

## Episode 6: The Period from 1815 to 1850: Reconstruction of the Navy and the 3 Years' War



**Hans Birch Dahlerup**, (1790 – 1872).

Dahlerup entered the Naval Academy in 1802 and 3 years later passed the officer's exam with distinction. He was appointed second lieutenant at the age of 16.

In 1808 he took part in the battle of the ship of the line Prins Christian Frederik at Sjællands Odde and was among those who subsequently came into English captivity.

After being released from English captivity in 1810, he was first employed in the Norwegian naval defense, later at the gunboats in the Great Belt. In both places he had to pass battles against English superiority, and in both places he was captured again.

In the peace period after 1814, he led the frigate Rota in the Mediterranean in 1838 and brought Thorvaldsen home.

At the outbreak of war in 1848, Dahlerup, who had been appointed commander in 1847, was, contrary to expectations, not used in any field command. But was, on the other hand, invited by the then Marine Minister Zahrtmann to enter Austrian service to reorganize this navy, which had fallen into some disrepair.

Reluctantly, he accepted this offer, as he had previously ensured that he would be able to enter his number again in Denmark. With the rank of rear admiral, he left Denmark in February 1849, traveled to Olmütz, where the Austrian emperor stayed, and was appointed by him as vice admiral, lieutenant field marshal and commander in chief of the navy.

The condition in which Dahlerup met the Austrian navy was rather bleak. By the mutiny in Venice it had lost its most important naval station, a large part of its superior personnel and about half of its ships. The remaining material lacked both organization and basis.

However, by his determined, controlled behavior and supported by thorough knowledge, Dahlerup succeeded in an astonishingly short time in breathing new life into the corps and providing usable equipment so that the fleet could make a significant contribution to the recapture of the city of Venice.

Together with the commander-in-chief of the army, the old Radetzky, Dahlerup then made his entry into the conquered city, where its keys were handed over to the victors.

Until 1851, Dahlerup continued his work of reform, which succeeded beyond expectations. At the same time, however, a movement had taken place which aimed, now that the danger was over, to undermine the Emperor's confidence in him. When these efforts had reached a certain point, Dahlerup withdrew and returned home to his native land.

Here he suffered the disappointment of being refused entry into the ranks again, under the pretext that he had stood outside the national struggle 1848-50. Offended by this, he resigned, although he did not receive a pension.

In 1861 he was called by the Austrian Archduke Maximilian back to Austria and assisted him until 1864 in the marine administration as his maritime consultant. The war of 1864 between the two countries to which he both belonged, however, made such an embarrassing impression on him that he definitively withdrew and went home again.

**Hans Georg Garde**, (1790 – 1875),

Became a cadet in 1802, and in 1805 appointed second lieutenant in the navy.

During the war against the English in 1807, Garde became commander of the gunboat "Næstved", with which he participated in the battle at Reden against the English light squadron. Later in the war (1810) he was employed in the gunboat department, which had a station on the west coast of Schleswig.



The following year, while he was still staying there, he had a clash with the expelled Swedish king Gustav IV Adolf, who had gone to Heligoland and from there requested help from Garde to get over to Denmark. Garde refused the request, and when Gustav Adolf nevertheless attempted to land, Garde took him prisoner in Tønning. Appointed First Lieutenant 1811.

From 1814-18 Garde was an enlistment officer in Tønning. The following year he went as second-in-command and captain-lieutenant with the brig "St. Thomas" to the West Indies; the corvette "Najaden" was already here, and when both its commander and second-in-command died on the station, it was entrusted to him in 1821 to bring the corvette home.

After commanding guard ships in 1826-29, last command as captain. He worked from 1834-51 as an inspection officer at the Norwegian Navy's boys' school, but was often on a voyage in the meantime, for example in 1837 as commander of the corvette "Diana".

Appointed commanding captain in 1840 and 1844, commander and commander of the frigate "Gefion", which took Crown Prince Frederik to Scotland and the Faroe Islands and later went in squadrons to Gibraltar and Morocco, where, in association with a Swedish-Norwegian force, negotiations began on the lifting of that tribute, Denmark had for a long time provided to free merchant ships from pirate attacks. On the journey home, he took Thorvaldsen's last work with him.

In 1849, Garde was appointed squadron commander on Schleswig's east coast, but subordinated to the general command. It was from this that he received orders to have a demonstration carried out on Egernførde Fjord in support of an intended attack with troops on the German position. Later, however, they gave up sending the troops forward, and the undertaking was therefore left to the navy alone.

The sad outcome of this battle on 5 April, when the ship of the line Christian VIII blew up with part of its crew, while the frigate Gefion had to surrender, has later put a lot of burden on Garde.

However, this was most likely due, on the one hand, to unclear messages to the navy together with a lack of cooperation between the various defenses and, on the other hand, to a highly unclear idea on the part of the ship commanders concerned about what ships with the protection and untrained crews of the time were able to accomplish against fixed batteries, in connection with an easily explainable desire to carry out a quick weapon act.

Even with this misapprehension of the mutual strength, the outcome of the battle would probably not have been so unfortunate for us, if a whole chain of misfortunes had not joined together, by which it was partly impossible for the large sailing ships to bring their considerable number of guns into action, partly later, when the fight was against them, to get out, notwithstanding that they had paddle steamers in the fjord to tow them, if necessary.

While the chief general, Christoph von Krogh, and his chief of staff, colonel Frederik Læssøe, were deposed after this affair, Garde, together with Paludan, was sentenced to 6 weeks of fortress arrest in Kastellet by the court-martial's verdict.

On 3 August 1851 he was dismissed from the service with grace and with a pension.



**Frederik Christian Georg Muxoll** (1804 – 1880).

Became a cadet in 1820 and appointed second lieutenant in 1824. 1826-1827 accompanied on a voyage with the corvette Fortuna to North America and the West Indies. First lieutenant 1833 and with the corvette Galathea to the Mediterranean.

1 January 1834 Enrollment officer in Varde and later the same year with the ship of the line Dronning Maria Ordered 6 November 1834-35 as temporary lieutenant at the Marine Corps and

and the cadet ship the corvette Najaden.

1835-1837 Deputy commander of the brig Allart to the West Indies and 1 January 1838 Enrollment officer in Aabenraa.

1838-42 cross customs inspector on the west coast of the duchies where he organized the service and for this received the king's recognition. Appointed Captain-Lieutenant 1841.

In 1843 he was commander of the crown prince's yacht Neptun. 1844 second in command in the frigate Gefion in the squadron against Morocco under HG Garde. 1846-48 he was an inspector at the United Cross Customs Service and was employed at the outbreak of war in 1848 to serve on the operational army's staff.

In 1849, during the Battle of Fredericia, he led an expedition to Randsfjord with four steamships and two gunboats and thereby contributed significantly to the increase in enemy losses. General F. Bülow expressed his recognition on that occasion. In 1850 he was commander of the brig Ørnen and in 1851 of the corvette Najaden as a guard ship in the Sound. Appointed captain 1851 and 1852 commander of the Cadet ship corvette Flora

1851-54 he was also rigging master, 1854-55 commander of the Najad to the West Indies, appointed commander-captain in 1857 and the year after 1858 as war captain. 1859 for the frigate Thetis and 1861 commander of the squadron on the west coast of Schleswig.

During the 1864 war, M. was commander of the squadron in the western part of the Baltic Sea and thereby had responsibility for the area at Alssund and thus also the navy's participation in the defense of Als. After the end of the war, both M. and the commander of the armored ship Rolf Krake, war captain HP Rothe, requested their relationship during the Prussian transition to Als to be investigated.

1864-1866 Member of the Construction and Regulation Commission.

A commission was set up in August 1865, which acquitted Rothe in January 1867, while Muxoll was sentenced to one month's imprisonment for having organized the patrol service in a less than adequate manner, the sentence was upheld, although the sentence was reduced to fourteen days. Appointed commander in 1868 and upon reaching the age limit, he was dismissed in 1870.

**Hans Peter Rothe** (1813 – 1905),

Became a cadet in 1824 and appointed second lieutenant in 1829. Got permission on 7 November 1830 to travel to Danzig and stay there over the winter to attend Commander MP Bille's lectures at the Kgl. Prussian Navigation School 1831–32 was with the brig St. Jan in the West Indies, 17 January 1833 ordered to service at the Chart Archive and later that year he was with the corvette Galathea in the Mediterranean,



Appointed 1839 as first lieutenant and spent 1839 and 1840 surveying Danish waters. 1 January 1840 to - 1 January 1842 Enrollment officer in Hjerding. 1841 With the liner Christian VIII and 1842 appointed acting director of the Sea Chart Archive

1843–44 with the brig Örnen to South America and 1845–47 with Galathea under Steen Bille on the circumnavigation, where in the period December 1845 - January 1846 he was assigned from Galethea to the steamship Ganges as hydrographer

In 1848 he was appointed lieutenant captain and deputy director of the chart archive when CC Zahrtmann became minister of the navy.

In the war years 1848 and 1849, he was second in command in the frigate Bellona on blockade in the North Sea. 1852–54 commander of various patrol ships in home waters, 1858 of the corvette Valkyrie, and in 1853 he was appointed director of the chart archive and Inspector General of the Maritime Administration's chronometers. In 1855 he was appointed Captain and commander of the battery Trekrøner. 1858 he is appointed as Naval Captain and commander of the cadet ship corvette Valkyrie and 1860 Member of the commission regarding the Naval Shipyard

In 1864 he was ordered to command the armored battery Rolf Krake, which at the beginning of the war was stationed at Sønderborg.

From here he was sent on 18.2. to Egersund to stop a bridge construction work. In this serious battle with German batteries ashore, Rolf Krake showed his good and also his less good qualities, the weak deck.

During the German attack on the Dybbøl position 28.3. and during the storm at Dybbøl 18.4. Rolf Krake from Vemmingbund provided excellent support to the left wing of the Danish position.

After the end of the armistice, the ship, which had, however, been in Copenhagen for repairs, was sent to Alsfjord to take part in Als' defence. The Germans began a transition to Als on 29.6. above Alssund.

When Rothe arrived with Rolf Krake, he cleared the waters of German vessels, but estimated that the main enemy force had come over to Als, which later turned out not to be the case. According to his relative orders, he then sailed to Høruphav to cover a possible evacuation of the Danish troops. However, this allowed the Germans to send the main force over to Als.

Public opinion and the press, because of this relationship, made Rothe responsible for the loss of Als. The attacks took a toll on Rothe.

The fact that Rolf Krake did not solve his task was due to a forgivable mismanagement on Rothe's part, as well as unclear command relationships. In November, 1864 got Rothe, at the reduction his farewell.

In order to stop unjustified and merciless criticism of Rothe's relationship during the transition to Als, he and the squadron commander, war captain FCG Muxoll, requested that their relationship be examined by a court-martial.

By this, whose judgment was confirmed by the king on 8.1.1867, Rothe became, completely acquitted. He remained in his position as director of the chart archive until 1888 and in 1869 he was given the rank of commander.



**Andreas Schifter, (1779 – 1852),**

Became a cadet in 1794 and with distinction (Gerner's Medal). And appointed second lieutenant in the Navy in 1798.

1799-1801 Schifter was stationed with the frigate Najaden in the Mediterranean during the war with the Barbarians. During this service he was attacked by corsairs in Tunis in May 1800. He was badly wounded by a saber cut in the head, and below

some negotiations he conducted with the Bejen of Tunis, he was arrested by the latter and kept prisoner for 3 months. On his return, he and 3 other officers were assigned to study shipbuilding. But by his unusual abilities he quickly alienated his comrades

In 1803, factory foreman Frantz Hohlenberg left. But since Schifter's studies had not yet been completed, the office remained vacant for the time being, but was reserved for Schifter. Advanced in 1804 to first lieutenant, and became auscultant in the Construction and Regulation Commission in 1805.

Undertook a study trip in 1807, which began in Sweden. Here the outbreak of war surprised him, which is why he had to flee to Norway. Where, however, he immediately got busy at Frederiksværn's shipyard building gunboats and other defense measures. In October of the same year, he was sent to Rendsborg in Holstein as an Inspection Officer at the Shipbuilding Industry. And in December he returned to the Orlogsværftet in Copenhagen. Where he oversaw the construction of gunboats and the conversion of koffardi ships into defense ships.

1808-09 he was on board the ship of the line Pultusk in the Scheldt fleet. Which was a service that was highly unsatisfactory to him. After his service ended, Schifter was ordered to continue his studies in shipbuilding. He was sent on an educational trip, first to the Netherlands and then to France and Italy.

Appointed 1812 as Captain Lieutenant. And it wasn't until 1814 that he returned and was now employed as a factory foreman and a member of the Construction Commission, and at the same time was appointed Captain

From 1814 to 1846 he worked in this position with great skill and built 6 ships of the line, 6 frigates and 14 smaller ships in addition to 37 gunboats. All excellent ships that bore the mark of Schifter's ability to quickly absorb the new and good that development brought with it. In 1825 he went on a 6-month study trip to England to learn the best method for the preservation of ships. And study the Sepping constructions on the shape of the stern. Appointed Commander Captain 1829.

It was also Schifter who designed the type of lighthouse that was used even many decades after his death. Appointed Commander 1839.

Got 1840 Instructions for a trip to England, where he is to familiarize himself with steamship building and possibly buy a ship for the Danish navy. Subsequently built 3 of the Navy's earliest paddle steamers. He did not have the genius of Gerner or Hohlenberg, but he was a competent and careful constructor and aware of developments in his trade. Appointed Rear Admiral 1843.

Upon the departure of Admiral Ulrich Anton Schønheyder from the Admiralty College in 1846, Schifter took over the position of 2nd military deputy, 2 years later he advanced to 1st deputy, but shortly afterwards left the College to become Holmen's Chief Crew Master (head of the Orlogsværftet). It thus fell to him in 1848-50 to lead the large war equipment, which mainly consisted of the fleet he had created himself.

After the war, in 1851, Schifter transferred to active service as Vice-Admiral in the navy; here, however, he did not play any role, because already the following year, 31 October 1852, he passed away.



**Edouard Suenson, (1805 – 1887),**

Became a cadet in 1817 and was with the frigate Nymphen to the Mediterranean in 1818, appointed Second Lieutenant in 1823. Is 1825-26 with the corvette Diana to the West Indies. In 1826 he applied for and received permission to enter French service.

Reports in 1827 from Toulon that he has been sent out with the brig Acylone to the Levant. Participated with this in the battle of Navarino 20 October 1827. Reports in 1829 that he is with the frigate Sirène at Patras and in 1830 he has come aboard the frigate La Thetis and takes part in the expedition to Algiers and the landing of troops and later that year he returns to

Denmark.

1831-1832 With the brig St. Jan to the West Indies and appointed First Lieutenant 1831 1836-1837

Deputy Commander in the brig St. Croix to the West Indies, where, among other things, he stood at sea to hunt a privateer without giving the commander, who was ashore, time to get on board.

1838 Enrollment officer in Sønderborg. 1839 Deputy commander in the schooner Elben, guard ship at Altona. 1840 Commander of the steamship Kiel, at the disposal of HM the King. 1841 appointed Captain-Lieutenant 1840-1841 With the frigate Bellona to South America. 1844 and 1845 Commander of the steamship Ægir, at the disposal of HM the King

1846 Commander of the brig St. Croix to Iceland. 1847 Chief of the Watch Ship Post at Copenhagen on the battery Three Kroner. 1848 Commander of the schooner Pilen, guard ship in the Great Belt. 1849 Commander of the corvette Diana and then the Najaden, patrol ship in the Sound.

In 1850 he was appointed Captain and Commander of the steamship Hekla.

On the night between July 20 and 21, Suenson, as commander of the steamer Hekla, had an affair with the rebels' armed steamer Von Der Tann in Neustadt Bay.

The rebels' ship ran aground, after which the crew set fire to the ship and left it in the vessels before it blew up.

Took part in the skirmish between Hekla and the steamship Løwe and 4 Schleswig-Holstein gunboats in the Kiel Fjord on August 16 of the same year.

28 October 1850 Member of the Construction and Regulation Commission

1851 - 1863 Chief of the Sea Cadet Corps

1851 Commander of the cadet ship corvette Flora, 1853, 1855 and 1857 Commander of the cadet ship corvette Valkyrie. Appointed Commander-in-Chief 1855 and Commander 1858 1860 Commander of the cadet ship corvette Hejmdal and 1862 Commander of the cadet ship frigate Jylland.

1864 Commander of the North Sea Squadron, with his stand hoisted in the frigate Niels Juel and participates as Squadron Commander in the Battle of Heligoland

1865 Commander of the frigate Niels Juel to the Mediterranean and appointed Rear Admiral in 1866. 29

December 1866 Resignation from the Navy and appointed as Overlod in the Eastern District 1 January 1880

Resignation from the position as Overlod and appointed Vice Admiral the same year

**Otto Frederik Suenson**, (1810 - 1888),

He became a second lieutenant in the Navy in 1829 and immediately after his appointment as an officer, Suenson set about studying shipbuilding. In 1836 he joined the Construction Commission as an auscultant, in 1839 he became first lieutenant and in 1841 he became a member of the Commission

In 1834-39 and again in 1843-45 he was a teacher of mathematics for the sea cadets.

In 1839 and 1843 he undertook a study trip to England, in 1844 he was employed at Orlogsværftet's shipbuilding, advanced in 1846 to sub-factory foreman. Appointed in 1847 as Captain Lieutenant and in 1848 as Holmen's factory master, the last person in the fleet with this title.

Advances 1855 to Captain and 1858 director of the Navy's shipbuilding.

As such, he constructed several beautiful and good ships: the frigates Niels Juel, Sjælland and Jylland, the corvettes Thor, Heimdal and Dagmar, just as it was he who initiated the building of armored ships here at home (he built Peder Skram and Dannebrog, - Denmark, Rolf Krake and several others he acquired).

Although Suenson, as the Navy's chief shipbuilder, worked during a period in which warships were undergoing rapid development (from sailing to steamships, from unarmored to armored ships), he still knew how to keep up and was constantly abreast of developments; his reputation as a constructor therefore went beyond the country's borders.

When the office of factory foreman was abolished in 1864, at the same time as the shipyard was reorganised, Suenson resigned and was simultaneously appointed director of the department in the Ministry of the Navy, a position he held until 1866. And in the period 1867-1869 he served as Minister of the Navy





**Christian Christopher Zahrtmann, (1793 - 1853).**

During a visit to Copenhagen shortly after the Battle of Reden in 1801, he decided to follow the sea warrior path; he then joined the house of commander and crew master Sigvart Urne Rosenvinge and became a Cadet in 1805.

During the attack by the English in 1807, he served as adjutant to his foster father and made a favorable impression here.

In 1808 he was sent for a short time as monthly lieutenant to the French Scheldt fleet. After returning from here, he was employed as an adjutant with Holmen's crew chief. 1809 as adjutant to the commander of the gunboat flotilla near Zealand, Commander Johan Cornelius Krieger, and was sent from there to Norway. In 1810, Zahrtmann was appointed second lieutenant in the Navy.

During Zahrtmann's stay in Norway, he participated as gunboat commander in 1812 in the fierce battle on 6 July in Lyngør, where the frigate Najaden under captain HP Holm was destroyed by the English liner Dictator and the brigs Lolland and Kiel were captured.

In the following day's battle, Zahrtmann was, as a parliamentarian, with the Dictator's chief, whose request for an armistice he refused; the gunboats then attacked the ship of the line, this had to flee and both brigs were recaptured..

After the end of the war, Zahrtmann eagerly studied hydrography and geodesy. In 1817–18 he was in the Mediterranean and the West Indies with the frigate Minerva, and in 1819 he was employed under Prof. HC Schumacher at the degree measurement in Jutland. Appointed First Lieutenant 1818.

On a voyage with the frigate Najaden in 1824, where the then Crown Prince Christian was on board, he won his attention with his calm, restrained nature, which later came to play a major role in Zahrtmann's life. 1825-26 he was second in command in the brig St. Jan in the West Indies; the commander, Captain Lieutenant Hedemann, died here, and Zahrtmann brought the ship home.

1826 – after the death of Poul de Løvenørn – Zahrtmann took over the position as director of the Chart Archive and was simultaneously appointed Lieutenant Captain. He took up with zeal the surveying of the Danish waters and, despite much opposition, but strongly helped by Frederik VI, carried out the installation of a large number of pines. In 1826 he was appointed captain and in 1830 he became a member of the Construction and Regulation Commission.

In 1833–34 he led the brig Allart to the West Indies, whose waters he surveyed and charted. 1836-38 he was commander of the various guard ships, in 1839 he undertook a study trip to England to study the country's steamship system. On his return he was appointed adjutant to Christian 8.

In 1842, Zahrtmann was commander of the frigate Thetis on a cruise in the Mediterranean: In Naples and Greece he had diplomatic duties, which he handled tactfully. On the return journey, he brought home from Livorno some of Bertel Thorvaldsen's Italian works of art. Appointed 1843 as Commanding Captain.

1843 Zahrtmann published the extensive work *Den danske Lods*, a description of the Danish waters whose status as a standard work lasted throughout the century

In 1844 he became a member of the Royal Geographical Society in London. Christian 8th offered him – which was not widely known – in a handwritten letter to take over the post of commander of Galathea's land circumnavigation, an honor he declined, however, and for which he recommended Steen Bille.



In 1846 he was appointed a member of the Defense Commission and in 1848 he was appointed Commander.

In 1848 he became 2nd deputy in the Admiralty and Commissariat College. When this was dissolved shortly afterwards, he reluctantly took over the position as the country's second – and first professionally professional – minister of the navy in April 1848. As such, he participated in the Constituent Assembly and served in the position throughout the Three Years' War. In August 1850 he resigned as minister due to failing health. Appointed 1851 as Rear Admiral.

In 1852 he was appointed Holmen's chief crew chief and vice admiral, and died in this position quite suddenly without previous illness on 15 April 1853.

## "Naval Plan 1815"

In 1814, Denmark left the long-term war with England weakened: the loss of Norway in connection with the conclusion of the peace was painful, but the loss of the navy as the pride of the nation shook the Danish national feeling also because the units in Norway had to be surrendered to the new Norwegian navy.

After the loss of the Norwegian fleet, Denmark's fleet in 1815 consisted of only 2 ships of the line (often referred to as "ships of war"), 5 frigates (of which 3 were under construction), 3 brigs, 6 smaller ships and 82 gunboats.

Denmark's defense had to be rebuilt and initially the navy, so a "Naval Plan 1815" was drawn up, which was to ensure a rebuilding of the navy within the possible financial framework. This task was placed in the hands of the very capable captain, later vice admiral and factory foreman Andreas Schifter. The visions of the naval plan called for the building of 6 ships of the line, 8 frigates, 8 corvettes or brigs and 86 gunboats. The financial means were few, not least after the state bankruptcy in 1813, and despite the very tight economy, the naval plan was largely fulfilled in 1833. This had happened, among other things, at the expense of the equipment of the ships, which had been kept to a minimum. - there was no money to both build new ships and at the same time be able to equip and sail with them.

*(Which reminds a lot of how situations are today with the equipment and manning of the new Huitfeldt frigates and the two flexible support ships Absalon and Esben Snare - just like the monitoring of waters at weekends is often left to the Marine Home Office as the navy does not have enough manpower to man Diana -class 365 days a year).*

Only the guard ships in the Øresund and Great Belt could be manned constantly, and for the next several years only a single frigate or corvette was equipped to carry out the annual cadet tour.

With the new naval plan, Denmark was no longer a naval power with international influence (for example, the station ships at the West Indian islands could only be maintained by imposing a special tax on each barrel of sugar)

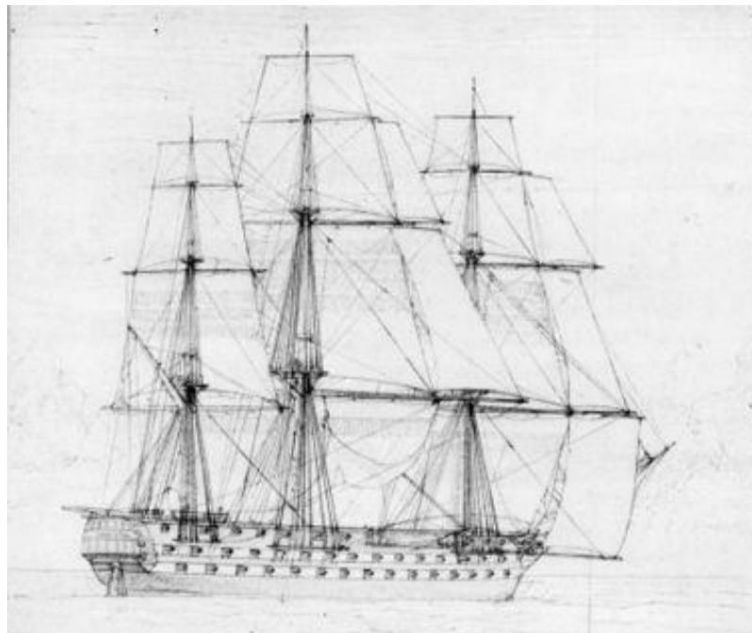
In order to maintain the naval officers' training, many of them were allowed to sail in the merchant navy, just as several were allowed to serve in foreign navies, not least in the French navy.

With this, many officers not only gained the necessary sailing experience, but some also gained combat experience. But for the other personnel in the fleet, the training opportunities were largely lacking.

Until 1825, all the practice cruises with the cadet ships took place in Danish waters, and only in 1826 was the cadet ship, the corvette Najaden, sent on a practice cruise in the Atlantic, with a trip north of Scotland, west of Ireland and through the Channel on the way home.

In the years that followed, the cadet ship was often on long voyages to the Faroe Islands and Iceland, as well as occasionally to the Mediterranean.

Only when the last of the planned 8 frigates, the frigate Bellona, was launched in 1830, and in 1840 the sixth ship of the line, the Christian VIII, were there again financial means left over to equip the fleet's ships.

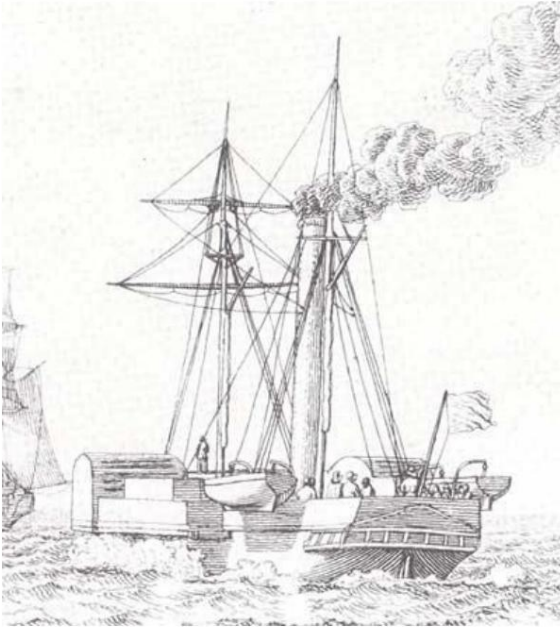


The liner Chistian VIII

## The technical development 1815 – 1848

"Holmen" had two main functions. It was partly a naval station, which maintained and equipped the navy's ships and took care of all the navy's supplies and stores, and partly it was a large shipyard.

Holmen was Denmark's largest workplace with many thousands of employed craftsmen. This period was characterized by including the first infant steps into the technological age, and initially the development was very slow. Until now, shipbuilding on Holmen had been characterized by the more than a thousand carpenters who built the wooden ships. Now new experts were needed, because Andreas Schifter had studied steam engines in England. The first early start of the steamships were the so-called wheeled steamships, whose two paddle wheels on the ship's sides took up almost all the space where the sailing ships had had the guns.



In 1824 the fleet acquired its first steamship - the paddle steamer *Kiel*, which had been built in London in 1820.

The ship was mostly used as a royal ship until it was converted into a troop transport ship in 1852

For 17 years, *Kiel* was the fleet's only steamship until 1841, when *Ægir* was purchased in England

*Ægir* was significantly larger than *Kiel* and the first real warship with a steam engine and at the same time *Ægir* was the fleet's first iron ship.

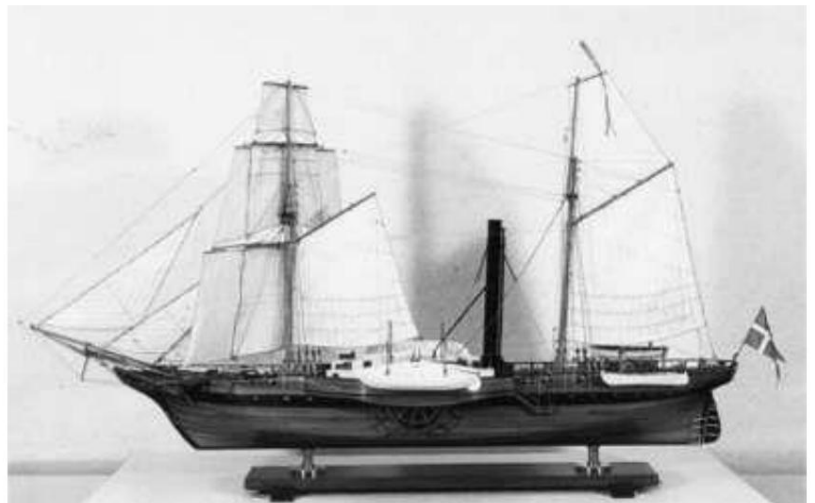
Historically, *Ægir*'s entry into the fleet is considered the time when the steamships became part of the Danish fleet.

From the start there was not much trust on the part of the senior naval officers. There was great skepticism about the usefulness of the ships, as a single hit in the engine or paddle wheel could put them out of action.

Their biggest advantage was that they could sail even in a calm, so they could, for example, take the sailing ships in tow.

As early as 1842, another paddle steamer was purchased in England.

But as early as 1844, the first Danish-built steamship *Geiser* left the docks at Holmen.



The paddle steamer *Geiser*

Up to 1848 a total of six steamers had been procured – all paddle steamers, but they were very vulnerable due to the large wheelhouses on the sides, so they were best suited for transport and towing and less suitable for actual combat duties.

But even though the fleet with these ships began to change to motor-driven ships rather than wind-driven ships, they were not yet quite ready to completely write off the sailing ships.

## The first Galathea expedition 1845-47

On 16 June 1845, the command of the corvette Galathea, with captain St. A. Bill about boss.

For the next two years, the corvette was to circumnavigate the globe, i.a. to witness the surrender of the Danish colonies of Trankebar and Serampore in India, which had been sold to England.

In addition, the possibilities for a possible colonization of the Nicobar Islands in the Indian Ocean were to be investigated along the way, as well as promoting Denmark's trade by concluding treaties and appointing consuls, etc.



*Corvette Galethea off Cape Town in South Africa.*

Galathea was further tasked with conducting extensive scientific investigations on the voyage.

The corvette departed from Københavns Red on 24 June 1845, after which the trip, with a few stops along the way, went south around Africa to, among other things, Tranquebar, China and the Philippines. After a short stay at Honolulu, we continued towards South America.

The trip went around Cap Horn and up the east coast of South America and on 24 June 1847 the course was set for home. And finally on 23 August 1847 the corvette Galathea Kronborg was on starboard again, and more than two years' journey was coming to an end.

## 1. Schleswig War (1848-50): The war in which the Navy once again became Denmark's bright spot

The year 1848 started quietly and peacefully and without any clear sense that a rebellion and war were at the door.

In January, King Frederik d. VII had replaced Christian d. VIII, upon his death on 20 January 1848.

The newly acceded king had just given his approval to the introduction of popular government and a new constitution for the Kingdom of Denmark. However, this would not apply in the duchies of Schleswig, Holstein and Lauenborg south of the Kingdom's borders.

The two German-speaking duchies of Holstein and Lauenborg were members of the German confederation, and the Danish king, as Duke of these, was thereby a member of the German confederation.

Schleswig, with its relatively large Danish-speaking population, was outside both the Kingdom and the German Confederation.

*Seen in the light of a growing national consciousness - a somewhat precarious situation.*

Denmark had also "received the Duchy of Lauenborg as compensation" for the loss of Norway at the conclusion of peace with England in 1814.



### **Rebellion simmers in the Duchies**

In Southern Jutland, the Schleswig-Holstein party had long worked on secession from Denmark, and possibly in union with the German duchies to form an independent Schleswig-Holstein.

On 22 March 1848, a deputation arrived in Copenhagen to get the king to fulfill the Duchies' demands.

The king obviously had no options for this under the new Basic Law, and all of a sudden a war seemed inevitable, as the duchies were in rebellion and at the same time rearming to secede by force if necessary.

### **The fleet must be equipped**

On Holmen, it was 34 years ago that an order was last given to equip the fleet; that time, unfortunately, it was simply to hand over the fleet to the English.

By the evening of March 25, news reached Copenhagen that the army garrisons in Kiel and Rendsburg had joined the rebels.

The very next afternoon, the first Danish warships left Copenhagen for the waters around Als.

It was the corvette Najaden under the command of Captain, Baron Friderich Dirckinck-Holmfeld, towed by the paddle steamer Geiser, and the brig St. Thomas.

When the Najaden docked at Sønderborg on the morning of 27 March, the Dannebrog waved from the houses and the Danish-speaking part of the population cheered at the arrival of the corvette.

The corvette and its crew immediately set about organizing the provisional defense of Sønderborg and Als against a possible attack by the rebels. With the help of, among other things The Najaden's guns quickly succeeded in blocking the transition to Als.



The corvette Najaden

The following day, March 28, the paddle steamer Geiser ran into Flensburg Fjord to reconnoitre and at the same time try to convey the Danish king's proclamation to the Schleswigs.

The city of Flensburg had, however, been taken into the possession of the rebels on the same day, under the leadership of General Krohn, and when Geiser approached the city it was met by heavy rifle fire from the rebels, who had, among other things, had occupied some of the houses down by the harbour.



*The steamship Geiser*

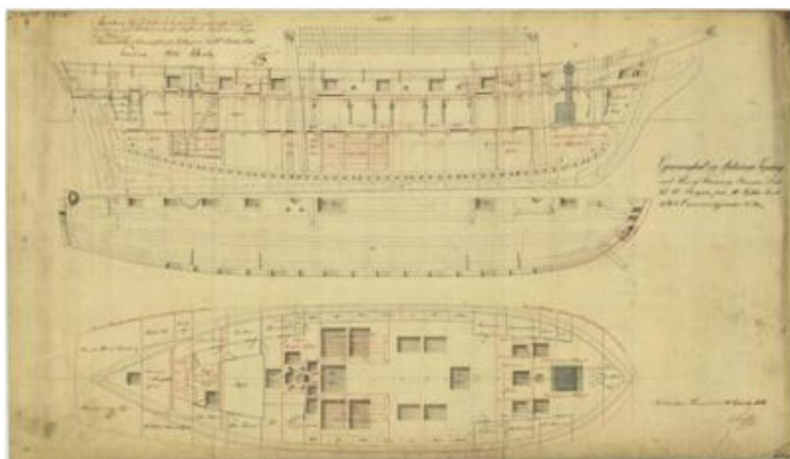
Wisely, the Danish paddle steamer chose not to fire its guns again at the open town, Geiser instead put the rudder down and slowly steamed out of the fjord again. A retreat which the rebels immediately regarded as a great victory.

Encouraged by the success at Flensburg, the rebel general chose already on 30 March to continue the advance towards Åbenrå, which went smoothly until the rebel troops approached the southern part of Åbenrå fjord.

In the middle of the fjord, a flapping Danish war flag was spotted flying under the prow of a Danish warship.

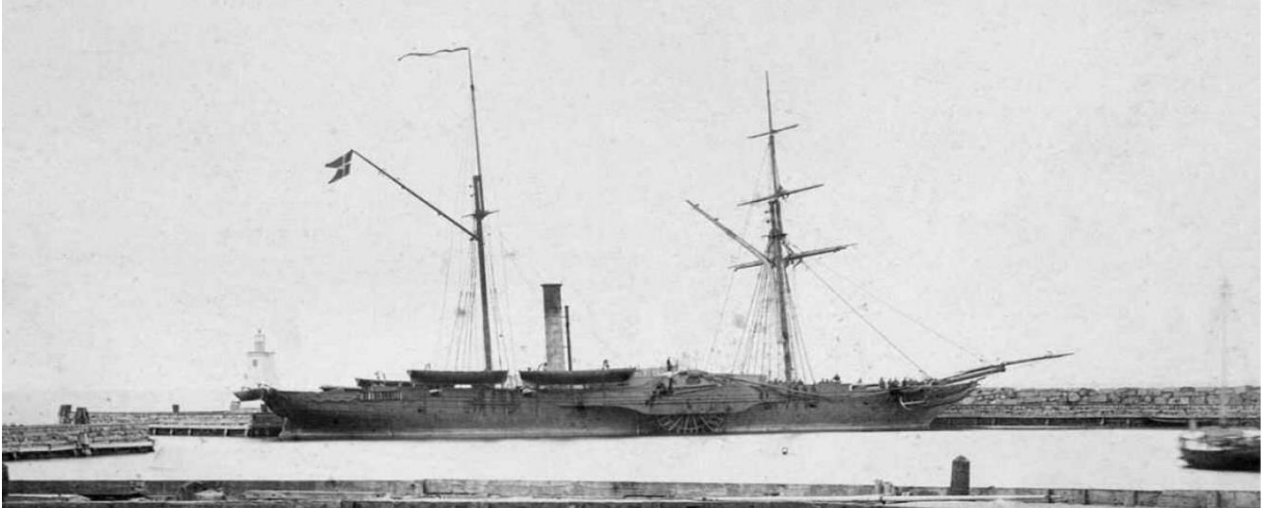
It was the brig St. Thomas, under the command of Captain-Lieutenant M. Suenson, who had taken station in the fjord.

From the brig, fire was immediately opened on the rebels who were moving along the coastal road. Wild confusion soon reigned among the advancing forces. A few minutes after St. Thomas thus having fired the first shot of the fleet during the war, the rebels were in full retreat across the fields, away from the open coasts.



The rebels instead chose to move into Åbenrå from the west, out of range of the Danish guns. The city thus did not avoid being occupied. But the brig's presence had been a sliver of joy for the rebels, who had to admit that traffic along the coasts was absolutely not safe.

The next morning the anti-Danish population in Åbenrå woke up and discovered that the Danish naval blockade had been stepped up. During the night, the paddle steamer Hekla, with captain Steen Bille on board, had also arrived at the fjord.



The paddle steamer Hekla

Both ships now lay with their cannon muzzles pointing towards the open city.

Inside the harbor bulwark in Åbenrå, the steamship *Christian der Achte* was moored, and Captain Bille, as commander-in-chief, gave orders to the brig *St. Thomas* to seize the steamer.

*St. Thomas's* boss, Captain Lieutenant Magnus Suenson, disembarked himself to command the three smaller boats that had to carry out this task. When the three vessels approached the port, they were greeted by curious onlookers, civilians and soldiers intermingled.

An officer in a Danish hunter's uniform with a white armband around his arm shouted as the vessels approached: "It costs blood!". With the cry: "Let it cost!", Magnus Suenson and his people jumped ashore. Without it coming to a fight, they quickly succeeded in seizing the steamship.

Under cover of the two warships' guns, the Danish warships quickly managed to get the steamship out to sea.

The captured steamship *Christian der Achte* was immediately directed to Korsør, where it was deployed as a transport ship.

There was hectic bustle in Korsør.

The rapidly arriving troop detachments, horses, war material and provisions had to be taken as quickly as possible either over the Great Belt or to Als.



*The horse guard is loaded onto a transport ship*

A demanding and grueling task that was probably led by Captain PW Tegner, who was in command of the Navy's Transport Service.

There was too little transport equipment available here at the beginning of 1848, and at the same time time was short. However, despite all the difficulties and shortcomings, the Norwegian Transport Service succeeded in completing the disembarkation of personnel, horses and material in one stroke.

In Copenhagen, there was also great bustle, albeit of a more administrative and personnel nature.

- A system change was on the way! - It had been decided to abolish the venerable Admiralty and let it be replaced by a more modern Ministry of the Navy.

While the war was raging, Commander-in-Chief CC Zahrtmann, on 4 April 1848, was thus appointed as the country's first Minister of the Navy.

A change of system also took place at Orlogsværftet, as Rear Admiral Andreas Schifter took over the job of chief crew chief. The system change also led to an increase in the fleet's equipment for the ships.

Which meant that immediately from the beginning of the war, the navy had so many ships under its command that it was able to solve the first tasks it was faced with, namely the transfer of troops to the theaters of war and support to the army.

#### **The navy's new task - support for the army**

Support for the army consisted primarily of supporting the army's flanks during the advance to the south.

To solve this task, a squadron was formed, consisting of the corvettes Galathea and Najaden, the brigs St. Thomas and Mercurius, the paddle steamers Geiser and Hekla, as well as 10 gun sloops and 6 gun dinghies.

The squadron commander, Commander Captain F. Paludan, raised his standard on board Geiser, while his second-in-command, Captain Steen Bille, raised his command badge in Hekla.

The troop transports were under the command of Captain PW Tegner, who eventually assembled a larger transport fleet of private steam and sailing ships, first as mentioned above at Korsør, but later also on Funen and in Flensburg fjord.



Commander Captain  
F. Paludan



Captain  
Steen A. Bille



Captain  
P. W Draftsman

The navy successfully supported the army in its advance in Schleswig, and Captain Bille and Hekla were particularly effective.



As early as April 7, the fleet was back in battle. East of Holnæs, at Bogholm, right at the entrance to Flensburg fjord, the rebels had set up field artillery down on the beach itself, and it teemed with rebels along the coast.

The corvette Najaden, the paddle-steamer Hekla and two gunboats stationed at the entrance to the fjord immediately took up the fight, although only Hekla and the two gunboats, which were furthest inland, came under fire.

Steen Bille and his ship's guns succeeded in silencing the enemy artillery, and the rebels were driven away from the coast, and the area had apparently been cleared of enemy military.

When the army won its first laurels in the battle of Bov on 9 April 1848, almost the entire squadron was gathered at Flensburg fjord to support the army, which subsequently moved through Flensburg to Schleswig and Dannevirke. Geiser, Hekla, Galathea and Najaden subsequently transported troops to Eckernförde and landed them there.

### **Fehmer is lost**

After landing troops at Eckernförde, Najaden was ordered to Fehmern to secure the island against the rebels. Captain-Lieutenant Dirckinck-Holmfeld, who had skillfully established the defense of Als, was now to try to repeat this on Fehmern. The Najad arrived together with the cutter Løvenørn, on the morning of 15 April, in the waters off Burgtiefe on the east side of the island, but unfortunately for late.

Already on arrival, it could be ascertained that the rebel flags were flying in several places on the coast, quite regardless, Dirckinck Holmfeld chose to try to go ashore and investigate the mood on the rebellious island.

As soon as the lieutenant-captain and two men had rowed ashore in the cutter's dinghy, however, they were captured by the rebels. Several civilians tried to defend them, during which one of the civilians was shot down by an insurgent.

Najaden then left Fehmern again, and Captain Krenchel was then appointed as the new commander.



*The assault on Captain-Lieutenant Dirckinck-Holmfeld*

War events now began to gather pace in earnest, and more and more indicated that the German Confederation would side with the Schleswig-Holstein rebels. On 18 April 1848, the German Confederation declared war on Denmark at the same time that the 10th Army Corps, under General Wrangel, advanced through Holstein. This army corps consisted mainly of Prussian and Hanoverian units.

5 days later, on Easter Sunday 23 April, the first battle took place between the superior German forces and the Danish army at Schleswig. After an honorable Danish effort, the numerically inferior Danish army was forced to retreat, first to Flensburg and from there to Als, Funen and Nørrejylland.

Hekla and some gunboats succeeded in rescuing an army detachment that had been cut off at Eckernförde and transporting them away by sea, while several of the squadron's other ships provided assistance in Flensburg Fjord.

After General Wrangel had moved further up Jutland, the navy's task was reduced to keeping the waters clear and preventing the enemy from crossing straits and belts.

At the end of April, the equipment of several of the navy's established units was so far advanced that the next operation could now be carried out, namely the blockade of the German ports from Kiel in the west to Pillau in the east. On April 29, the Danish Blockading Squadron blocked all the German Baltic Sea ports. The naval blockade was now a reality.



*The blockade squadron off the Elbe*

The blockade squadron consisted of, among other things of the frigates Havfruen and Thetis, the corvette Flora, as well as a number of smaller ships.

The Lilleput state of Denmark's heroic efforts in the war against the German Confederation had now also attracted the attention of the European powers; not least because the initiated Danish naval blockade of the German ports soon had its effect on trade.

At the same time that a large number of Swedish and Norwegian volunteers had signed up to fight at Danneborg, an army of 15,000 men was gathered together in Scania, with a view to being able to help Denmark.

With the Swedish king Oskars as mediator, and with England as guarantor, delegates from Prussia and Denmark gathered in Malmö to negotiate a possible armistice.

In the middle of these negotiations, General Wrangel suddenly moved his headquarters from Northern Jutland to Flensburg on 25 May.

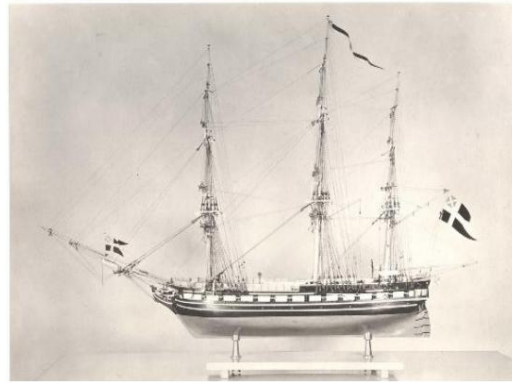
In Malmö, a draft for an armistice was reached, which was sent to General Wrangel and the Danish General Hedemann. However, the negotiations between them were interrupted when the Germans were accused of double-dealing.

At Als, the Danish generals had meanwhile decided to make a flank attack on the enemy from the positions at Als, and 26.-27. May, the fleet led the army over from Funen to Als.

In the following days, the Danish army fought two of its most beautiful battles, 28 May at Nybøl and 5 June 1848 at Dybbøl. Although the navy assisted, not least the old corvette Najaden, and thus contributed to the successful outcome of the battles, these two important victories were definitely the merit of the army.

At the beginning of June, a detachment of the Swedish army of 3,500 men, under the command of General Lövenhjälm, was transferred from Gothenburg and Malmö to Funen to assist the Danish troops.

It was also decided to extend the naval blockade to include the German ports in the North Sea, and not least the outlets of the German rivers in the North Sea.



A new squadron was therefore assembled, of the now fully equipped frigates Bellona, Gefion and Thetis, the squadron was put under the command of Captain Steen Bille.

The frigate Havfruen, which had previously served in the Baltic Sea, also joined this squadron. It was replaced in the Baltic Sea by the now fully equipped frigate Freia



The corvette Najaden

The almost 30-year-old corvette Najaden, which had so far participated in these months of war with great honor, was not only to become the warship that was first on station at Sønderborg immediately after the war broke out, but it was also from here that this part of the war's final shots were fired.

The corvette, under the command of Captain Krenchel, was lying at anchor in Flensburg fjord together with two gun dinghies. The ships' task was partly to keep an eye on the traffic to and from the city, partly to prevent the enemy from occupying the Holnæs peninsula.

The crews on board the three vessels were convinced that a truce would be in place within the next few days, and they were convinced that the time of sharpshooting was over. An armistice that would also bring an end to the tedious blockade service.

On the evening of August 16, however, Captain Krenchel received information from a local fisherman who had rowed out to the Najaden that enemy field artillery had been positioned hidden behind a hill, close to the fisherman's house.

The distance to the corvette had been carefully adjusted, and glow furnaces had been set up for the balls. The aim was clearly to set the corvette on fire at dawn.

The commander of the Najaden immediately took his precautions, and under the cover of darkness, the corvette was silently warped from its anchor position and moved further out into the fjord, at the same time as the broad side was turned towards land and the men manned the guns.

When the first dawn broke on August 17, 1848, the crew on board the corvette could see with much cheerfulness the enemy shells falling exactly where the Najad had previously been at anchor.

In the waning morning light, however, the mistake was quickly discovered, and a new aim was set. For more than an hour a fierce battle now unfolded from both sides, during which the corvette had to take a number of hits, just as the battle demanded sacrifices among the crew.

The two gunboats, which had been lying at anchor at Egernsund, had been summoned by the gun order and now interfered in the conflict by attacking from the flank, so that the battery was under attack from two sides.

The enemy field artillery was soon forced to flee. - The last shots were fired, this time.

On August 26, 1848, a 7-month armistice between Prussia and Denmark was finally established in Malmö.

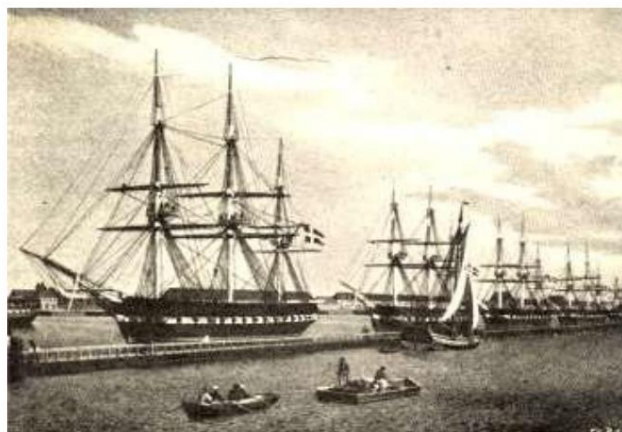
The armistice gave Prussia the right to keep 2,000 men in Schleswig, just as Denmark had to keep a similar number in Als, at the same time all prisoners of war had to be released and seized ships and their cargoes returned.

But the truce was not extended. As early as February 1849, the Danish government decided to terminate the armistice agreement between the parties. This serious step was not least taken against the background of the Germans' violent occupation of Southern Jutland.

During the winter and early spring of 1849, Denmark had now had time to make the necessary preparations for possibly resuming the war.

On Als, Funen and in Jutland the army had been reinforced and fortifications expanded. The navy had been equipped, not only to be able to support the army, but also to be able to launch a comprehensive naval blockade of the German ports in both the Baltic and North Seas.

Large parts of the Danish government had also been replaced in November 1848, with Marine Minister CC Zahrtmann being one of those who retained his post.



*Frigates are prepared and equipped at Holmen in 1849.*

The fleet had now also gained a significant fighting force, as its best and newest ship of the line Christian VIII, with 84 guns, had been equipped and placed under the command of Commander Captain F. Paludan.

In addition, the frigates Bellona, Freia, Gefion, Mermaid, Nymph, Rota, and Thetis, as well as the corvettes Flora, Galathea, and Najaden had been equipped. In addition, the brigs St. Croix, St. Thomas, Mercurius and Ørnen, the steamships Geiser, Hekla and Skirner as well as a number of smaller ships, steamers, gunboats and gunboats in the now powerful Danish fleet.

### War breaks out again

The truce's 7-month period expired on 26 March 1849, but as peace negotiations continued in London, the truce was extended for another eight days. But it was only a postponement.

On the morning of 3 April, the Danish army crossed the Alssund and quickly advanced towards Sundeved, all resistance being crushed. At the same time, General Rye pushed forward towards Kolding.



The frigate Mermaid

The navy also did its part! - Captain Dirckinck-Holmfeld ran with the Najaden and a detachment of gunboats into Åbenrå, drove the enemy and occupied the town.

In Flensburg fjord, the frigate Havfruen, under Captain Petersen, and another detachment of gunboats attacked the enemy troops at Egersund.

On the same day, the Minister of War, who was staying in Sønderborg, gave the order to stop the advance, for fear that the troops would advance too far.

That same evening a small steamer was sent off with the necessary orders to General Rye in Haderslev.

A previously planned naval operation against Eckernförde should now have been postponed or abandoned, but this did not happen. The fleet's only, but at the same time most humiliating, defeat during the Schleswig wars was now in the making.

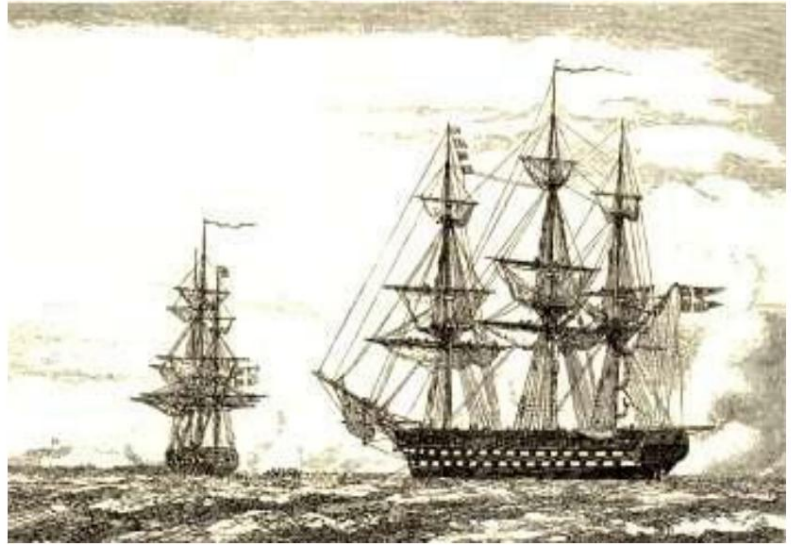
At a meeting at the army headquarters in Sønderborg already on 2 April, it had been decided to launch a naval operation against Eckernförde to support the advancing Danish troops.

Present at this meeting were, among others, the senior general, major general v. Krogh and commander HG Garde, who was commander of the Squadron on the East Coast of the Duchies.

On the evening of 3 April, the final order for the expedition was drawn up, despite the fact that the Minister of War had halted the advance. The next morning, the order was conveyed to Commander Captain Paludan, who was to lead the operation, as commander of the ship of the line Christian VIII.

The main objective of the operation was to destroy the German fortifications at the approach to Eckernförde and thus facilitate the army's operations against the town, operations which had already been slowed down the day before.

In addition to the liner, the frigate Gefion and the paddle steamers Hekla and Geiser were also made available for the expedition. In addition, the force had been supplemented with a company of soldiers from Sønderborg.



*The frigate Gefion and the ship of the line Christian VIII in Eckernförde fjord*

Throughout the day, the crew of the liner had to practice cannon exercises, etc., the ship had never been in battle, and the crew were quite inexperienced. That afternoon the squadron was at its destination.

When it dawned the next morning, Maundy Thursday 5 April 1849, everywhere in the Danish ships were made ready for battle, and the attack plans were reviewed.



*The fleet attacks the German fortifications at Eckernförde*

What had previously been considered a simple task was to develop into a disaster for the Danish ships. This was partly due to changing wind conditions, which made it difficult to maneuver the ships in the fjord, but also due to extremely poor intelligence.

In addition to the two fixed batteries that the Danes knew about, it turned out that the German forces in the area had considerably more artillery in the area. Artillery that was quickly deployed in the battle against the two Danish warships.

At one point the situation is so dangerous for Paludan and his ships that he requests a truce in order to, if possible, pull the ships out of the fjord in the strongly increasing easterly gale.

The Germans delay the negotiations and use the time to strengthen their positions, and at the same time bring forward additional reinforcements. The German reply was not available until late in the afternoon.

It was a clear demand for surrender.

The battle resumed at 5 o'clock in the afternoon, by which time the frigate Gefion was almost out of action. Soon after, the frigate had to strike the flag, while the ship of the line made a last attempt to escape.

With torn sails and heavy fire on board, the liner was also forced to fly the flag a little later. The crew eventually had to give up putting out the many fires on board, and orders were given to abandon ship.



There were still around 100 of the crew on board when the ship blew up.

The fleet had lost two of its best and newest ships, more than two hundred killed and wounded, and approx. 900 men who were captured.

*The liner Christian VIII's finally in Eckernförde fjord*

Maundy Thursday thus once again became a sad fateful day for the Danish fleet, reminiscent of the Battle of the Nest, Maundy Thursday 2 April 1801.

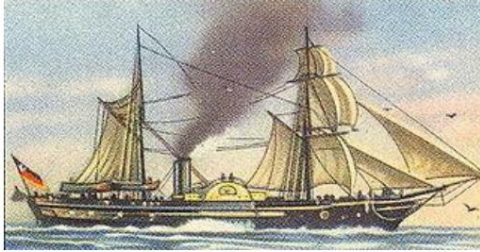
On top of the humiliating defeat at Eckernförde, all German ports in the Baltic and North Seas were now blocked and closely enclosed by Danish warships. The German maritime and coastal trade was stopped, and wherever the German flag appeared on the sea, the ships were brought up.

The total naval blockade bothered not only the German Confederation, but also the seafaring nations, including especially England, who traded with Germany.

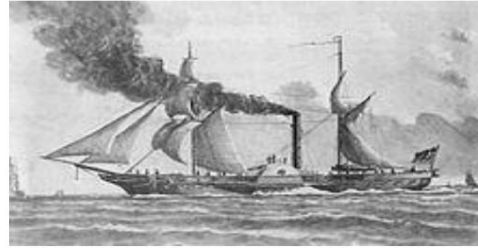
For Denmark, it was important to maintain the greatest possible pressure on the enemy, and thus keep him away from the islands. As long as the great opponent could not reach the islands, he could not overcome his much smaller opponent. The Danes knew this and used it wisely.

In the North Sea, the difficult blockade had been carried out by Steen Bille with four frigates, a corvette and the steamship Geiser. The blockade itself held, even if at one point the Vesterhavssørerne had to be abandoned, as the Danish ships were too large to pursue the smaller German gunboats in the narrow channels.

The Germans worked hard to create a fleet of armed steamships that could break the Danish naval blockade, and in Bremerhafen they actually managed to get 3 ships ready, namely Barbarossa with 9 guns, as well as Hamburg and Lübeck, each with 16 guns.



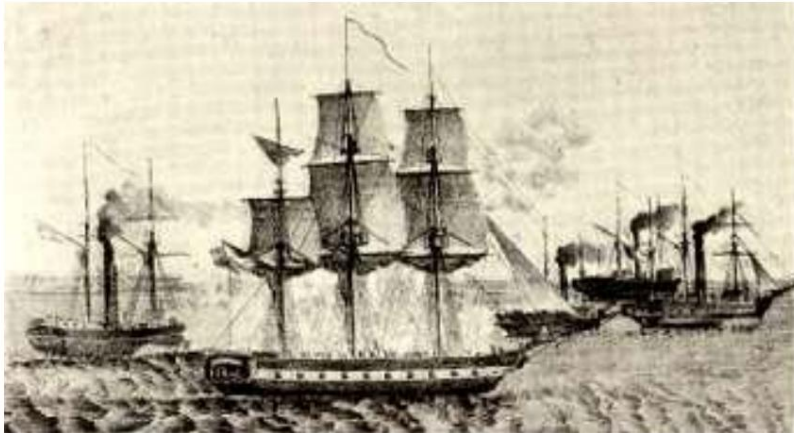
SMS Barbarossa



RadCorvette Lübeck

On June 4th this small German squadron steamed out from the Weser in almost calm weather in an attempt to break the blockade. The German steamships headed straight for the corvette Valkyrie, which was lying as a guard ship at a fairly large distance from the other Danish ships.

The German ships entered the line and opened fire at a very long range, but without any effect. Meanwhile, the corvette worked its way towards Heligoland, where a couple of the Danish frigates lay.



After two hours of cannon fire, Geiser came to the rescue, after which the German steamers searched inland.

The frigates Thetis and Rota had in the meantime blocked the mouth of the Weser, and the German ships therefore had to hastily seek shelter on the Elbe.

*Geiser and the Valkyrie pursue the German gunboats in the North Sea*

In the Baltic Sea, the Danish naval blockade had stretched from Kiel in the west, where the ship of the line Skjold and the frigate Freia were stationed, regularly exchanging fire with German gunboats at long range, to Danzig and Pillau in the east, where the corvette Galathea and the brig St. Croix served as blockade ships.

In the afternoon of June 27, the Prussian steamer Der Adler sailed out of Danzig and ran along the coast in Danziger Bay, where it approached the Danish guard ship, the brig St. Croix, under the command of Captain Lieutenant PC Holm.

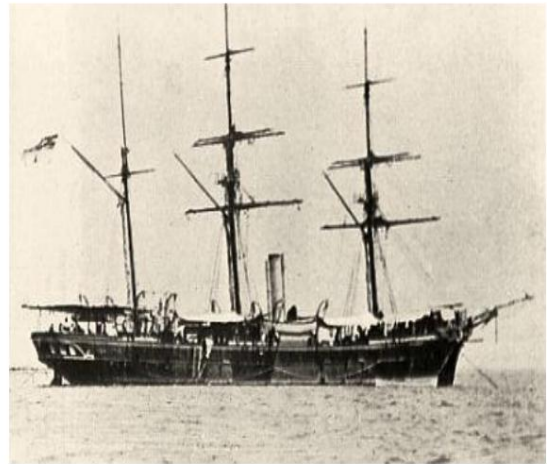
The weather in the area was almost calm, so the brig could neither sail nor maneuver, which is why the Prussian steamer clearly had a significant advantage, at the same time as it was equipped with more long-range gunfire.



At half past five the Prussian steamer opened fire on the brig of approx. 1 kilometer distance, but the aim was far too high and did no damage, whereas it itself was hit several times by the shots from St. Croix.

Lieutenant-Captain Holm tried several times to turn the broadside towards the enemy and at the same time used a weak breeze to approach Galathea, which lay approx. 20 nautical miles further east.

This fruitless battle lasted more than five hours, and as the Prussian steamer at no time came nearer to the Danish brig, her guns had no effect, but she herself received several hits



*SMS Der Adler*

When the ships approached the corvette Galathea at 10 o'clock in the evening, Der Adler abandoned the pursuit and steamed full steam back to Danzig.

On land, the Germans had penetrated into Jutland and pursued General Rye, the Schleswig-Holsteins besieged Fredericia, while a third division, the Hanoverians, was at Dybbøl.

Already on 13 April, General Bülow had taken over the supreme command of the Danish army, and it was quickly decided to utilize the freedom of operation that our total sea supremacy gave the army.

The freedom of operation had to be utilized to make a lunge from one of the flank positions, and General Bülow chose Fredericia for this.

The Marine Transport Service, under Captain PW Tegner, therefore got busy transferring troops between the parts of the country. At the end of June, part of the troops were transferred from Als to Funen. On 4 and 5 July, the Danish transport ships were also busy, when the majority of General Rye's corps "disappeared" from his pursuers at Helgenæs.

The troop forces were transported to Funen, where they assembled at Strib and Middelfart, after which they were sailed inconspicuously to Fredericia by the Marine Transport Service.



*The transport fleet in Svendborgsund*

6 July 1849 became one of Denmark's days of honor and remembrance! The Schleswig-Holstein forces that had besieged Fredericia were completely caught off guard by the violent and completely unexpected attack that started at 1 at night.

After a fierce and bloody battle outside the fortress walls, the rebel army was in complete disintegration and the defeat total.

The fleet participated in the operation on both flanks. On the enemy's right flank, 1 steamship and 1 gunboat division under the command of Captain Krenchel participated at Skærbæk and subsequently escorted 18 transport vessels with soldiers to Snoghøj, which was occupied.

However, the fleet's efforts on the enemy's left wing at Randsfjord took on even greater importance. 4 steamships and 2 gunboats operated here, under the command of Captain Lieutenant Muxoll.

Muxoll managed to land 50 soldiers who, with the support of the gunboats, could cut off the rebels' retreat. Since the advancing Danish army had simultaneously blocked the other options for withdrawal, it therefore succeeded in capturing an entire brigade.



The Danish blockade of the German ports greatly affected English and Russian trade in particular, and these two countries had therefore taken the initiative to restore peace.

For some time before the outcome from Fredericia and the Danish victory, negotiations had taken place in Berlin, and on 10 July 1849 it was decided to introduce a new armistice, this time for six months and six weeks!

The armistice naturally required that hostilities be ceased and the naval blockade of German ports be lifted, as well as the return of seized ships.

At the same time, a demarcation line was drawn south of Flensburg, where the area to the south was to be guarded by Prussian troops, while neutral Swedish troops were to guard Nordslesvig (almost the present-day Sønder Jutland).

During July, most of the blockades were lifted, although the blockade of Kiel and Eckernförde was only maintained until 25 August due to the stubbornness of the Schleswig-Holstein troops. After this date, however, a small observation squadron was maintained at Eckernförde, to ensure that the frigate Gefion was not removed.

In Berlin, however, the peace negotiations dragged on as Prussia changed its position regarding Schleswig's constitutional and administrative separation from Holstein and its state connection with Denmark.

It was not until 2 July 1850 that Prussia, hard pressed, signed a peace treaty with Denmark on its own behalf and on behalf of the German Confederation. But it was only a so-called "simple peace", where both parties reserved their rights.

This could only mean that Prussia was simply postponing a final showdown to a more convenient time.

Our diplomacy had thus lost the peace which the navy, by its effective efforts, had forced the enemy to enter upon.'

In Holstein, the rebels had used the long truce to assemble an army of around 30,000 men. The army was stationed at Rendsburg and consisted for the most part of German volunteers, under the command of the Prussian general Willisen.

The ink on the peace treaty between Prussia, the German Confederation and Denmark was hardly dry before the rebel army crossed the Ejderen and went north and established itself in Southern Jutland.

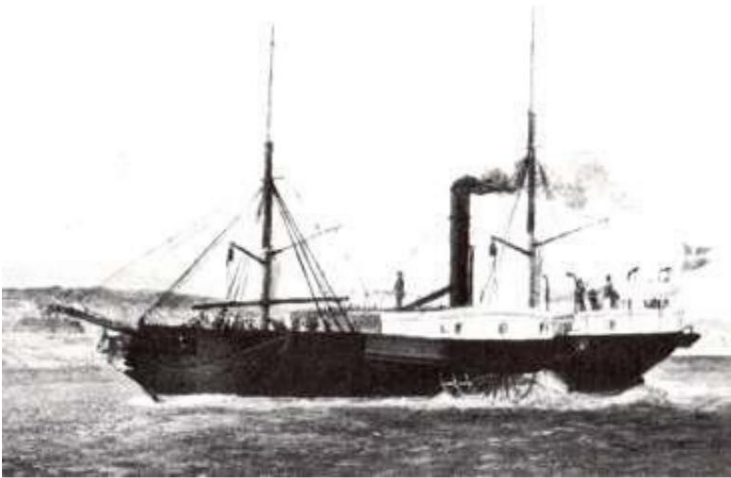
But the Danish army, which now numbered 40,000 men, was well prepared, and under the command of Major General Krogh, the Danish soldiers quickly poured into the duchy from Northern Jutland, Funen and Als to gather at Flensburg.

As early as 24 and 25 July, the two armies met at Isted in a bloody battle, where the rebel army was defeated and the Germans had to flee head and neck and seek shelter behind the Eideren.

The Danish army now occupied Dannevirke and the entire border line from Eckernförde to Frederiksstad, while the navy provided support on both flanks.

At the same time as these events were unfolding on land, the fleet had once again been made ready for action. This year we only had the rebels as opponents, so that only Holstein and the southern part of Southern Jutland had to be blocked. It was therefore only necessary to equip a small number of ships.

Commander Captain Steen Bille was given command of the squadron on the east coast, and he hoisted his command badge on the steamship Skirner.



*The steamship Skirner*

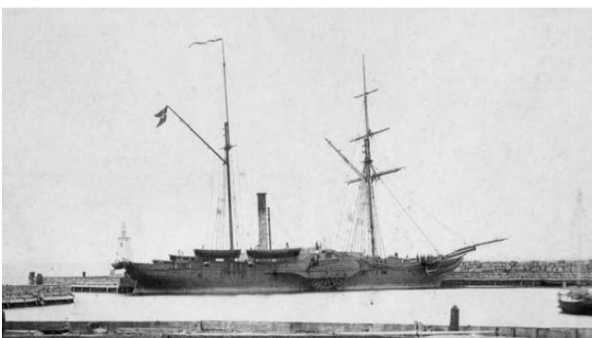
The squadron commander also had at his disposal the ship of the line Skjold, the frigates Freia and Thetis, the steamships Holger Danske, Hekla and Eideren, the corvette Valkyrie and the bark ship Saga. In addition, 4 gunboats at Fehmern, which were taken into possession on 17 July, as well as 4 gunboats at Eckernförde and finally 8 gunboats at Slien.

The Schleswig-Holsteins, who had received help from their friends to the south, had acquired some armed steamers and gunboats, and with this equipment tried to play a role.

On 17 July, the Danish squadron commander had received reports that the Schleswig-Holstein steam gunboat Von der Tann had passed through the Fehmern Sound on its way to Neustadt.



*Von Der Tann*



*The steamship Hekla*

The steamship Hekla, under the command of Captain Edouard Suenson, was immediately dispatched to the area.

On the morning of July 20, the Schleswig-Holstein gunboat was spotted from the steamship Hekla heading for Travemünde. Before Suenson managed to get in range, the gunboat had disappeared up the Trave river towards Lübeck.

In Lübeck, which was German and thus neutral, they were not enthusiastic about this unexpected visitor, and the rebel gunboat was therefore ordered to leave the harbor again.

During the evening, Von der Tann therefore tried to sneak away under the cover of darkness, but the attempted evasion was immediately discovered by Hekla, who followed.

After a short but frantic fight close to shore, the rebels ran their gunboat aground, set it on fire and abandoned it. Soon after, the ship blew up and by morning the wreck had burned down to the waterline.



*The clash between Hella and Von Der Tann*

However, the battle with the Schleswig-Holstein screw steam gunboat Von der Tann was not the last time that Hekla and captain Edouard Suenson had the opportunity to make a name for themselves in these war years.

Already the following month, 16 August 1850, Hekla and Captain Suenson were again in the fire, this time in the Kiel Bay.

The wheeled steamship Hekla, which was part of the blockade force off Kiel, this time came into battle in the Kieler Fjord with the Schleswig-Holstein steamship Løwe and four gunboats. One of the gunboats was set on fire, after which the rebels withdrew from the fight.

With its active and vigilant efforts on the coast, Hekla succeeded in gaining such respect among the rebels that they even gave it the nickname "The Black Robber". A name that was not least born from the fact that the Hekla was equipped with black-painted wheel arches

In the North Sea, several attempts were made to occupy the Western islands, but partly due to the size of the Danish ships, it was difficult to maneuver in the shallow areas of the Wadden Sea, which were defended by the rebels' steamship Kiel and 3 gunboats.

Only in the middle of August 1850 did a gunboat division of 6 gunboats arrive for reinforcement, and then the waters were cleared of enemy boats around 17 September.

After this, the Vesterhavsøerne could be occupied at the same time as the gunboats could launch an effective blockade of the Eider from the west.

On the east coast of Southern Jutland, the ships sought to support the army's operations to the greatest extent possible, not least at Eckernförde on 12 and 13 September during and after the battle of Mysunde. At Eckernförde, Bille himself led the attack and transferred troops. After the battles, gunboats were led up the Slien, to great support for the army.

In the following months, the armies faced each other on opposite sides of the Eider, while the navy guarded the waters and coasts. When the ships had to be laid up during the winter, a naval regiment of crews was formed for coastal guarding on the army's wings.

On 1 January 1851, the war stopped when conditions in Germany meant that the rebels had to lay down their arms and the Schleswig-Holstein army was disbanded. The three-year campaign was finally over, peace restored and Southern Jutland regained.

*L.E.K*

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