After the First World War the victorious allies imposed upon Germany, through the Treaty of Versailles, various limitations with regard to armaments. One of these limitations was that Germany would be allowed no submarines; the successes of the U-boats being an all too fresh memory at the time.

In order to keep their hand in on the latest submarine developments and to circumvent the limitations of the treaty, German designers and dummy companies were set up in Holland, Finland, and Spain. Thus it was that in early 1935, when Germany repudiated the terms of the Versailles Treaty, submarines were almost immediately launched as the first units of the reborn U-boat arm.

One of the results of this sequence of events was that when war finally broke out in 1939, Germany’s submarine force consisted of entirely new equipment, no submarines from her First World War Navy surviving. In the course of re-arming, the German Navy had developed several designs of submarines. Those designs actually constructed were various models of the type I, type II, and type VII. The VII was destined to become the main operational type.

In the spring of 1940, a type VII submarine slid down the ways and into the waters fronting the Germaina Werft shipyards at Kiel in Northern Germany. The U-99 looked like her sister ships already launched and under construction, but after her new crew had become familiar with her and taken her out to the action on the high seas, she began to gain recognition. The main reason for U-99 outshining her contemporaries was that she was Otto Kretschmer’s U-99, and the mount of one of Germany’s three U-boat “Aces”.

She soon had a name as well. Two horseshoes that had come up from the harbor bottom on her anchor chain were regarded as a good omen, and gilded, were mounted on either side of the coming tower front for luck. “The Golden Horseshoe” and her indomitable crew accounted for many tons of Allied shipping. In fact, the majority of the 44 ships (226,629 British Registered Tons) credited to Kretschmer were sunk while he commanded the U-99. The horseshoes had indeed proved lucky.

The U-99’s luck ran out on March 17, 1941, however. While stalking convoy HX-112 southeast of Iceland, U-99 was attacked by the British destroyer “Walker”, commanded by Donald McIntyre. After losing three men to the gunfire of her attacker, U-99 was destroyed by self-destruct charges. Kapitänleutnant Kretschmer and the rest of his crew were captured. Kretschmer and his officers spent the rest of the war in P.O.W. Camp No. 1 at Grizedale Hall in Great Britain.

U-99 TYPE VII B U-BOAT SPECIFICATIONS

BUILT: Krupp Germania Werft, Kiel. Launched and commissioned 1940

DISPLACEMENT: 753 metric tons surfaced, 857 metric tons submerged

LENGTH: 218 feet (66.50 meters)

BEAM: 20 feet (6.20 meters)

DRAFT: 16 feet (4.75 meters)

POWER AND SPEED: Two 6 cylinder, 4 stroke diesels, 2800 hp each; 17.9 knots (surfaced). Two A.E.G. Dynamotors, 750 hp each; 8 knots (submerged)

RANGE: 6,500 miles at 12 knots (surfaced). 80 miles at 4 knots (submerged)

CRASH DIVE: 1 minute

DESIGN DEPTH: 328 feet (100 meters)

MAXIMUM DEPTH: 565 feet (200 meters)

ARMAMENT: 4 bow and 1 stern torpedo tubes. 14 torpedoes, 21" (53.3 cm) Dia.

CREW: Kommander Kretschmer and 44 men
HULL ASSEMBLY

13
14
50
47
48
49

1. Cement (13) to (14).
2. Cement (49) to (50).
3. Cement (14) to (50).
4. Cement front end of DECK into forward end of HULL, work DECK into HULL and cement as you go along.
5. Cement both Parts (47) to (48) and HULL.

HULL, RIGHT HALF
DECK, FORWARD HALF
DECK, M.P. HALF
SUPPORT (2 Pcs)
TORPEDO
TUBE, TORPEDO, ANT
HULL, LEFT HALF

NOTE: DRY ASSEMBLY
2. **PROPellers AND DIVE PLANES**

- **1.** Propeller, Left
- **2.** Shaft, Right
- **3.** Dive Plane, Aft (3 Parts)

1. Cement (73) to (74), then cement (74) to HULL.
2. Cement (75) to (76), then cement (76) to HULL.
3. Cement both parts (77) as shown.

3. **Rudder Assembly**

- **2.** Rudder Guard
- **3.** Rudder, Left
- **4.** Rudder, Right

1. Cement (78) to bottom of HULL.
2. Cement (79) and (80) to (78) and HULL.
4 BRIDGE DECK ASSEMBLY

1. Cement (2) and (51) to (59) in an OPEN or CLOSED POSITION.
2. Cement (55) to (56) capturing (57) in between. DO NOT LET CEMENT TOUCH (57) OR PERISCOPE WILL NOT BE ABLE TO MOVE UP OR DOWN.
3. Repeat 2 above for remaining Parts (55), (56), and (58).
4. Cement (54) and PERISCOPE ASSEMBLIES to (59).

5 CONNING TOWER ASSEMBLY

SEE DRAWING "A"

1. Cement (52) to (53).
2. Cement BRIDGE ASSEMBLY to (53).
3. Cement (62) to (53).
4. Cement CONNING TOWER ASSEMBLY to DECK.
### 20MM/88MM GUNS

1. Cement (29) to (30).
2. Cement (31) and (32) together capturing (30) in between. **DO NOT ALLOW CEMENT TO TOUCH (30) OR IT WILL NOT MOVE UP OR DOWN.**
3. Cement two Parts (33) to MOUNT.

### FORWARD DECK DETAILS

1. Carefully spread arms of (35) and install (34).
2. Cement (33) and (35) to (36).
3. Cement 88MM GUN and (64) to DECK.
4. Cement (68) to DECK, then cement (66) and (67) to (68) and DECK.
5. Cement (65) and (71) to DECK.
6. Cement two Parts (63) to HULL.
**AFT DECK DETAILS**

1. Cement (69) and (70) to CONNING TOWER DECK and each other.
2. Cement (46) and two Parts (72) to DECK.
3. Cement 20MM GUN to CONNING TOWER DECK.

**FINAL ASSEMBLY**

1. Apply DECALS where indicated.
2. Use thin BLACK THREAD to rig CABLES as shown.