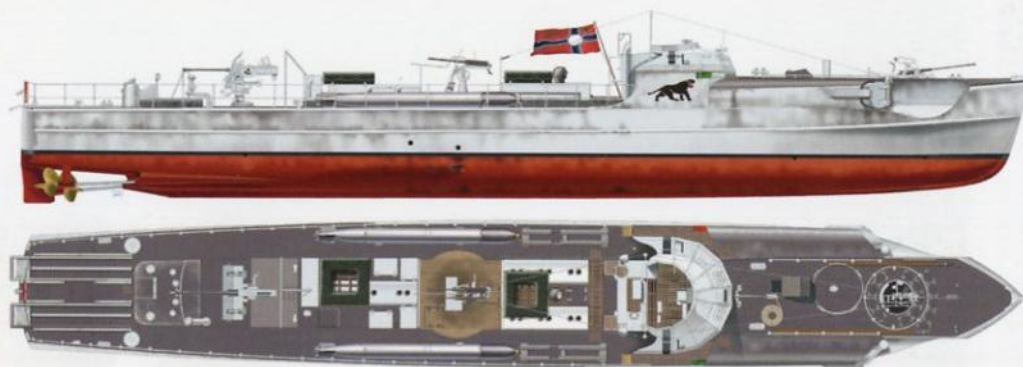


Schnellboot Typ S-100

photographic reference manual



contents

brief history	3
assembly	10
camouflage	21



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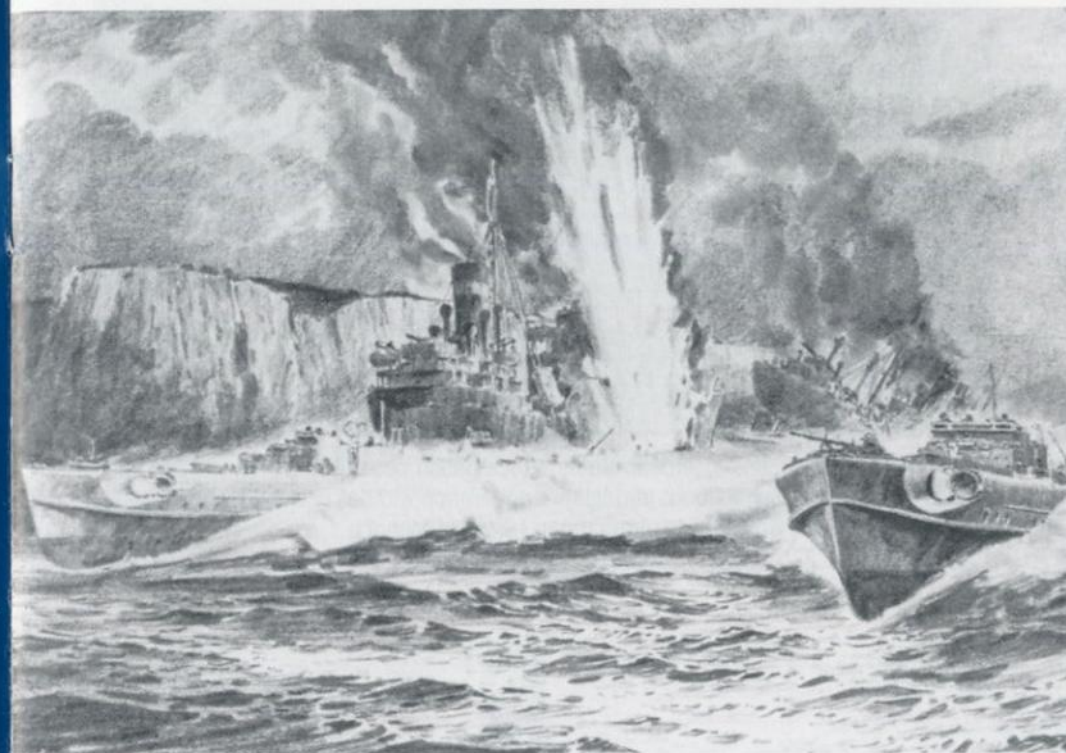
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Special thanks to the web site www.prinzeugen.com and his owner Mr David Krakow for the historical pictures.

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introduction



The strict limitations imposed upon Germany by the Treaty of Versailles at the end of World War I were not enough to limit the imaginations of the planners and engineers. Soon they started to working on ingenious and “innocent” ways to continue weapons development without breaking any of the rules. Building large warships was out of question, but small, attack crafts were unregulated and of little consequence.

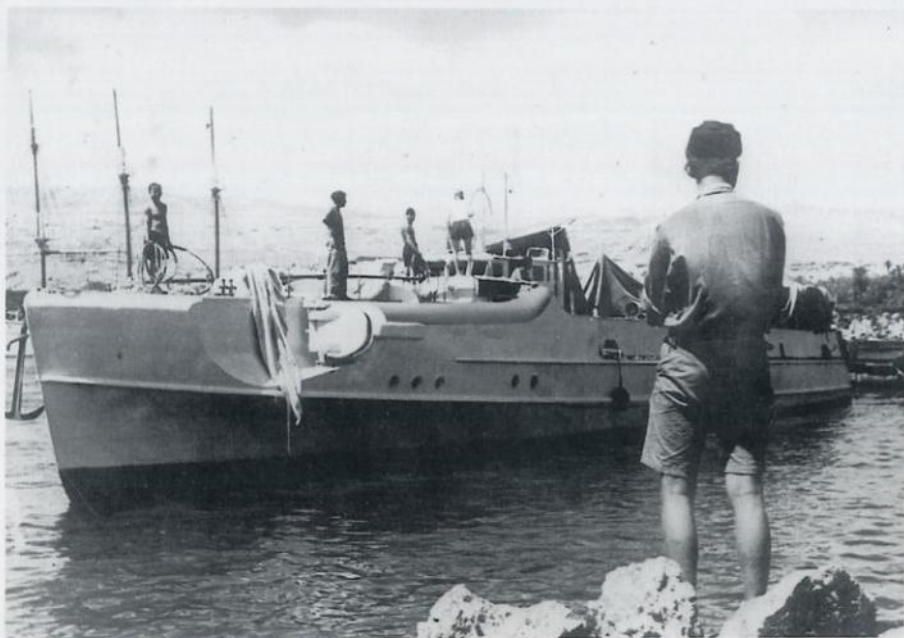
The first experiments date back to 1920 with the official purpose being a light attack craft suitable for anti-submarine warfare. The first design used was a conventional flat-bottomed hull which was unsuitable for the heavy



Previous page: Fritz Friedel Torpedo Boats attack British coastal shipping, pencil 1944

Above: S-1 the first Schnellboot in original appearance without enclosed wheelhouse

Below: S-30 of 3rd Flotille in Mediterranean (*Richard Mundt*)



weather often encountered in the North Sea. By a strange twist of fate, it was the advanced design of a pleasure yacht built by the Luerssen shipyard for a German-American banker that gave German engineers the inspiration they needed.

Oheka II, as it was known, featured highly innovative hull lines with a rounded front bottom ideal for negotiating high waves.

Moving towards the stern, it became more and more flattened as any other conventional high-speed hull. Its composite construction (aluminium frames and wood planking) helped to keep the weight down, while three engines totalling over 1600hp guaranteed speeds approaching 35 knots.

While these crafts would grow bigger and heavier during the 15 years of their evolution, the basic configuration remained similar to Oheka II.



Above: S-30 class S-61 at the Piazza San Marco, Venice (Italy)



Above: Standard S-38 with armored S-38 (F. Wiemers)

Two years after Oheka II was launched, the German Kriegsmarine awarded the Luerssen shipyard a contract to build S-1, the first military Schnellboot. Several different configurations were tested on the early boats, including innovative solutions such as two auxiliary rudders that could be angled outwards to maximize propeller efficiency. The hull configuration was frozen from S-18 on with later boat variations mostly limited to equipment and weapons. Apart from some boats being built with 32.7m hulls, length remained at 34.9m starting with S-26.

The S-100 class appeared in 1943, and is easily recognized by the armoured Kalotte over the bridge. This modification had previously been tested on S-67 and then incorporated in the S-38b subtype. Apart from several detail improvements, the S-100 also featured heavier defensive armament including an additional twin 20mm amidships and a 37mm gun at the stern.



Above: S-188 after battle with Allied Invasion fleet on 6 June 1944

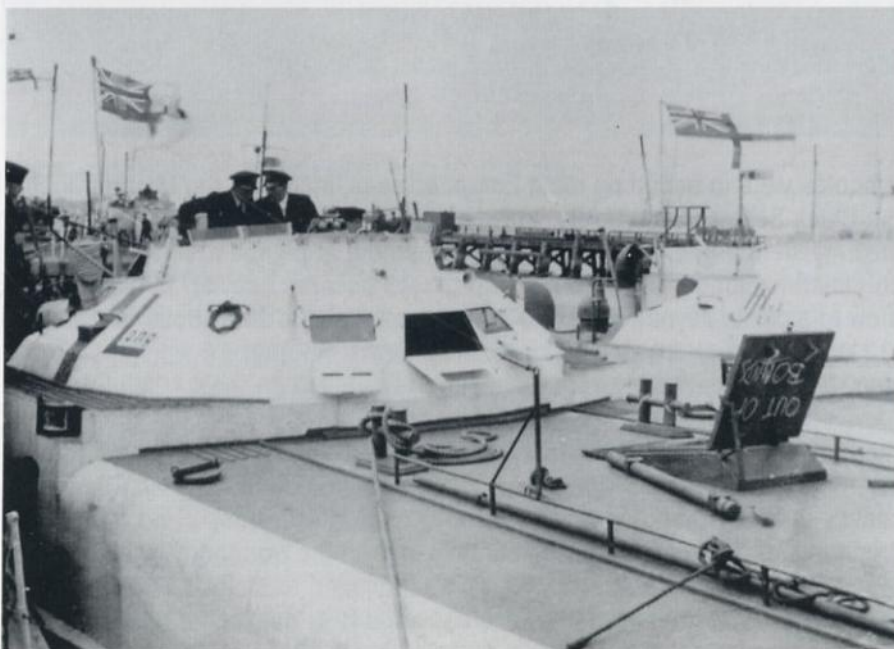
S-bootes were in action on most European seas, including the Mediterranean, the Black Sea, and the Baltic. But their main theatre of operation was surely the English Channel. Most tasks were carried out at night and included attacks on coastal shipping and mine laying. Losses became heavier as World War II drew to a close; nevertheless, the S-boote managed to sink about 40 warships (12 destroyers) and over 100 merchant vessels. Another 14 warships (2 cruisers) and 15 merchants were damaged.

The most successful S-boote operation took place in the first hours of 28 April 1944. In front of the Devon coast at Slapton Sands on the English Channel, a convoy of 8 LST (Landing Ship Transport) loaded with troops and tanks were preparing for a landing exercise in anticipation of the Normandy invasion. They were attacked by several S-bootes which managed to sink one transport and gave fire to two others. The attack caused a high number of human losses. Due to the secrecy of these exercises on behalf of the allies, this victorious action of the German units went unknown for years and credit was never given to the Kriegsmarine operation.

Considering that the total number of boats built was around 230, the German S-boote surely achieved considerable success. They are considered by many to be the best fast attack crafts produced by any nation during World War II.

The S-bootes that surrendered at the end of the war were divided amongst the winners (Great Britain, United States and Russia) and re-used for various purposes. They were also given to the Danish and Norwegian Navies to help with their rebuilding. In addition, Spain received some S-bootes from Germany during the war in exchange for raw materials.

The S 130, one of the last remaining S-bootes to participate in the Slapton Sands action, is now the property of a notorious English collector of military vehicles. We hope to see it restored to its original condition.

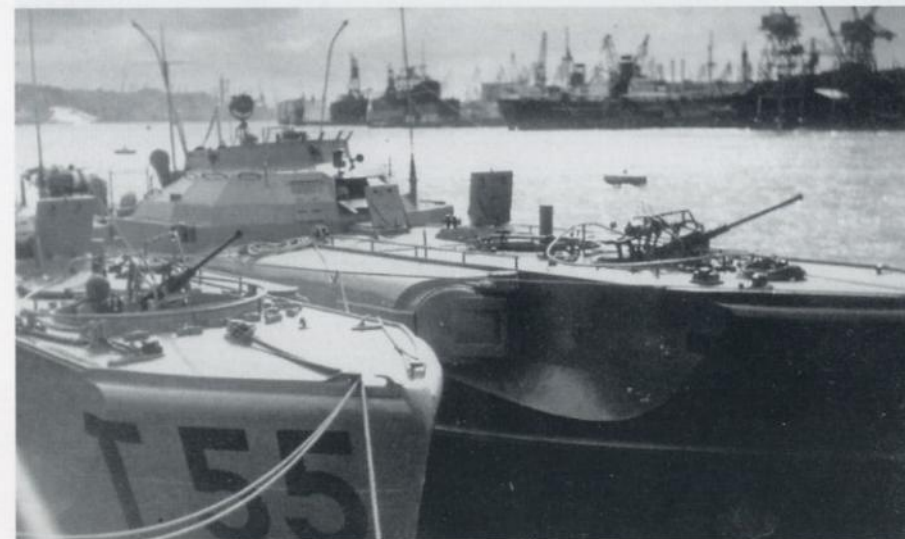


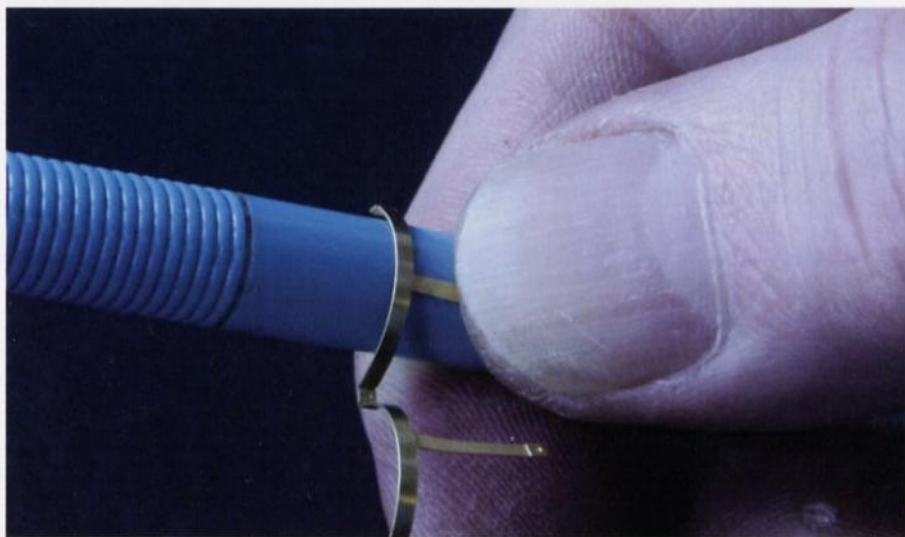
Above: S-100 class boats Ha Jü & Lang, surrendered to the Royal Navy at Felixstowe May 1945 (John Lambert via TG Connelly)



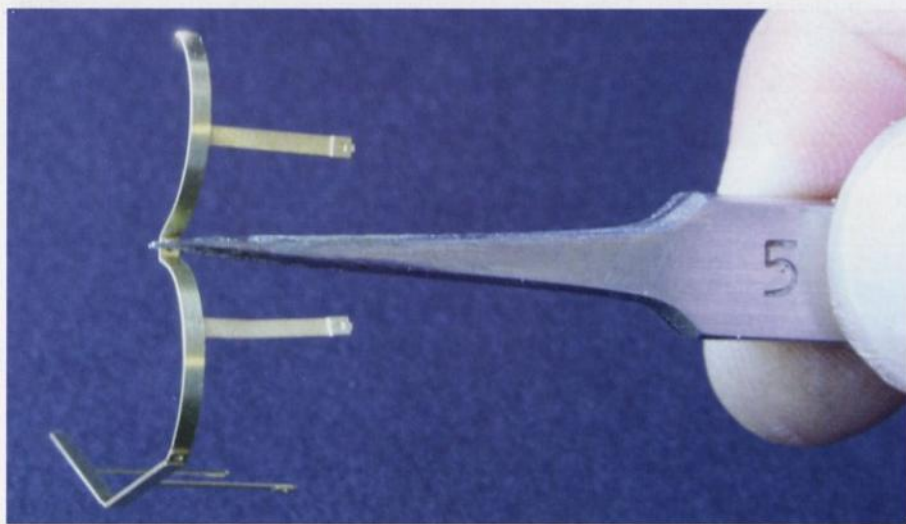
Above: S-130 in 9th Flotille, 1944. This boat is currently in the UK undergoing restoration to 1944 appearance!

Below: Danish T-55 (left) and T-56, ex Kriegsmarine S-206 and S-207

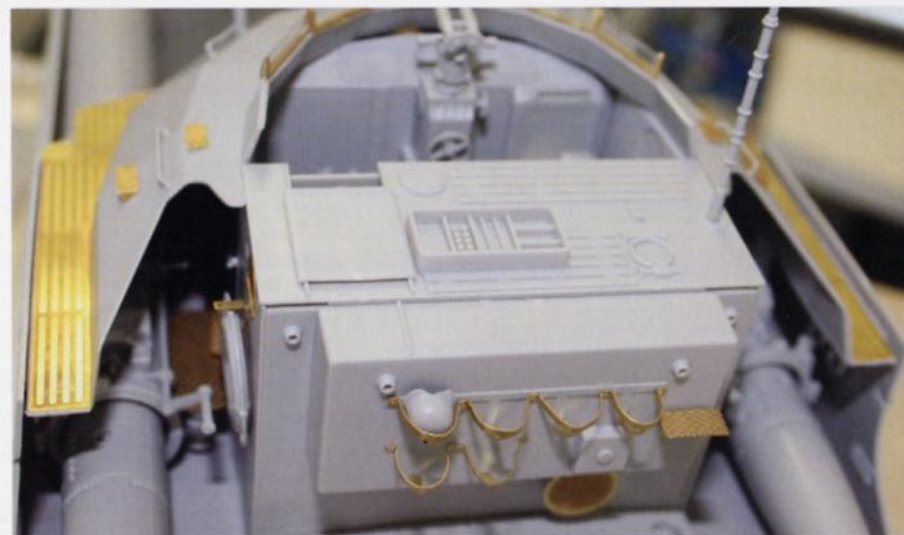




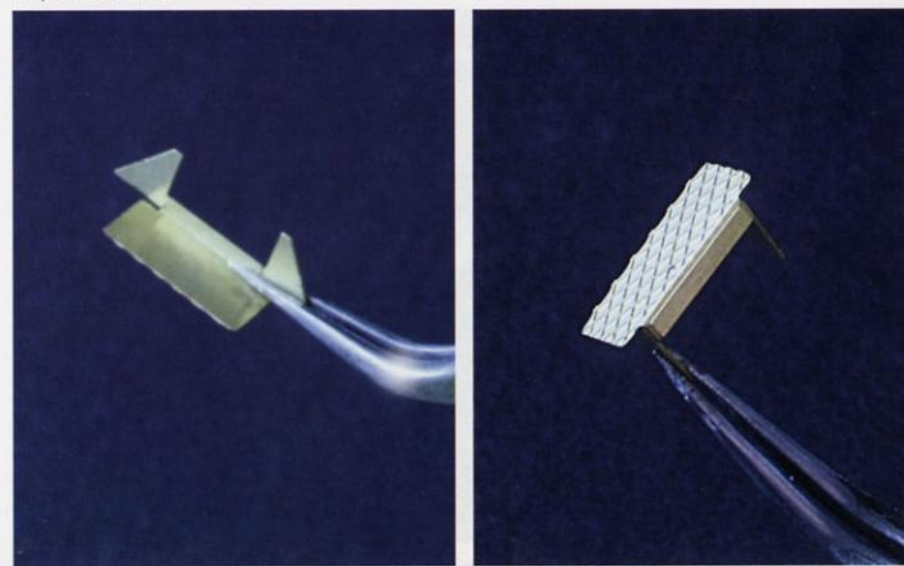
To add value to our S-boot we have inserted a photo etched fret.
Below the step that shows how to realize the helmets supports.
As a first step, use a pencil as guide to shape up the helmet supports.



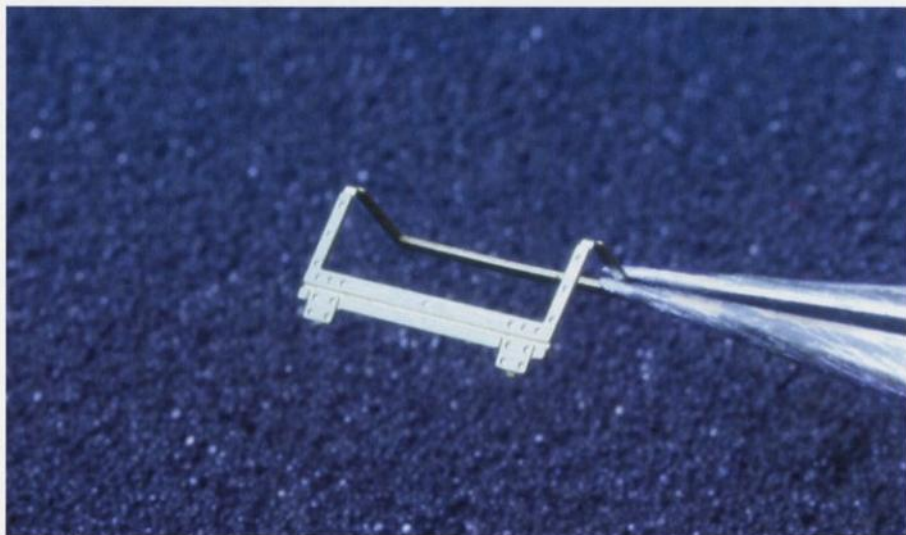
With the help of small pliers, we further shape the more difficult points.



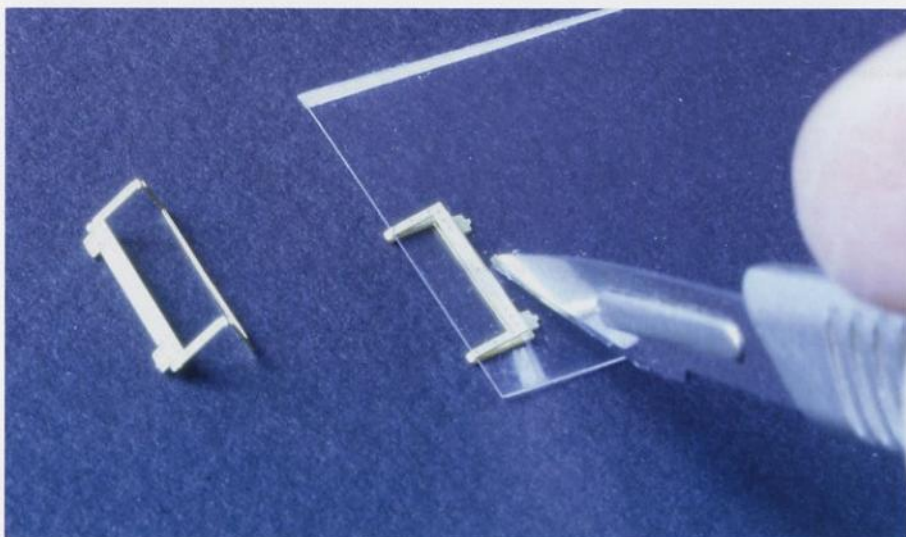
Here is the final result of our S-boot, also evidenced the other particulars in photoetched.



Even the footrest are shaped before mounting.



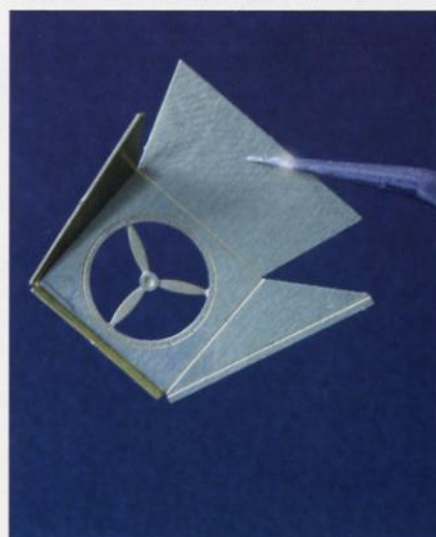
With the small pliers we initially shape the windshield frames.



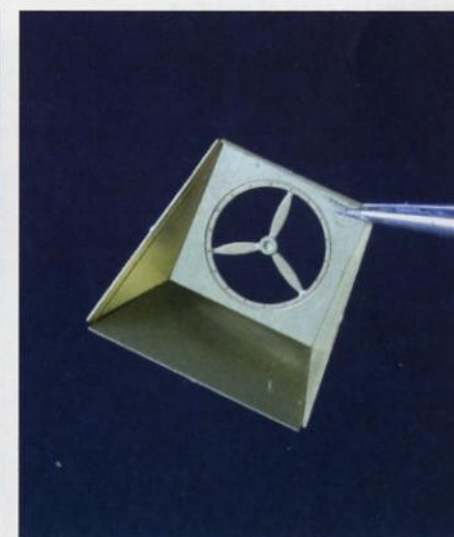
Then, with the Acetate sheet included in the Kit, fold the frame around the clear sheet, following the tracing.



The binocular 7x50 used on the RZ5 torpedo targeting director mounted on the top of the armoured bridge.



Again, with the help of the small pliers, fold the box supporting the fan along the folding lines and then shape it along the armoured bridge inside.

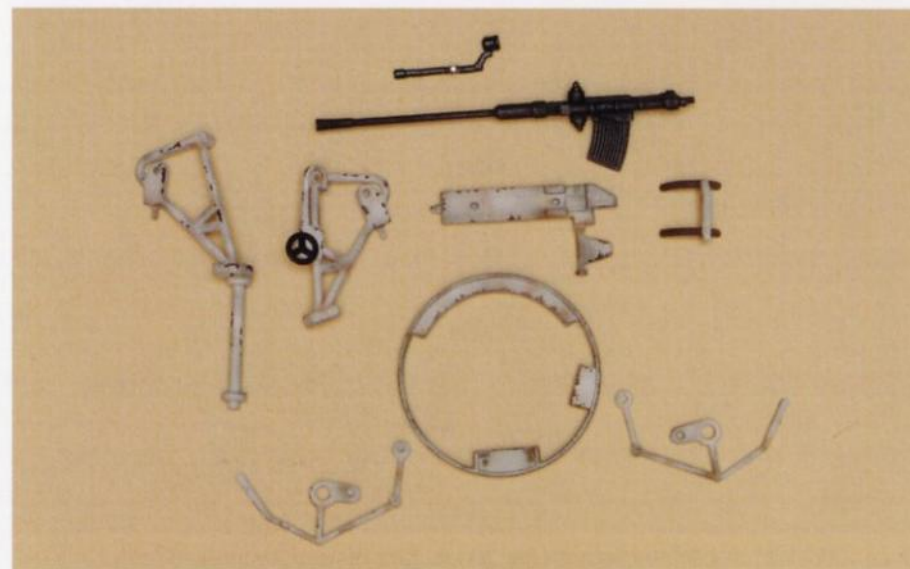




The twin 20mm guns can be assembled leaving the shield separated until the last moment for ease of painting.



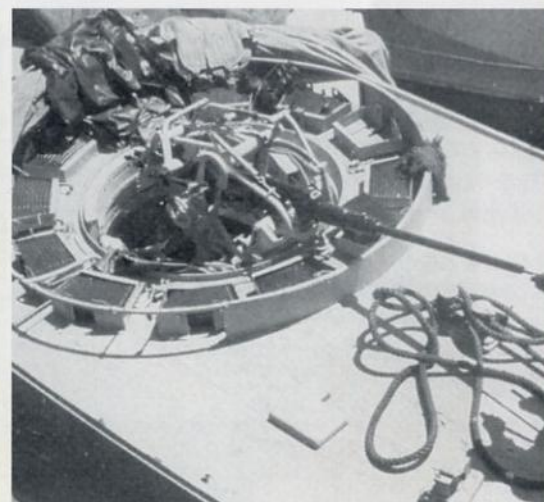
Once weathering is finished, the shield can be assembled putting great care in its alignment.



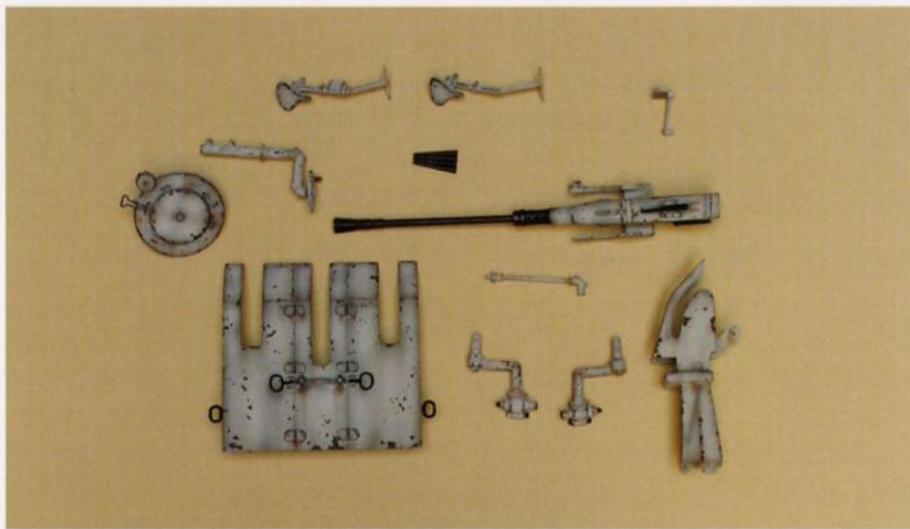
The same procedure is applied to the single 20mm gun.



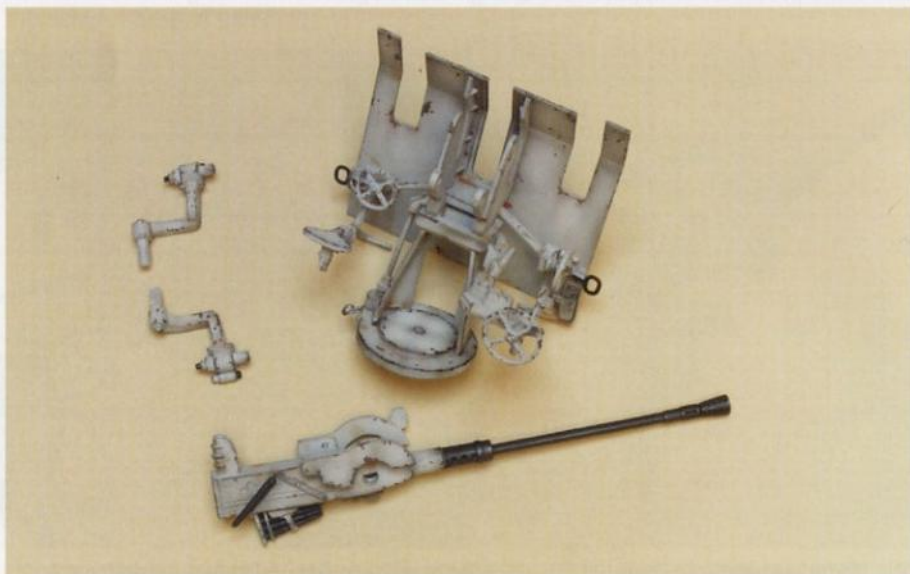
The frame requires care here.



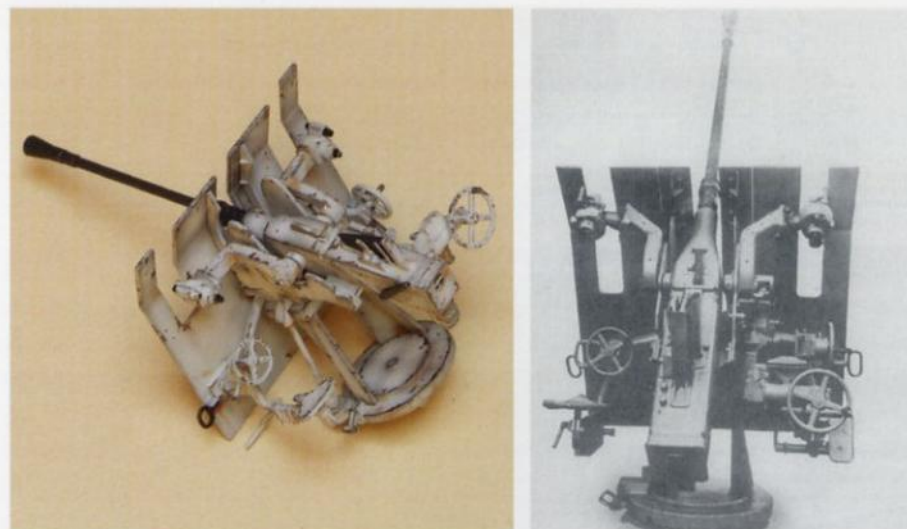
Above: 2 cm flak in Drehkranzlaftette 41 on armored S-38.



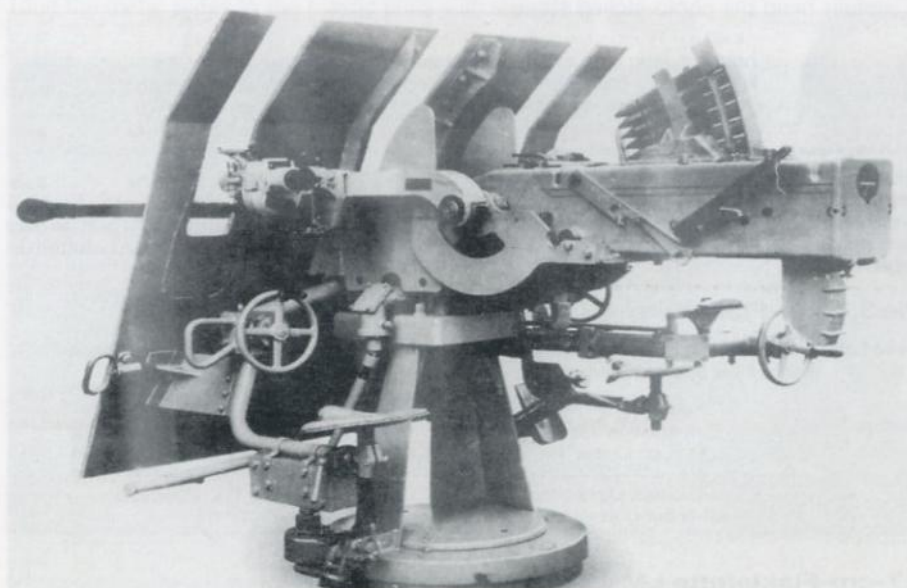
Once your skill has been tested with the 20mm guns, now move to the 37mm.



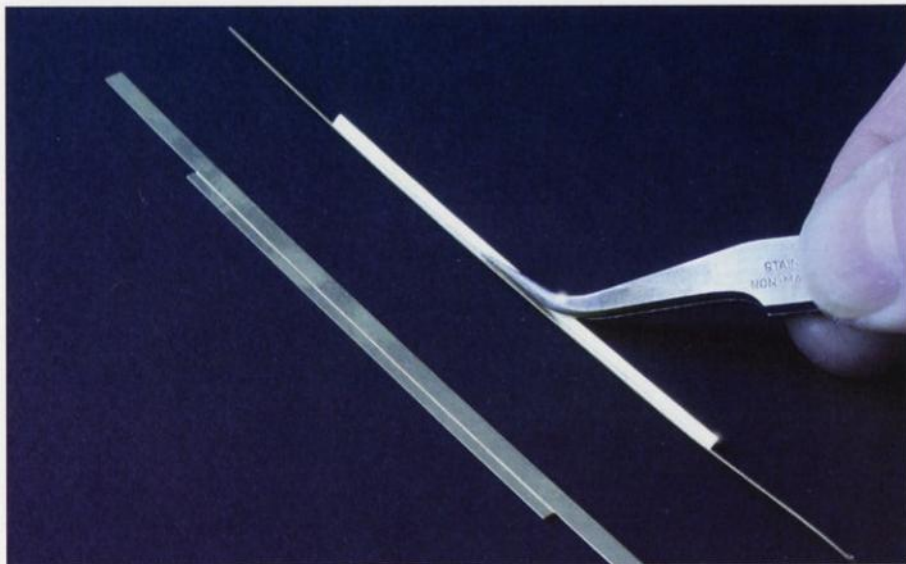
It's easier to glue the control wheels and seats to the frame before the gun itself.



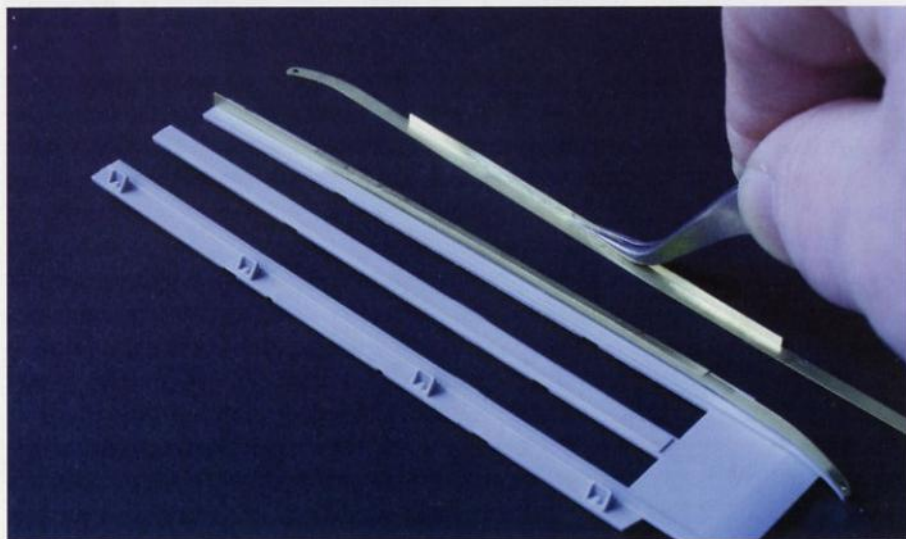
The gun is then hinged by the arms of the aiming system, ready for fitting to the deck. .



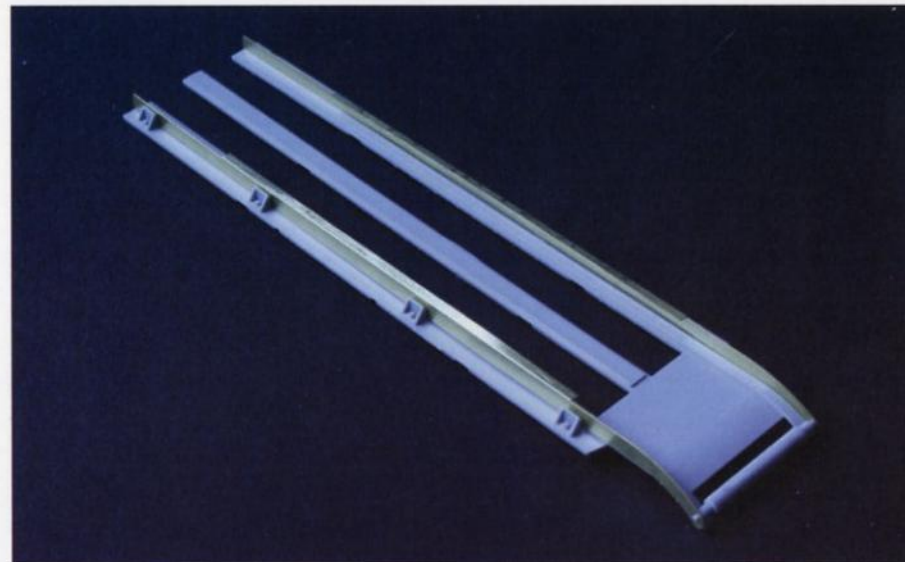
3,7 cm Flak M42.



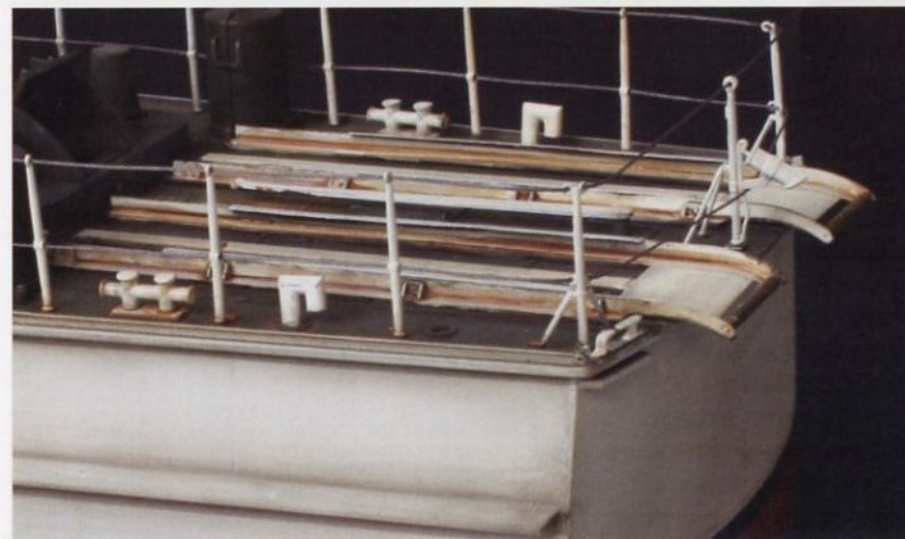
Carefully bend the photo-etched stripes.



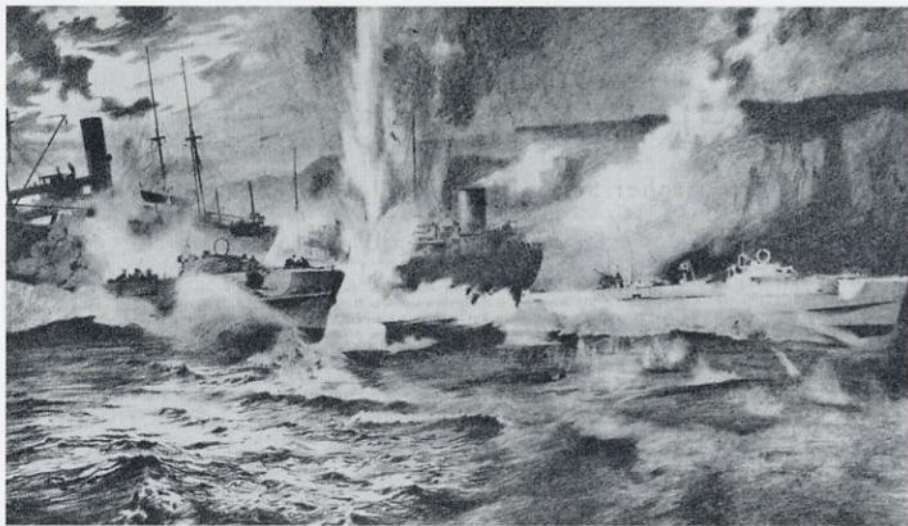
Shape the rails for deep charges before assembly.



Glue the metal slides to the plastic parts with superglue.



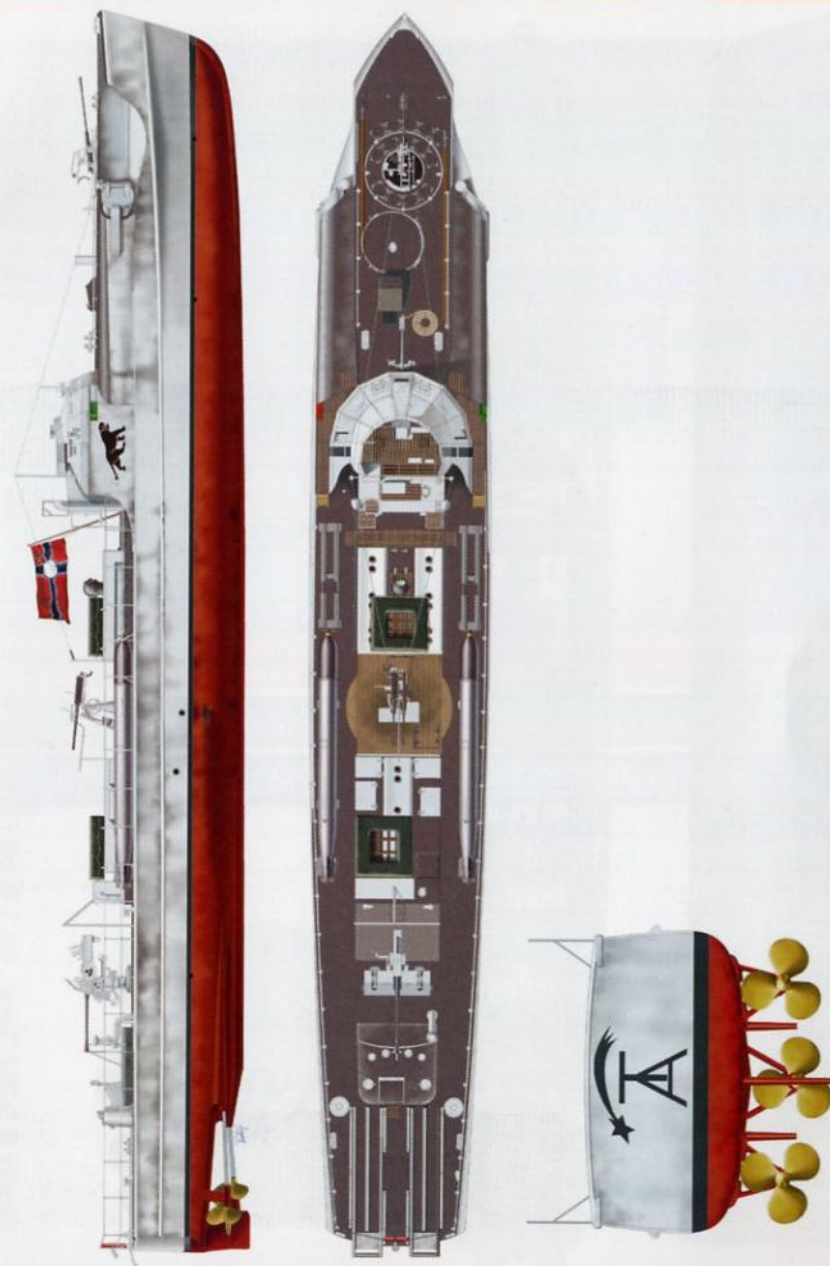
And now you can see the deep charge rails in position.



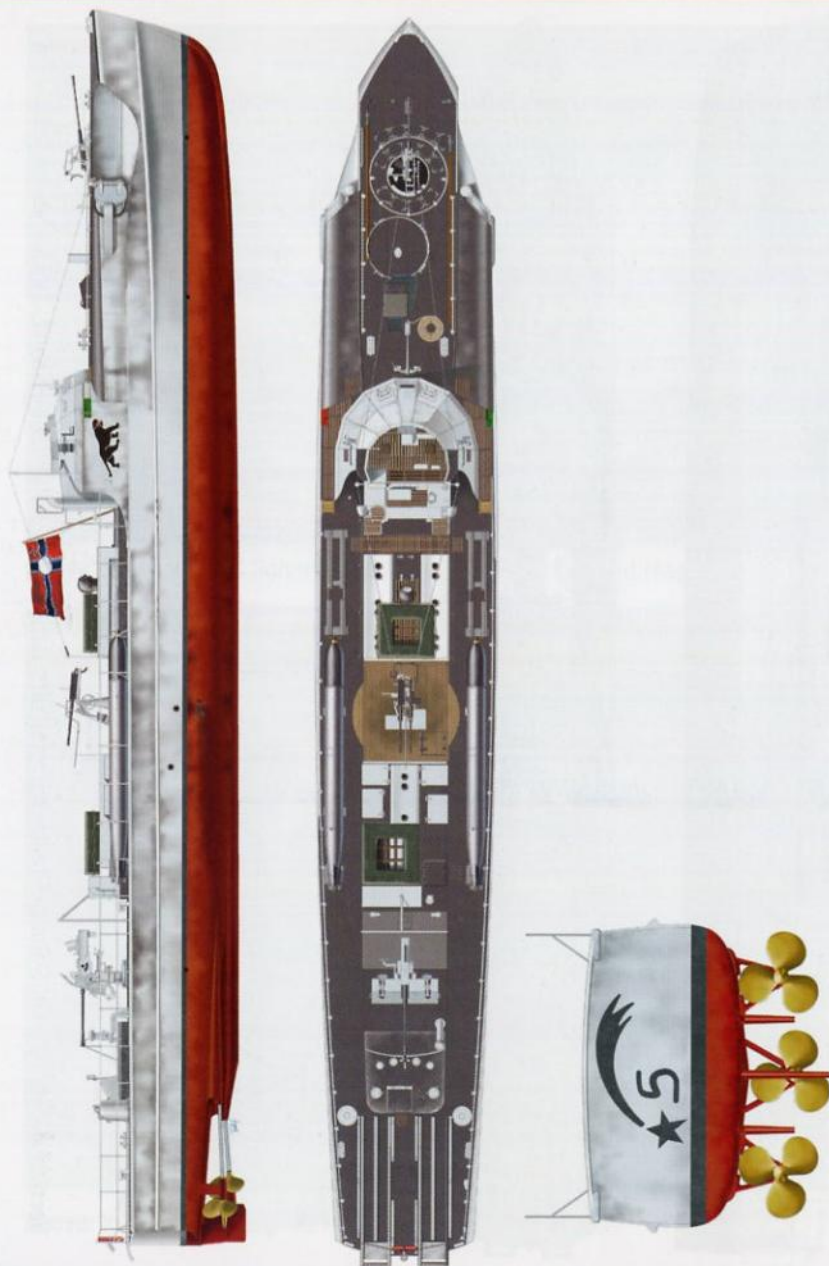
Above: Artwork by JC Schmitz Die Kriegsmarine Propagand Magazine



Above: Inserting torpedo warhead detonator, S-38 Class



Version A "Ha-Ju", 4th S-Boote Flotille, Kommandant Hans Jurgén, Rotterdam, Holland, 1945



Version B S-204 "Lang", 4th S-Boote Flotille, Kommandant Claus Hinrichs, Rotterdam, Holland, 1945



2nd Flotille Armored S-38

5603 S-100 Typ Schnellboot - Italeri Product

5607 S-100 Typ Schnellboot Crew - Italeri Product



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