of water to enter the ship . Seydlitz turned back , with the screen of light cruisers , at a speed of 15 knots . The four remaining battlecruisers turned south immediately in the direction of Norderney to avoid further mine damage . By 16 : 00 , Seydlitz was clear of imminent danger , so the ship stopped to allow Boedicker to disembark . The torpedo boat V28 brought Boedicker to Lützow .

At 04 : 50 on 25 April , the German battlecruisers were approaching Lowestoft when the light cruisers Rostock and Elbing , which had been covering the southern flank , spotted the light cruisers and destroyers of Admiral Tyrwhitt 's Harwich Force . Boedicker refused to be distracted by the British ships , and instead trained his ships ' guns on Lowestoft . The two 6 in (15 cm) shore batteries were destroyed , along with other damage to the town . KzS Zenker , Von der Tann 's commanding officer , later wrote :

Mist over the sea and the smoke from the ships ahead made it difficult for us to make out our targets as we steered for Lowestoft . But after we turned [to the north] , the Empire Hotel offered us an ample landmark for effective bombardment . At 05 : 11 we opened fire with our heavy and medium calibers on the harbor works and swing bridges . After a few " shorts " the shooting was good . From the after @-@ bridge a fire in the town , and from another vantage point a great explosion at the entry [to the harbor] were reported .

At 05 : 20 , the German raiders turned north , towards Yarmouth , which they reached by 05 : 42 . The visibility was so poor that the German ships fired one salvo each , with the exception of Derfflinger , which fired fourteen rounds from her main battery . The German ships turned back south , and at 05 : 47 , encountered for the second time the Harwich Force , which had by then been engaged by the six light cruisers of the screening force . Boedicker 's ships opened fire from a range of 13 @,@ 000 yd (12 @,@ 000 m) . Tyrwhitt immediately turned his ships around and fled south , but not before the cruiser Conquest sustained severe damage . Due to reports of British submarines and torpedo attacks , Boedicker broke off the chase , and turned back east towards the High Seas Fleet . At this point , Scheer , who had been warned of the Grand Fleet 's sortie from Scapa Flow , turned back towards Germany .

= = = = Battle of Jutland = = = =

Von der Tann participated in the Battle of Jutland , as part of Hipper 's First Scouting Group . Von der Tann was the rearmost of five battlecruisers in Hipper 's line . Shortly before 16 : 00 CET , Hipper 's force encountered Vice Admiral Beatty 's battlecruiser squadron . The German ships were the first to open fire , at a range of approximately 15 @,@ 000 yd (14 @,@ 000 m) . At 16 : 49 , Von der Tann fired her first shot at Indefatigable . Fourteen minutes of firing later , Von der Tann had scored five hits on Indefatigable out of 52 heavy shells fired , one of which caused Indefatigable to explode and sink . An observer on the battlecruiser New Zealand , which was directly ahead of Indefatigable , later remarked that he saw " the Indefatigable hit by two shells from the Von der Tann , one on the fore turret . Both appeared to explode on impact . After an interval of thirty seconds , the ship blew up . Sheets of flame were followed by dense smoke which obscured her from view . "

Following the destruction of Indefatigable , Beatty turned his force away , while the British 5th Battle Squadron closed in on the German battlecruisers , opening fire from approximately 19 @,@ 000 yd

(17 @, @ 000 m) . Von der Tann and Moltke , the two rearmost of Hipper 's squadron , came under fire from the three lead British battleships of the 5th BS : Barham , Valiant , and Malaya . The German battlecruisers began zig @-@ zagging to avoid the gunfire from the British ships . At 17 : 09 , six minutes after sinking Indefatigable , Von der Tann was hit by one 15 in (38 cm) shell from Barham , which struck beneath the waterline and dislodged a section of the belt armor , causing Von der Tann to take in 600 tons of water . This hit temporarily damaged the ship 's steering gear , and combined with Von der Tann 's zig @-@ zagging cause her to fall out of line to port . The German Official History commented that " the greatest calamity of a complete breakdown of the steering gear was averted , otherwise , Von der Tann would have been delivered into the hands of the oncoming battleships as in the case of Blücher during the Dogger Bank action . "

At 17 : 20 , a 13 @. @ 5 in (34 cm) shell from the battlecruiser Tiger struck the barbette of Von der Tann 's A turret . A chunk of armor plate was dislodged from inside the turret , and struck the turret training gear , which jammed the turret at 120 degrees . This put the turret out of action for the duration of the engagement . At 17 : 23 , the ship was hit again by a 13 @. @ 5 in (34 cm) shell from Tiger , which struck near the C turret and killed 6 men . The shell holed the deck and created enough wreckage that the turret was unable to traverse , and the starboard rudder engine room was damaged . The C turret was out of action until the wreckage could be cut away . Smoke from a fire caused by burning practice targets that had been stowed below the turret obscured the ship . Sections of the torpedo nets were knocked loose and trailed behind the ship . However , they were cut loose before they could catch in the propellers . New Zealand , which had been engaging Von der Tann following Indefatigable 's destruction , lost sight of her target and shifted fire to Moltke . At 17 : 18 , the range to Von der Tann from Barham had closed to 17 @, @ 500 yd (16 @, @ 000 m) , at which point Von der Tann opened fire on the British battleship . Shortly thereafter , at 17 : 23 , Von der Tann registered a hit on Barham . However , after firing only 24 shells , Von der Tann had to return to her earlier target , New Zealand , because her fore and aft turrets had since been disabled , and her amidships turrets were no longer able to target Barham .

At 18 : 15 , the guns of the last active turret jammed in their mountings , leaving Von der Tann without any working main armament . Regardless , she remained in the battle line to distract the British gunners . Because she was no longer firing her main guns , Von der Tann was able to maneuver in an erratic manner , such that she could avoid British gunfire . By 18 : 53 , the ship 's speed fell from 26 kn (48 km / h) to 23 kn (43 km / h) . Over an hour and a half after having failed due to mechanical difficulties , D turret was repaired and again ready for action . Von der Tann sustained her fourth and final heavy shell hit at 20 : 19 , when one 15 in (38 cm) shell from Revenge struck the aft conning tower . Shell splinters penetrated the conning tower , killing the Third Gunnery Officer and both rangefinder operators and wounding every other crewman in the tower . Shell fragments and other debris fell through the ventilating shaft and onto the condenser , which put out all the lights in the ship . Eleven minutes later , at 20 : 30 , B turret was again clear for action , and by 21 : 00 , C turret was also in working order . However , both of the amidships turrets suffered further mechanical difficulties that put them out of action later during the battle .

At approximately 22 : 15 , Hipper , with his flag now in Moltke , ordered his battlecruisers to increase speed to 20 knots , and to fall into the rear of the main German line . Neither Derfflinger , due to battle damage , nor Von der Tann , due to the dirtiness of her boiler fires , could steam at more than 18 knots . Derfflinger and Von der Tann took up positions astern of the II Squadron , and were later joined by the old pre @-@ dreadnoughts Schlesien and Schleswig @-@ Holstein at 00 : 05 . At 03 : 37 , the British destroyer Moresby fired a torpedo at the rear of the German line ; this passed closely across Von der Tann 's bow , and forced the ship to turn sharply to starboard to avoid being hit . Close to the end of the battle , at 03 : 55 , Hipper transmitted a report to Admiral Scheer , informing him of the tremendous damage his ships had suffered . By that time , Derfflinger and Von der Tann each had only two guns in operation , Moltke was flooded with 1 @, @ 000 tons of water , and Seydlitz was severely damaged . Hipper reported : " I Scouting Group was therefore no longer of any value for a serious engagement , and was consequently directed to return to harbor by the Commander @-@ in @-@ Chief , while he himself determined to await developments off Horns Reef with the battlefleet . "

During the course of the battle , two of Von der Tann 's main turrets were knocked out by British gunfire , while her other two turrets suffered mechanical failures . The ship was firing so fast that several of the main guns in the amidships turrets became overheated and jammed in their recoil slides , and could not be returned to working order . Von der Tann was without her main battery for 11 hours , although three turrets were restored to working order before the end of the battle ; D turret only after much cutting away of bent metal with oxyacetylene torches ? afterwards the guns could be worked only by hand . Her casualties amounted to 11 dead and 35 wounded . During the battle Von der Tann fired 170 heavy shells and 98 secondary caliber shells .

= = = = Later actions = = = =

After Jutland , she underwent repairs from 2 June until 29 July . After returning to the fleet , Von der Tann took part in several unsuccessful raids into the North Sea in 1916 , including the advances on 18 ? 19 August , 25 ? 26 September , 18 ? 19 October , 23 ? 24 October , as well as the advance on 23 ? 24 March 1917 .

During the fleet advance on 18 ? 19 August , Von der Tann was one of two remaining German battlecruisers still in fighting condition (along with Moltke) , so three dreadnoughts were assigned to the I Scouting Group for the operation : Markgraf , Grosser Kurfürst , and Bayern . The I Scouting Group was to bombard the coastal town of Sunderland , in an attempt to draw out and destroy Beatty 's battlecruisers . Admiral Scheer and the rest of the High Seas Fleet , with 15 dreadnoughts of its own , would trail behind , providing cover . The British were aware of the German plans , and sortied the Grand Fleet to meet them . By 14 : 35 , Scheer had been warned of the Grand Fleet 's approach and , unwilling to engage the whole of the Grand Fleet just 11 weeks after the decidedly close call at Jutland , turned his forces around and retreated to German ports .

Von der Tann served as the flagship of Rear Admiral von Reuter during the fleet advance to Norway on 23 ? 25 April 1918 , as well as in the sortie on 8 ? 9 July .

= = = Fate = = =

Von der Tann was to have taken part in a final fleet action at the end of October 1918 , days before the Armistice was to take effect . The bulk of the High Seas Fleet was to have sortied from their base in Wilhelmshaven to engage the British Grand Fleet ; Scheer ? by now the Grand Admiral (Grossadmiral) of the fleet ? intended to inflict as much damage as possible on the British navy , in order to retain a better bargaining position for Germany , despite the expected casualties . However , many of the war @-@ weary sailors felt the operation would disrupt the peace process and prolong the war . While the High Seas Fleet was consolidating in Wilhelmshaven , sailors began deserting en masse . As Von der Tann and Derfflinger passed through the locks that separated Wilhelmshaven 's inner harbor and roadstead , some 300 men from both ships climbed over the side and disappeared ashore . On the morning of 29 October 1918 , the order was given to sail from Wilhelmshaven the following day . Starting on the night of 29 October , sailors on Thüringen and then on several other battleships mutinied . The unrest ultimately forced Hipper and Scheer to cancel the operation . Informed of the situation , the Kaiser stated " I no longer have a navy . "

Following the capitulation of Germany in November 1918 , most of the High Seas Fleet , under the command of Rear Admiral Ludwig von Reuter , were interned in the British naval base in Scapa Flow . Prior to the departure of the German fleet , Admiral Adolf von Trotha made clear to von Reuter that he could not allow the Allies to seize the ships , under any conditions . The fleet rendezvoused with the British light cruiser Cardiff , which led the ships to the Allied fleet that was to escort the Germans to Scapa Flow . The massive flotilla consisted of some 370 British , American , and French warships . Once the ships were interned , their guns were disabled through the removal of their breech blocks , and their crews were reduced to 200 officers and enlisted men . Von der Tann was interned at Scapa Flow under the command of Kapitän @-@ Leutnant Wollante . While in Scapa Flow , a soldiers ' council was formed aboard the ship ; the council took complete , dictatorial control of the vessel for the duration of the interment .

The fleet remained in captivity during the negotiations that ultimately produced the Treaty of Versailles . Von Reuter believed that the British intended to seize the German ships on 21 June 1919 , which was the deadline for Germany to have signed the peace treaty . Unaware that the deadline had been extended to the 23rd , Reuter ordered the ships to be sunk at the next opportunity . On the morning of 21 June , the British fleet left Scapa Flow to conduct training maneuvers , and at 11 : 20 Reuter transmitted the order to his ships . The ship sank in two hours and fifteen minutes . The task of raising Von der Tann was secured by Ernest Cox 's salvage company . During preparation work , three workers were nearly killed when their oxy @-@ acetylene cutters set off a major explosion . The blast tore holes in the still submerged vessel and allowed water into the compartment that had been emptied with compressed air ; by the time the men were rescued , the compartment had refilled almost completely and the men were up to their necks . Nevertheless , the ship was successfully brought up on 7 December 1930 , and scrapped at Rosyth by the Alloa Shipbreaking Company between 1931 and 1934 .