GERMAN COMBAT BADGES OF THE THIRD REICH

VOLUME 1

HEER & KRIEGSMARINE

MICHAEL F. TUCKER

GRAPHICS & DESIGN
STEPHEN THOMAS PREVITERA

7 9:18

German Combat Badges of the Third Reich

VOLUME 1

Heer & Kriegsmarine

Tucker
&
Previtera

Winidore Press™

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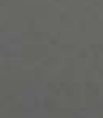
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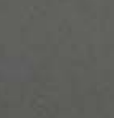
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Foreword

War is a horrible thing. But in spite of two destructive world conflicts in the 20th Century, man has still not found it possible to prevent them. The causes of war are manifold: at the same time tangible and unfathomable, questions of faith and ethics being intertwined with the more material concerns of power and economics. Events can no longer occur in isolation.

In the 19th Century, Bismarck, Prime Minister of Prussia and the first chancellor of the German Reich, was able to lead Germany through three minor wars with limited political goals followed by moderate peace conditions that stifled any will for a new war. The 20th Century distanced itself from this human tendency. With the Versailles Treaty after World War I, the march down the road began and led to unconditional surrender following the Second World War.

War demands the full commitment of a soldier, even unto his own extinction. This devotion cannot be bought nor traded for material gain. It can however, be recognized. Nations honor their warrior's deeds with medals and decorations.

Who were the men whose commitment was honored with the bestowal of a badge? In a formal survey, over one thousand military experts fielded questions concerning the quality of all armies which fought in both World Wars. Each army was graded on initiative, discipline, bravery, achievements in war, experience in battle, etc. The Israeli General Staff evaluated the results and utilized the information for training its troops. After the survey had been completed, consensus rated the German soldier of both the First and Second World War with the highest points of any army.

Following the commendable work of Stephen Previtera "The Iron Time, A History of the Iron Cross", he and Michael Tucker have created "German Combat Badges of the Third Reich" Volume I. This book offers a substantial collection of information concerning qualification badges of the German Army

and Navy during the Second World War. It begins with the criteria for each award and shows technical details and materials utilized in the manufacturing process. Further, production firms are listed and period portraits and photographs illustrate the soldiers and sailors wearing their awards. The wealth of information is overwhelming. Compiled in a design of the highest quality, this reference is a treasury of knowledge for all interested in this subject. I am not aware of even one book in Germany that contains such a comprehensive sampling of information.
My best wishes for the success of this remarkable book!

Horst von Schroeter
Vice Admiral (Ret.)
Federal German Navy
Bonn, Germany
April 4, 2002

Horst von Schroeter

Horst von Schroeter is a holder of the Knight's Cross of the Iron Cross, U-Boat Combat Clasp in silver, U-Boat badge, and former Commander of U-123.

Acknowledgement

Any project of this size is built upon the contributions of many people, both past and present. Collectors and historians from many countries have graciously sent information, badges, documents, and photographs to help make this a more complete reference. Without their efforts and concern, this book would be lacking in many ways.

Although I value and appreciate the work of everyone who has contributed to this work, there are a few people I must thank individually. Stephen Previtera, through his design talent and guidance of this project, has helped me realize a personal dream. With his push for excellence and cutting-edge design, Stephen has helped me become better at what I do, as well as advancing the standards of military reference books. Frances Marino deserves a special thanks, for she went through every word, edit, and re-write of the manuscript. Without her long hours of editing, which included many spirited discussions, I can say this book would never have come to fruition. She never became discouraged, and is responsible for many of the writing ideas and concepts in this book. I'm just saying… Bob Hritz, long time collector and friend, is always searching for the truth concerning badges and will gladly share it with you. After all these years, Bob still retains that joy we experienced as beginner collectors. Never refusing to help, Bob's contribution to this book, and to me, is enormous. Mike Akers, thank you for providing information and badges that I know required a tremendous effort on your part.

A large share of the Kriegsmarine section would not have been possible without the help of Larry Birks. His amazing collection yielded information, photographs, and badges that greatly enhanced the second portion of the book. Jody Beltram, thank you for providing the many badges I utilized, and for the help in locating other people to provide information. Thanks to Tim Curley, who was weighing, measuring, and looking at maker's marks years before anyone else cared. When I met Tim, I felt normal. Larry Brown, thank you for all the weights, measurements,

Introduction

Fourteen years after the War Crimes Trials, an eleven-year-old boy makes his way through a war-damaged portion of Nuremberg. Looking about as he heads toward his destination, he is reminded of the momentous events that had taken place here. Large stone eagles gripping wreaths that once contained swastikas glare at him from atop battle scarred buildings. Thoughts of Party rallies, a Zeppelin Field, torchlight parades, and the half-finished World Congress building flows through his mind; for all were part of the Nazi legacy of Nuremberg.

Anxiously quickening his stride, the small antique shop he remembers is just around the next corner. A bell rings as the little figure enters through an old creaky door. He approaches the owner and asks for the two items held under the counter for him – a 1914 Iron Cross Second Class and a bullion Luftwaffe breast eagle. Leaving the shop and starting for home, he is amazed at having acquired two military artifacts from both of Germany's World Wars. Not conscious of it at the moment, these two items, from Armies that no longer exist, are to become his touchstone for the study of history and the collecting of militaria.

I still have those two items. They have led me down an interesting and complex path of study and badge collecting that eventually resulted in the writing of this book. Over time, all serious collectors formulate in their mind the ideal reference. I have let that mental image be my guide in assembling what you now hold in your hands. Many portions of this book contain images or information arranged in a new, more usable layout, allowing the reader either a quick overview or a detailed study of a given item. This information can be broken down into many smaller areas of study and interest, and its purpose is to cover all areas of concern to the collector except one: reproductions. They have not been included, for if the collector learns the correct characteristics of a specific badge, any reproduction will become self-evident.

Every effort has been made to assure the information on these pages is accurate

1 9:34

SECTION 1

HEER

Infantry Assault Badge

The infantry – an Armed Forces' "Queen of Battle" on the chessboard of combat. Amidst the confusion and terror of battle, these men must engage and defeat the enemy, sometimes in brutal hand-to-hand conflict. The Infantry Assault badge is the symbol of the Infantryman's dedication to duty and his willingness to accept the hardships associated with it.

To the German Infantryman of the Second World War, the

badge's rifle, oak leaf wreath and eagle all had special meaning. The K98 rifle with fixed bayonet, the "backbone of the Wehrmacht", was the Infantryman's main battle weapon, which he kept by his side at all times. Long associated with strength in German culture, the oak leaf wreath symbolized the toughness and stamina necessary to fulfill tasks the infantry were called upon to carry out. The eagle clutching a swastika in its talons represented the nation of Germany that the soldier had sworn to protect. These concepts were wrapped into one symbol, the Infantry Assault badge, and bestowed only to the soldier who had proved himself in combat.

This hollow-back Infantry Assault badge exemplifies the high quality materials and workmanship utilized by the Germans at the beginning of World War II. The badge is silver plated over bronze metal with a white "frosting" applied to the recessed areas giving it an eye-catching appearance. Notice the spaces between the arms of the swastika are open and not solid as is found on the majority of Infantry Assault badges. Nearly all badges found with segmented swastikas have had this feature added at a later time, usually by a jeweler or by the recipient himself.

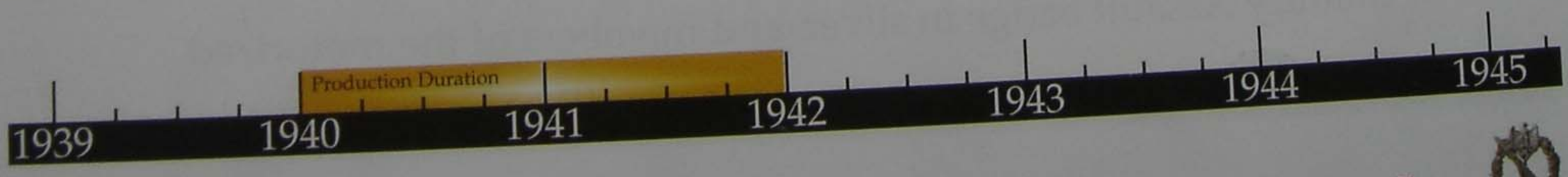
S B

metal type | bronze

(opposite) On the reverse we clearly see the result of the die-stamping process. A male and female die are used to stamp both sides of the badge, resulting in the reverse being a mirror image of the obverse. Wearing away of the silver plate reveals the bronze beneath and causes the brownish color seen here.

(right) The catch is made from high quality bronze and is soldered directly to the badge. Using square wire stock instead of round wire stock was not unusual on these early badges.

(far right) This detail of the hinge illustrates how finely it is soldered to the badge.



Following the stunning victories of the German Wehrmacht against Poland in September and October of 1939 Oberbefehlshaber des Heeres, Generaloberst von Brauchitsch, saw the necessity for a decoration in addition to the Iron Cross that recognized the bravery of the infantryman in combat.

Several designs for this new Infantry decoration were submitted for approval by the Berlin firm of C.E. Juncker. Selected was a concept consisting of a K98 rifle with fixed bayonet placed diagonally across an oval oak leaf wreath surmounted by the national eagle and swastika. The wreath's base has a vertical tie with five raised dots. Generaloberst von Brauchitsch signed the order authorizing the Infantry Assault badge on December 20, 1939. Not until April, 1940 would the first award be presented. The initial order authorizing the Infantry Assault badge lacked one important detail – no criteria had been established for its awarding. In May of 1943, OKH finally made that determination. Requirements for receiving the Infantry Assault badge were specified as follows:

1. The Infantry Assault badge can be awarded to officers, non-commissioned officers, and men of infantry, motorized grenadier, and mountain regiments, which took part as of June 1, 1940 in a) three assault attacks, b) on the front line, c) attacking with weapon in hand, d) on three different days of battle.

   Counterattacks are to be regarded as assault attacks as long as they led to close combat. Personal action against enemy vehicles with close-combat weapons also qualifies as an assault. A recognition of assault attacks for the period from January 1,1940 to May 31,1940 applies only to the members of earlier rifle companies of non-motorized infantry divisions and mountain companies. For medical personnel, clause 1c is fulfilled when they, under the same conditions as the assaulting infantry, have cared for or protected wounded men in a close-combat situation.

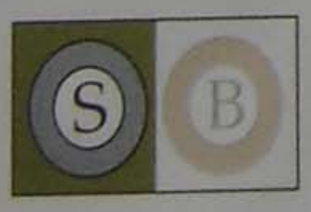
2. Members of infantry and mountain regiments will be awarded the Infantry Assault badge in silver, and members of the motorized grenadier and reconnaissance regiments will be awarded the Infantry

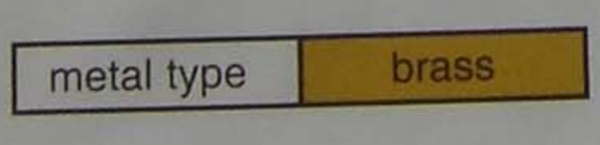
(right) A classic example of a hollow-back, silver-plated, Infantry Assault badge. Although this badge was manufactured early in the war, a white "frosting" finish was not applied. Notice the thickness of the rifle and bayonet when compared to other I. A. badge examples.

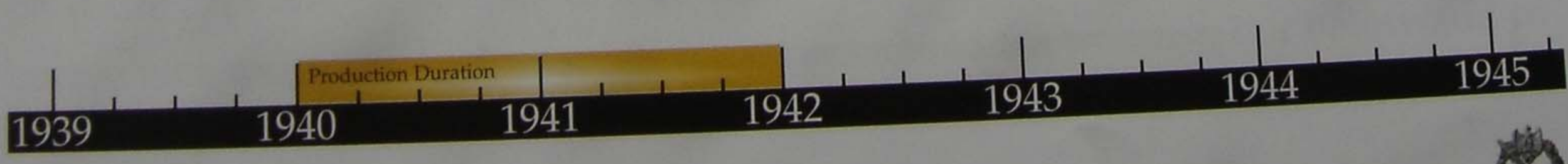
(right bottom) Both sides of this badge have exceptional silver plating. This is usually the case when bronze or brass is used during the striking process. Measurements are 61.5mm high, 46.5mm wide. Weight is .6oz.

(above left) A flat piece of metal has been bent over on itself to form the hinge. This technique was utilized throughout the war. You'll notice a flat spot located on the pin where it curves around the hinge. This was caused by the machine which held the pin during bending. While every original badge does not carry this detail, it is a good indicator of authenticity.

(above right) After being shaped into a question mark the end of this catch was soldered directly to the badge's reverse. Notice the pin's end is rounded. Small thread loops were sewn to the uniform and the badge was affixed by placing the pin through these loops. There was no need for a sharp point on a finished pin as they rarely penetrated the tunic's fabric.

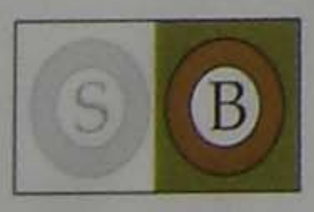


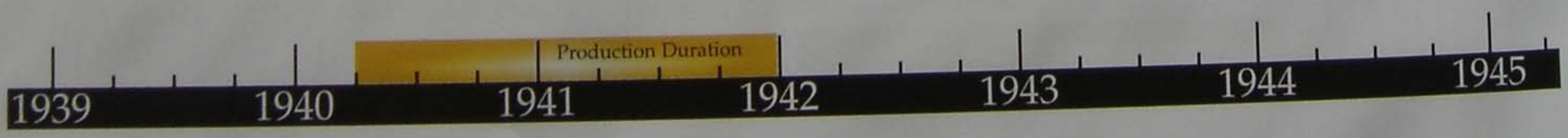




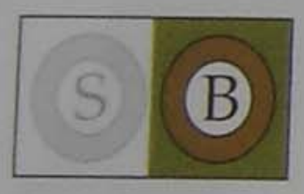
(left) A remarkable example of an early hollow-back Infantry Assault badge die-struck in bronze metal. No bronze finish was applied to this badge and the natural bronze has formed a pleasing patina. Since there were few constraints on time and materials at this point in the war, German craftsmen could concentrate on bringing out the beautiful details of the leaves, acorns, rifle, and eagle during the production of badge dies.

(right) This finely detailed stamping is typical of the early hollow-back badges. The hinge and pin are a silver colored metal and the catch is made from bronze. Also noticeable is the flat spot on the pin near the hinge.





An early hollow-back badge with an applied bronze finish. The separation that is normally found between the rifle and swastika is not present. (reverse) The widths of the leaves in the wreath of this badge are slightly narrower than most Infantry Assault badges. However, the overall width of the badge is not smaller. The brass hinge is not as large on this badge as other Infantry Assault badges.



metal type	white metal

Assault badge in bronze. The regimental commander is authorized to award the badge.

Upon authorization by the regimental commander, an award document was presented and an entry was made into the soldier's Soldbuch. The company commander usually presented the badge to the recipient at a company formation or, if the unit were in the field, it could simply be handed to him. Normally the badge was worn on the lower left breast pocket of the uniform but below and to the right of higher awards such as the Iron Cross First Class. Although the exact

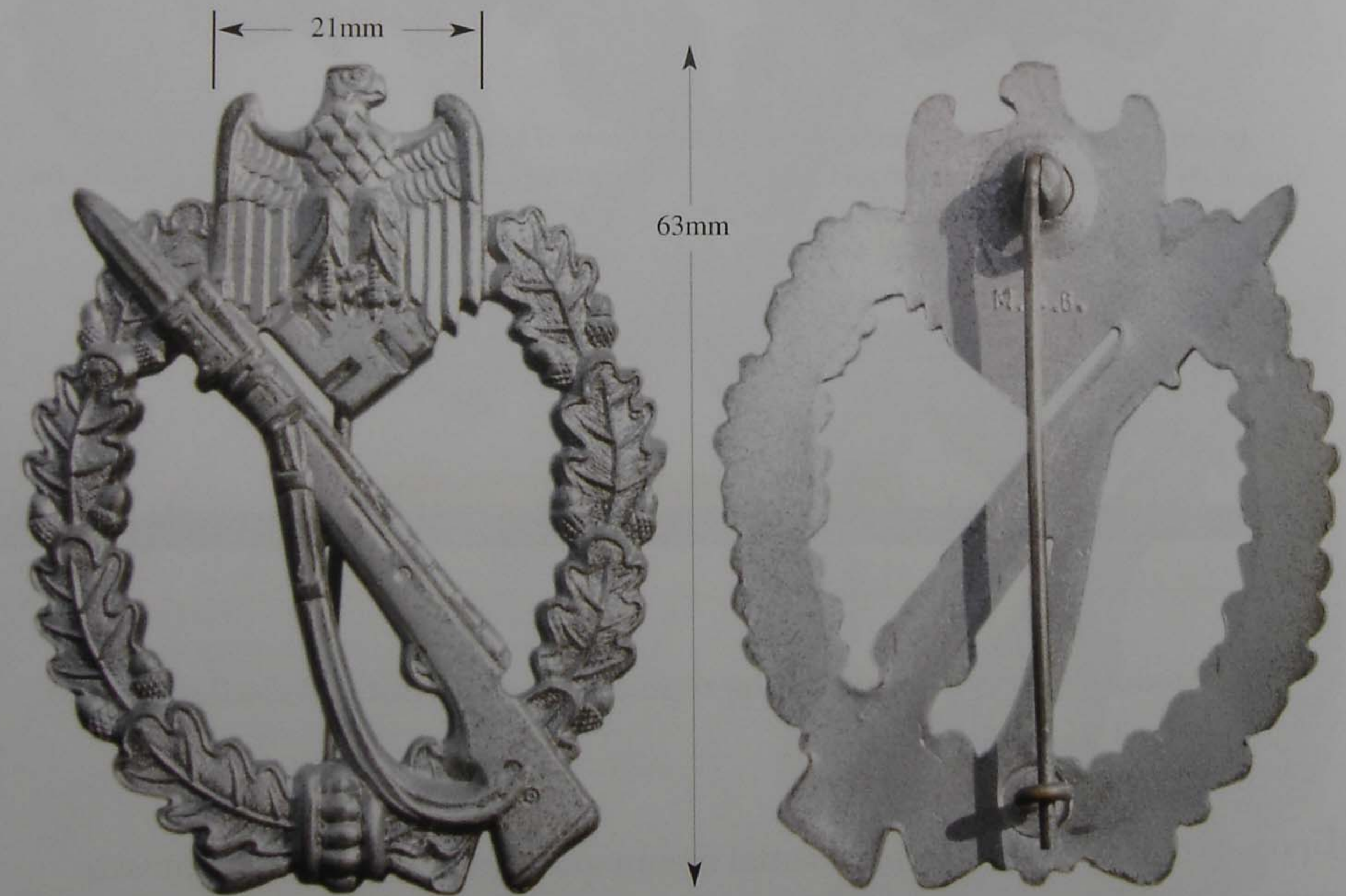
number of Infantry Assault badges awarded is not known, it is believed that several hundred thousand were presented.

Infantry Assault badges were manufactured in two forms; hollow die-stamped, and solid die-forged/die-cast. The hollow form of the badge was die-stamped from brass or bronze sheet metal and then silver plated, or in the case of the bronze award, left the natural color of the bronze metal. Solid forms of the badge were die-forged or die-cast in white metal or zinc, and a silver or bronze

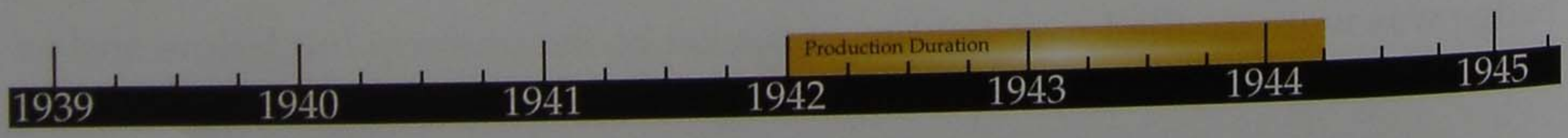
continued on page 16

(obverse) A thickly beaded tie band binds the sculptured acorns, textured leaves, and well defined leaf veins of this badge's oak leave wreath. The exaggerated round eye of the eagle is unusual. Weight = 1.1oz.

(reverse) Brass is starting to show beneath the silver finish of the hinge, pin, and catch where it has chafed against the uniform. The silver wash was applied equally to the badge and its attachment device. There are seven known numbers in the "M.K." maker mark series. Shown here in raised letters is the "M.K.6" mark.



metal type | zinc



(right) A prime example of a hollow back badge with subdued gray finish. Subdued badges were manufactured to be less conspicuous in combat and the materials and construction methods used were the same as the silver-plated badges. Sections of the subdued finish have worn revealing silver metal.

(left) The reverse of this badge has its unaltered subdued finish. Like most Infantry Assault badges, the hinge, pin, and catch are silver in color.

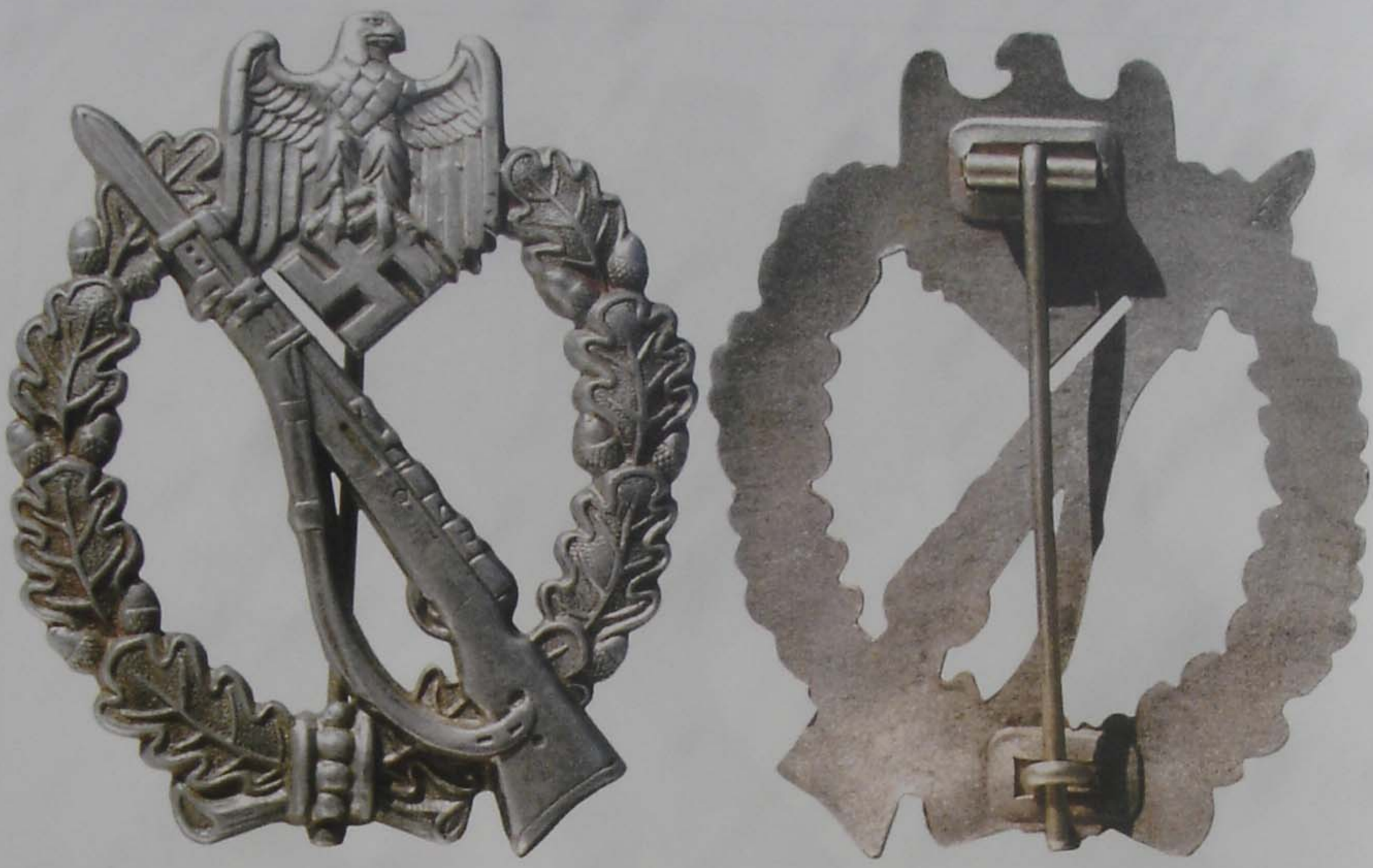
S B

metal type	white metal

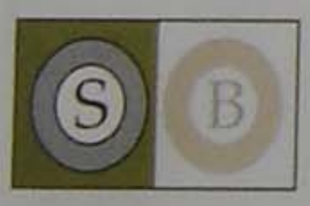
For the collector of Infantry Assault badges, this is a rare item. Most badges made from zinc were die-forged or die-cast in the solid form, unlike the hollow back form shown here.

metal type	zinc

The attachment and hinge pin illustrated are made from steel and the resulting rust bears witness. Details of the leaf stems and rifle are well formed considering this is die-forged zinc.



A white metal alloy composing tin, antimony, and copper was utilized in the manufacturing of this die-forged badge. As the war progressed, lesser quality metals crept into the process. Throughout, however, Germany continued to craft items of superior detail. Slightly concave and solid construction for the reverse became more common as the war progressed. Identical methods were used to crimp the hinge and catch shown here.



metal type	white metal

finish was then applied to the badge. A needle type pin made from ferrous metal was typically utilized for fastening badges to the uniform. Various hinges and catches can be found on badges depending on each maker's specifications. Rare by any standard is a screwback attachment consisting of a circular corrugated-patterned plate.

Before any Infantry Assault badge left the factory it was placed in a protective

continued on page 22

Knights Cross with Oak Leaves winner Oberst Theodor Tolsdorff at the Russian Front, July 19, 1944. Although military rules were often relaxed in the field, Oberst Tolsdorff is wearing his decorations in the prescribed manner.

(far left) Here we see in detail the unique method of crimping the ball hinge into the badge. The end of the round pin was flattened for placement into the ball hinge slot.

(left) Another detailed view of the peculiar technique used to crimp the catch into the badge. The end of the pin is sharp yet does not lend itself to the easy penetration of cloth.

(opposite) Thinly applying the bronze finish so as not to cover any features, the eagle's eye and beak display the fine detail that results.

(above) Unusual crimping methods were used to attach this hinge and catch. Just visible below the hinge is the raised maker mark. Instead of the usual bronze pin, a silver one has been used.

metal type	white metal

If a badge can tout subtle refinements such as finish and metal type, not so its simple paper packet. "Infantry Assault Badge Bronze" translates the title. Brown felt paper with a tissue wrapper makes this a fragile relic, rarer than the badge itself.

Among the plethora of badges one would expect to find on a member of the Waffen-SS we discover a rare and unusual addition, the Luftwaffe Paratrooper badge.

A solid die-forged badge with applied bronze finish. It is slightly concave with the eagle curved rearward. Detail is excellent. Leaves, acorns, scroll at the base of the badge and eagle's claws at the top present themselves as the most striking features. It weighs in at .8 ounces.

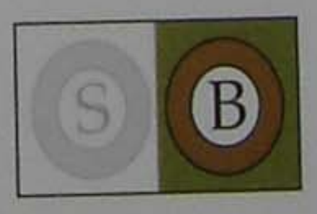
(below left) The hinge (seated on a recessed indentation) is held in place by two metal plates crimped over its base. The attachment pin wire is bent around the hinge and finishes in a curve that contacts the hinge's base. This practical application provides a spring-like tension for more secure wear.

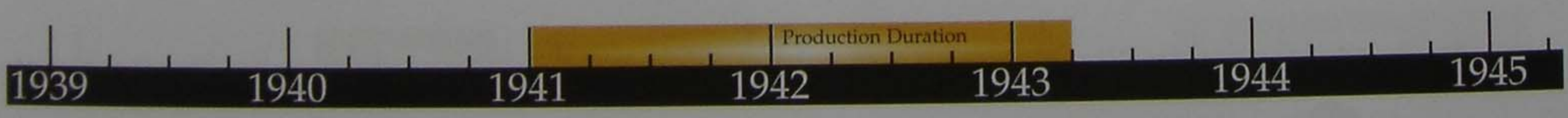
(below middle) An expertly finished crimped-in catch. Just visible is a small gap between the catch wire and the crimped circular metal plate.

(above) Clearly shown is the stamping of the eagle and rifle, which falls below the level of the wreath. Maker's mark "4" represents Steinhauer & Lück, of Lüdenscheid.

(left) When viewed from the reverse, the die-forging becomes obvious. The rifle and eagle are struck well below the level of the wreath. Interestingly, since the pin has the same finish as the rest of the piece, it was probably applied after the badge was completely assembled.

metal type	white metal





packet or lightweight cardboard case. Each packet was made from either paper or cellophane and was labeled according to the grade of badge it held. The lightweight cardboard case had a lift-off top devoid of markings. Staples usually held the corners of the lid in place but brown paper tape was also used. Badges were typically wrapped in white or tan colored tissue paper before being placed in their respective containers. The color of both the packet and cardboard case varied from light tan to reddish brown.

(top right) Though small pieces of metal "flashing" from the die-forging process are noticeable around the eagle's beak, the detail to the obverse of this white metal badge is excellent. Stippling in the leaves, the acorn's checkered tops, and the K98 details enhance the three dimensional appearance.

(right) Using an unusual alignment technique for the hinge and catch assemblies, the curved pieces of metal forming the hinge and the catch are riveted in place. Oddly, the hinge assembly has a raised guide around it while the catch assembly is countersunk into the badge. The plain reverse is in strong contrast to the detailed obverse.

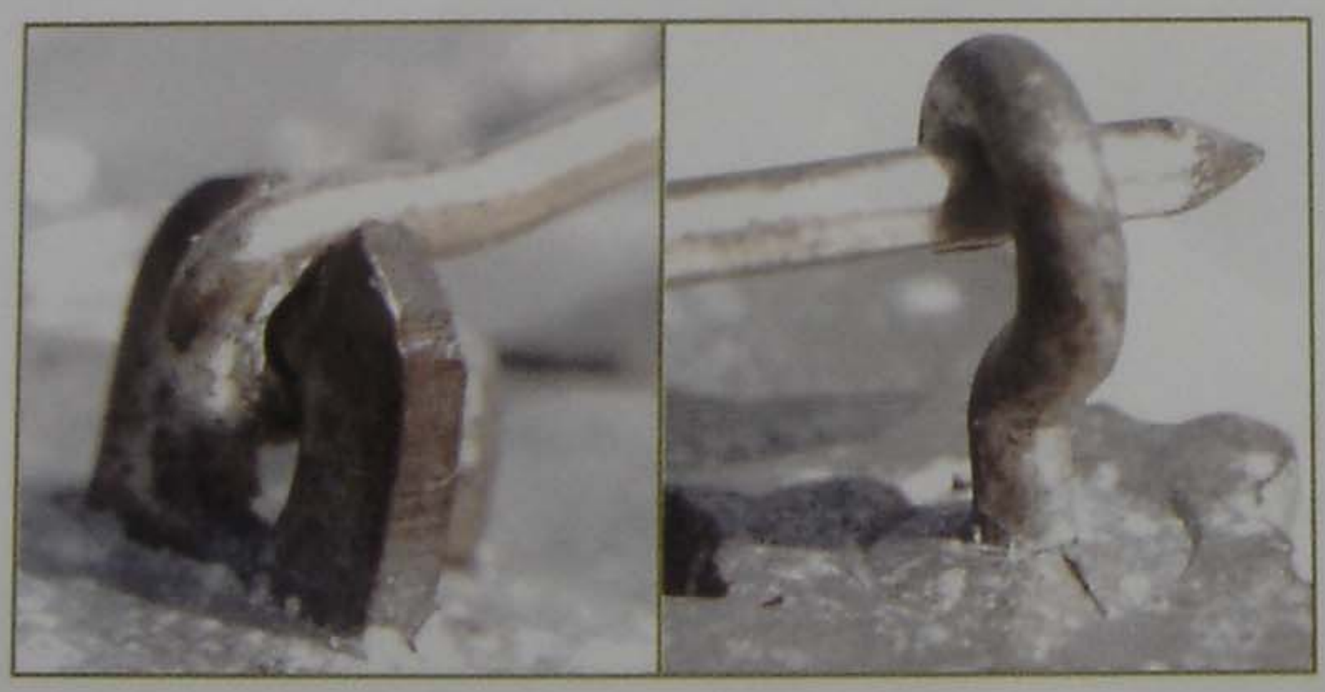
metal type	white metal

(obverse) The larger negative space between the leaves and acorns gives this wreath a thinner and more delicate appearance. The worn high points reveal a zinc body beneath the silver finish. This badge weighs one ounce. (reverse) Oxidation is starting to form near the hinge and the silver finish is gone. The raised letters "F, C, L" in a circle identifies the manufacturer as Franke & Co., Lüdenscheid.

(above) Detail of the unusual hinge and flat spot on the pin.

(far left) Here the hinge is soldered into an indentation in the badge. Mild oxidation confirms we are looking at ferrous metal. An unusual "V" shaped slot cut into the hinge's top holds the attachment pin.

(left) The crimped-in question mark catch and its typical affixment to mid-war badges.



S B

metal type	zinc

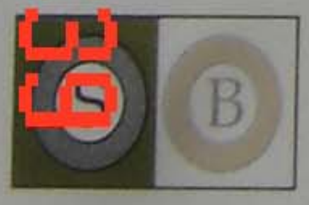
Age and patina accentuate the detail of this Infantry Assault badge. Compromise of the old surface can be seen by textured bubbling from the swastika to the rifle motif.

metal type	white metal

Manufacturers die-forged raised guides into their badges to facilitate faster construction. These assisted hinge and catch placement. Since the length of the pin dictated the distance between the hinge and catch, these guides eliminated any potential measuring and soldering mistakes caused by human error.

(left) Die-casting was the technique used here. Badges were cast from molten metal placed into molds under pressure. With this method a lower quality metal could be utilized without sacrificing detail. Measurements for this example are on the page opposite. Weight is 1.2 ounces.

(right) The base of this hinge is larger than ones found on earlier badges. Late war badges were made from a lesser quality metal that held solder poorly. Wider bases like the one illustrated on this hinge provided more surface area for soldering, and thus a stronger union was achieved.



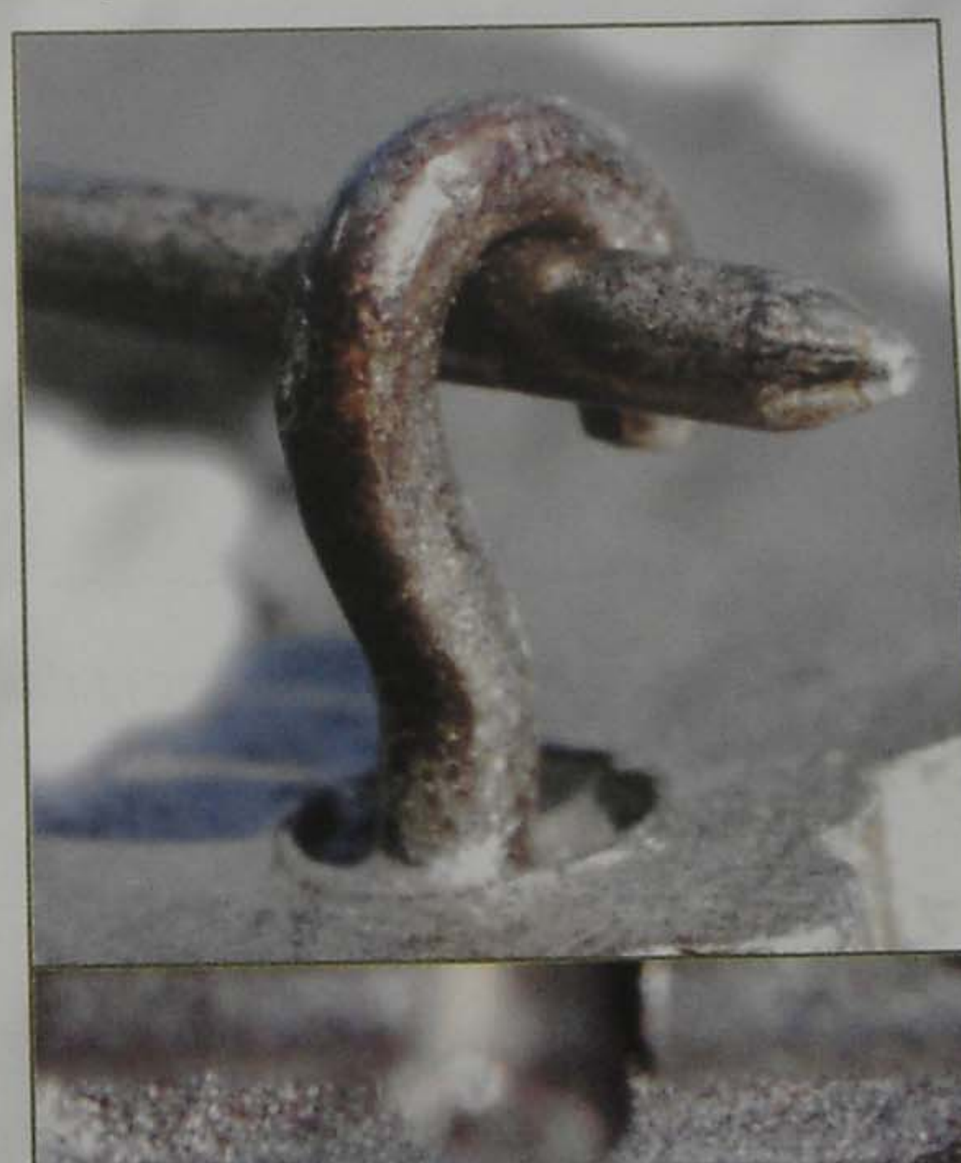
metal type	white metal

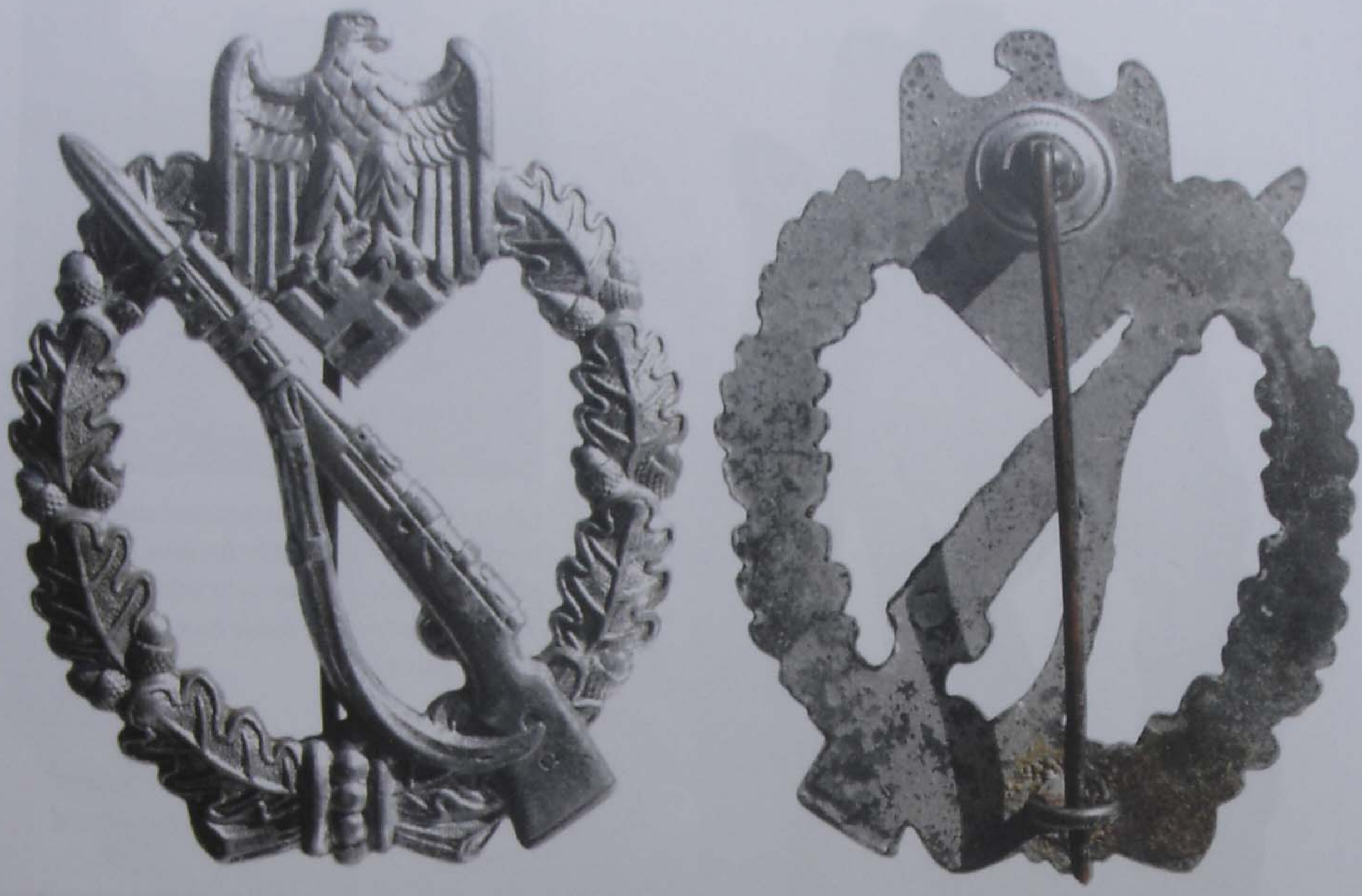
(above) Notice the badge's massive structure and the attachment pin curving around the hinge.

(right) It has not been positively established whether this raised maker mark represents the firm of Walter & Henlein or W. Hoebacher.

(above) As the war progressed and the need for faster assembly became apparent, a raised guide lip was cast into the badge. Thus the badge was made more or less worker proof!

(below) Likewise the catch hole was pre-cast, the catch then being soldered into place.

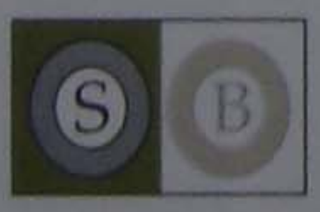




As seen from the detail in the leaves, acorns, and eagle's claws incredible detail can be rendered using the die-forged manufacturing technique. Though made during the middle of the war, detail is as good as any early war badge. This badge measures 62mm high, 47mm wide, and weighs .9 ounces. Showing signs of rust and flaking finish, the reverse has not held up as well as the obverse.

(right) Silver can be seen at the base of this ball hinge and on the flat, curved part of the attachment pin demonstrating that the finish was applied after the hinge and pin were assembled.

(far right) It is unusual to see a catch soldered directly to a zinc badge but that is the case here. Typically the catch, with its small surface area, cannot be soldered to zinc without the joint being compromised.



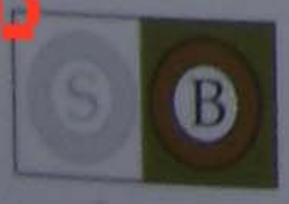
metal type | zinc

This hinge style is similar to those of early war badges. The raised guide and wider base are features typical of late war manufacturing.

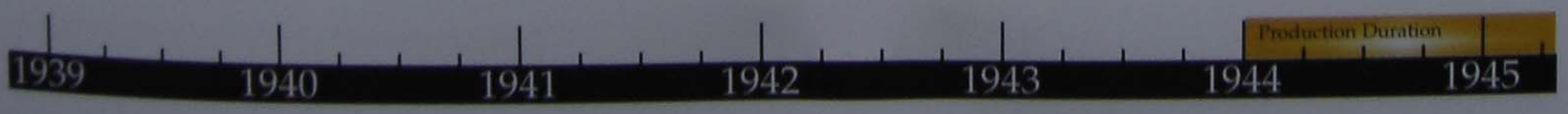
(above) The ferrous metal catch and its base plate are of a higher quality material than the zinc badge. Corrosion is evident on the catch and the pin is unusually sharp.

Appearing as if individually applied, these raised letters were formed when the badge was die-forged. Interestingly, the base of the letter "R" has been flattened. Foreign matter lodged in the die as the badge was struck may have been the cause. The mark is that of Rudolf Souval.

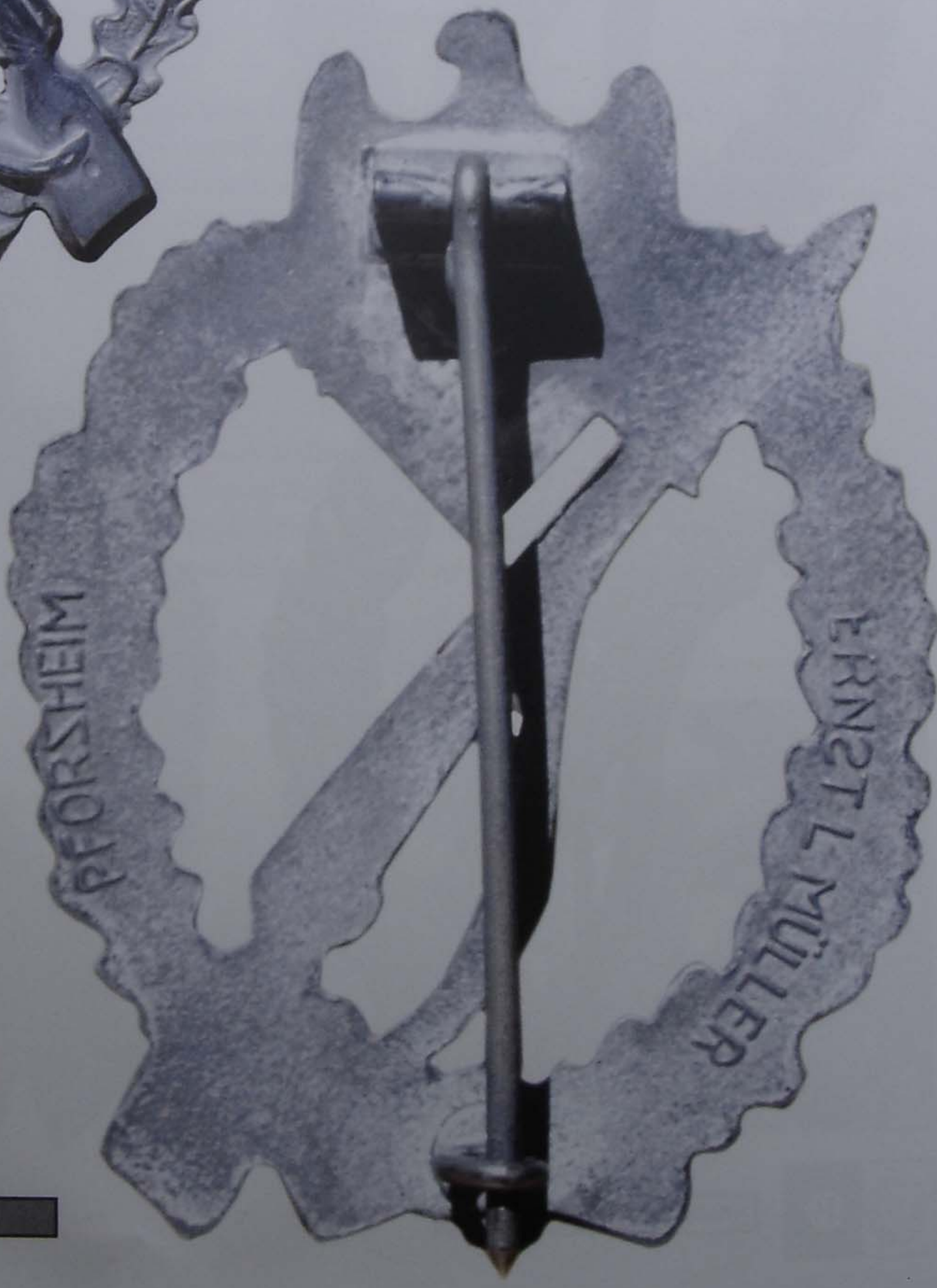
By the end of 1943, most Infantry Assault badges were manufactured in zinc. With worn bronze finish and no gap between swastika and rifle, this die-forged badge represents a typical example.
(reverse) Although it does not present a problem for assembly, the cast guide for placement of the hinge and the metal plate beneath the catch are slightly off-center. Note the oblong plate beneath the catch.



metal type | zinc



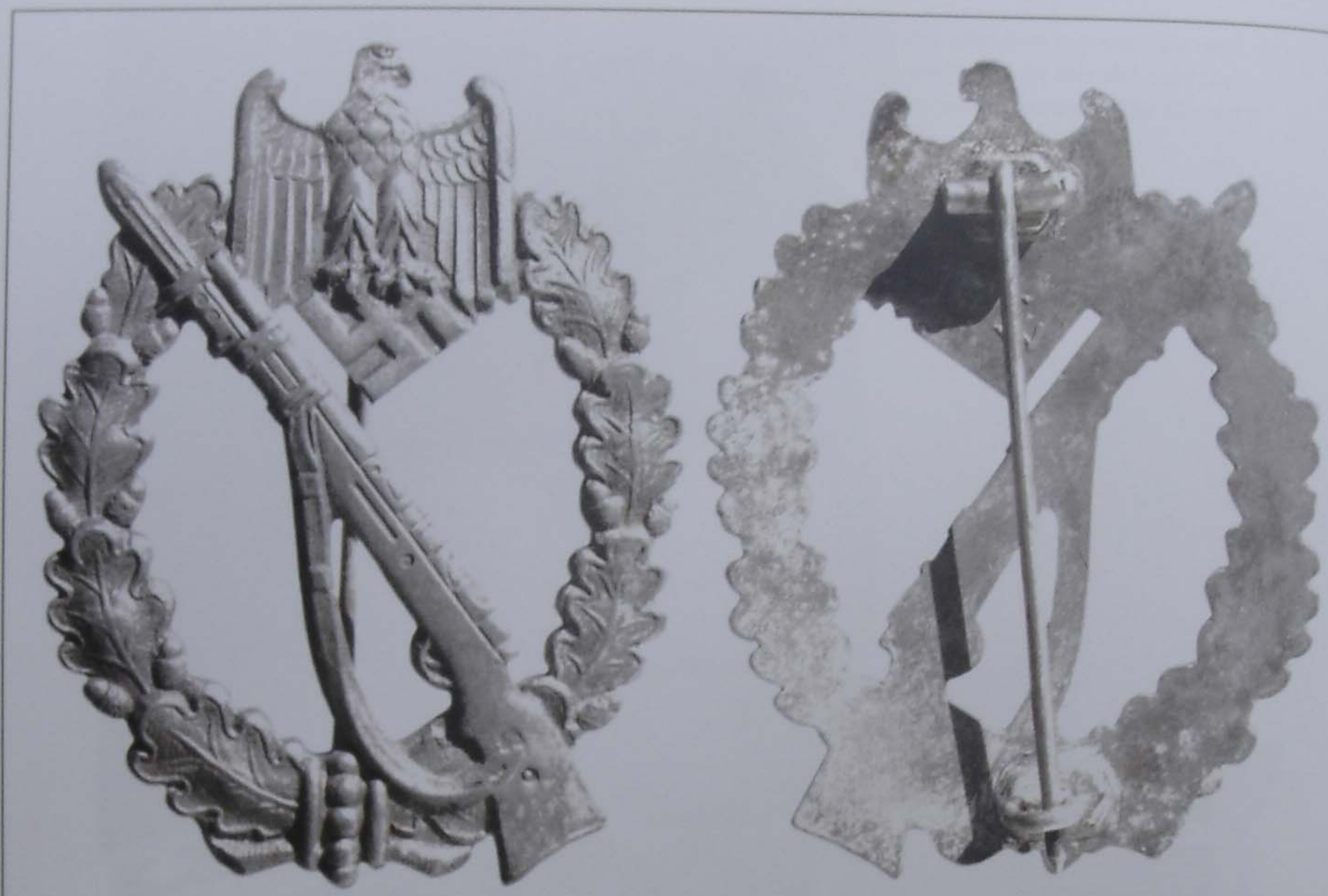
(left) A rather large gap between the rifle and swastika can be observed on this die-cast zinc badge. Another unusual feature is the thinness of the wreath, rifle and eagle.



(right) Why the pin on this badge is thicker than the wire used to fabricate the catch is not known. A small lip left from casting can be seen on the edges of the badge. Notice the reversed letter "S" and "Z" in the manufacturer's name and city.

metal type | zinc

This SS Mountain Trooper has correctly placed his Wound and Sport badges below and to either side of his Infantry Assault badge.



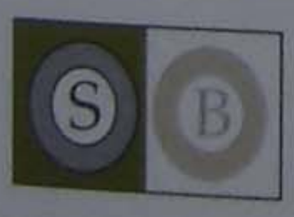
Missing its silver finish, great detail is still well exhibited here. Take notice of the eagle's head, claws, and the finer points of the rifle. (reverse) After some fifty-odd years badges tend to cycle into a gray color.

(bottom left) Here we see the curved attachment pin making contact with the base of the hinge.

(bottom right) Soldered to a metal plate between the position guides, the catch's silver finish was applied simultaneously with that of the badge.

It is unusual to find a narrow base on such a late war hinge. Solder buildup is apparent as more was required to fasten the hinge onto these latter period pieces. Note the lack of a flat spot on the pin.

Letters and symbols that form makers' marks were cut into the individual badge dies. This is the raised mark of Carl Wild. Notice the anomaly on the upper right leg of the letter "W".



metal type | zinc

Bathed in the light of a classic studio portrait, this NCO proudly displays his Infantry Assault badge. Most recipients typically wore the badge centered on the pocket if it were the only one present. There are of course exceptions to the rule, as in this case. Above the pocket is the seldom seen West Wall ribbon device.

Although the gray zinc is visible through the worn bronze finish, this badge still retains its detail and high quality aspects. The size of the acorns, rifle, and beaded tie band at the base of the badge are larger than normal.

The raised maker mark of Grossmann & Co.

An unusual method is employed to fasten the hinge and catch to this die-forged badge. Instead of the usual two sides of the hinge and catch being crimped, all four have undergone this process. The slight indentation of the rifle was caused by the male half of the die.

S B

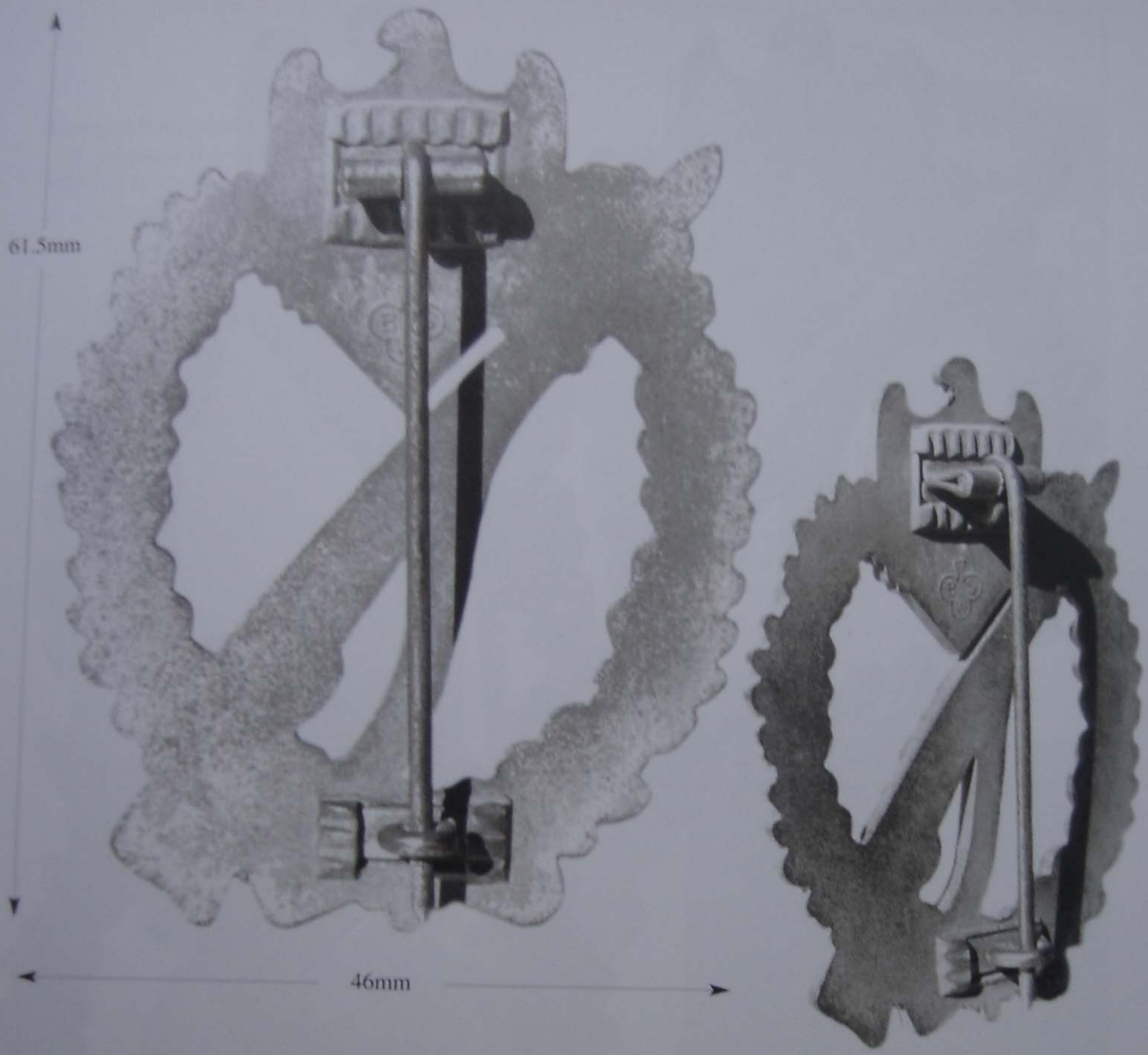
metal type | zinc

1939 1940 1941 1942 1943 1944 1945

Production Duration

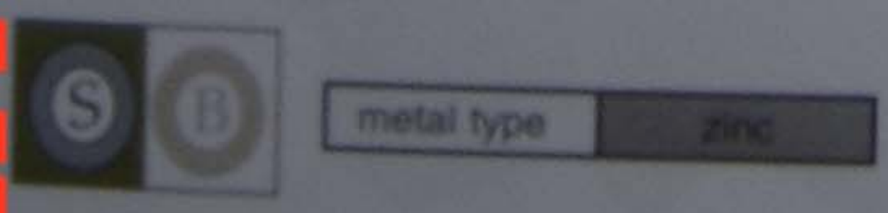
All the elements comprising this zinc Infantry Assault badge are large. The rifle, strap and acorn's checkered heads are very solid in appearance. Weight is one ounce.

(below) This triptych demonstrates the method for attaching the hinge and catch. Stress marks caused from forming the hinge are visible. This type of construction is typical of the maker Brüder Schneider of Vienna. (far right) Wire cutters caused the angled cut at the end of the catch. The catch has been affixed so cleanly to the base plate it appears no solder was even necessary.



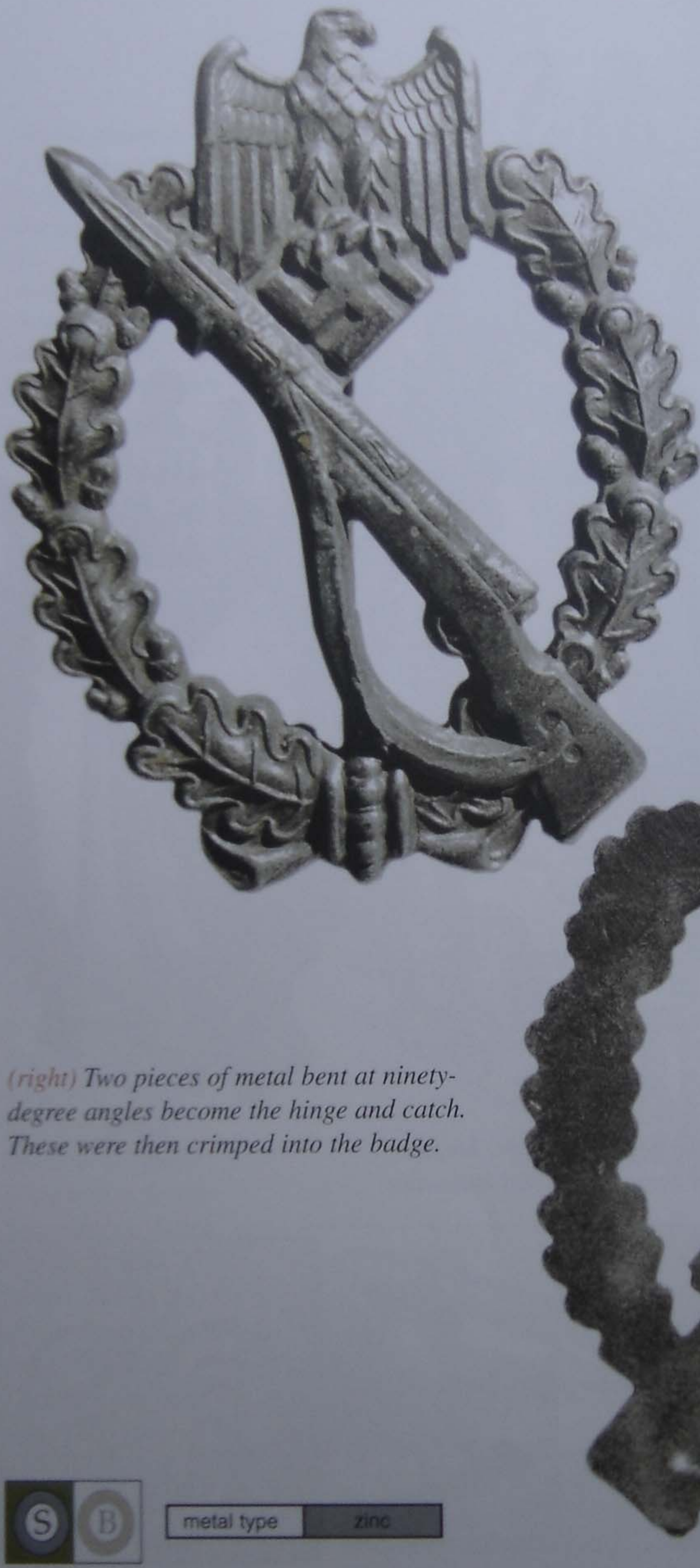
(above) You'll notice in these two views that the base holding the hinge is corrugated. Massive metal mounting points for these assemblies make this badge unique among Infantry Assault badges.

(right) The raised maker mark "BSW" represents Brüder Schneider, Wien.



(left) The badge represented on this spread lacks the detail of early war examples. Its zinc body is slightly damaged and has lost its silver finish. The badge weighs 1.1 ounces.

(right) Two pieces of metal bent at ninety-degree angles become the hinge and catch. These were then crimped into the badge.



(above) A single piece of metal bent to form a ninety-degree angle forms this hinge. It is then crimped into the badge. The base of the hinge is flush with the badge's surface. There is no "V" slot cut as found on the Franke & Co. example. (see page 23)

(above) A nice angled view illustrates the unusual hinge and catch assemblies.

(right middle) The catch is fastened in the identical manner as the hinge.

(right) Forming a pyramid of three circles is the maker mark of Friedrich Linden, Lüdenscheid.

(right) Most of this unusual hinge's base lies towards the center of the badge. Hinges of this assembly can be found on other badges manufactured by Hermann Wernstein. It is important to note Wernstein always placed their maker mark in the same location.

(left) The zinc is starting to deteriorate on the eagle's wing and wreath of this late war Infantry Assault badge. Details are not as crisp as those found with other makers of this badge type.

S B

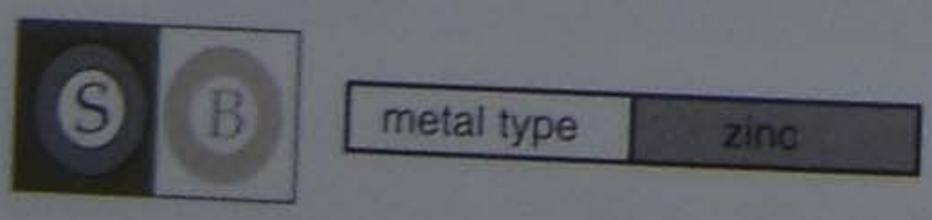
metal type | kriegsmetal

1939 1940 1941 1942 1943 1944 1945 Production Duration

Since he hasn't received a badge of higher grade, this soldier has centered the Infantry Assault badge on his pocket. A Wound badge (lower left) is also present.

Gebrüder Wegerhoff of Lüdenscheid, the maker of this die-cast badge, is known for their high quality, durable finishes. After more than sixty years, most of the silver-white finish remains. This badge weighs .9 ounces.

(opposite) The reverse displays the stains from time and storage. Though the quality of metal declined as the war progressed, steel could still be found for the manufacturing of this attachment pin.



(right) The cast hinge is an integral part of this badge's reverse. Over time the attachment pin has rusted. Evident are the marks on the side of the hinge caused by hammering the pin into place.

(far right) Casting an integrated catch saved two steps in the manufacturing process. Soldering the hinge and catch to the badge was no longer necessary, as now only the pin needed to be attached in the manual process.

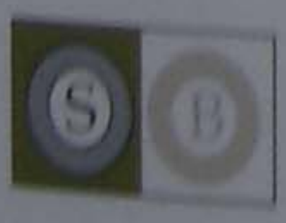
Both the broken Infantry badge and scratched Wound badge reflect the strain and weariness this soldier has endured in combat.

(right) A battle damaged Infantry Assault badge. In the photograph opposite we witness a similarly broken badge in action. To have earned the Infantry Assault badge was one thing, but such dramatic displays from wear must have impressed even the toughest soldiers.

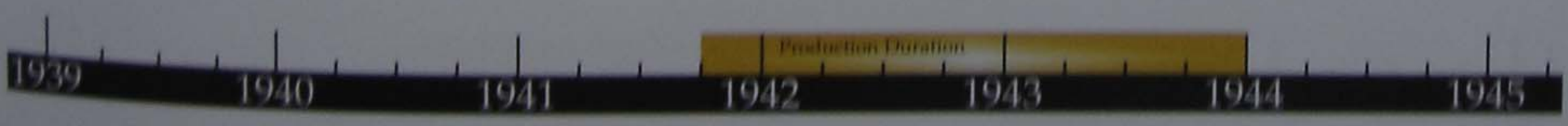
(right bottom) A wide metal plate was used to provide a stable base for soldering the hinge. The area below the bayonet looks as if a repair had been attempted.

(above left) From this angle we can see the hinge was attached to the badge before the finish was applied. The hinge is a solid block of metal which contrasts with the standard bent metal style we have come to know from previously illustrated examples.

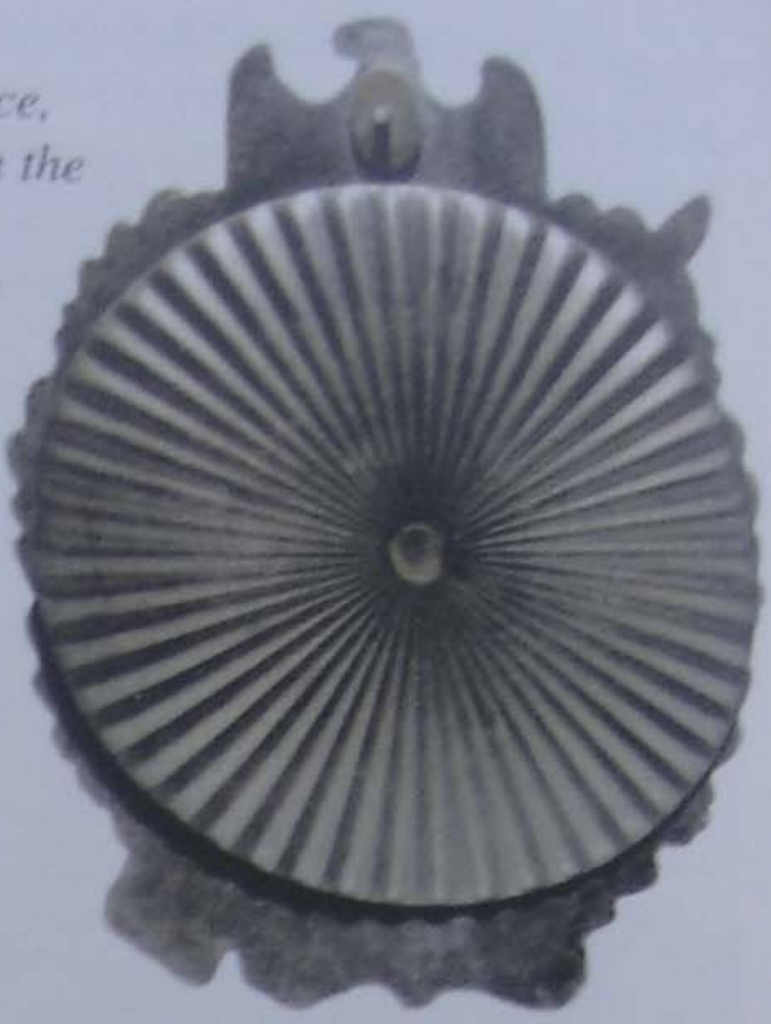
(above right) Instead of the usual rounded metal, this catch was formed with square wire stock.



metal type | white metal



These views reveal the attachment device, pin for keeping the badge stationary on the uniform, and maker mark. It has been suggested this mark represents Steinhauer & Lück of Lüdenscheid. The high quality die-struck metal screw attachment is 44mm in diameter and weighs .2 ounces.



Rarely found with a screwback attachment piece, this Infantry Assault badge in bronze is die-forged from zinc. Traces of zinc are showing through the bronze finish, yet this does not detract from the beautifully rendered details. The badge weighs one ounce. (reverse) Here we see the inside of the screw attachment. The soldered attachment piece is made from the same metal as the large screw plate.

62mm

47mm

S B

metal type | zinc

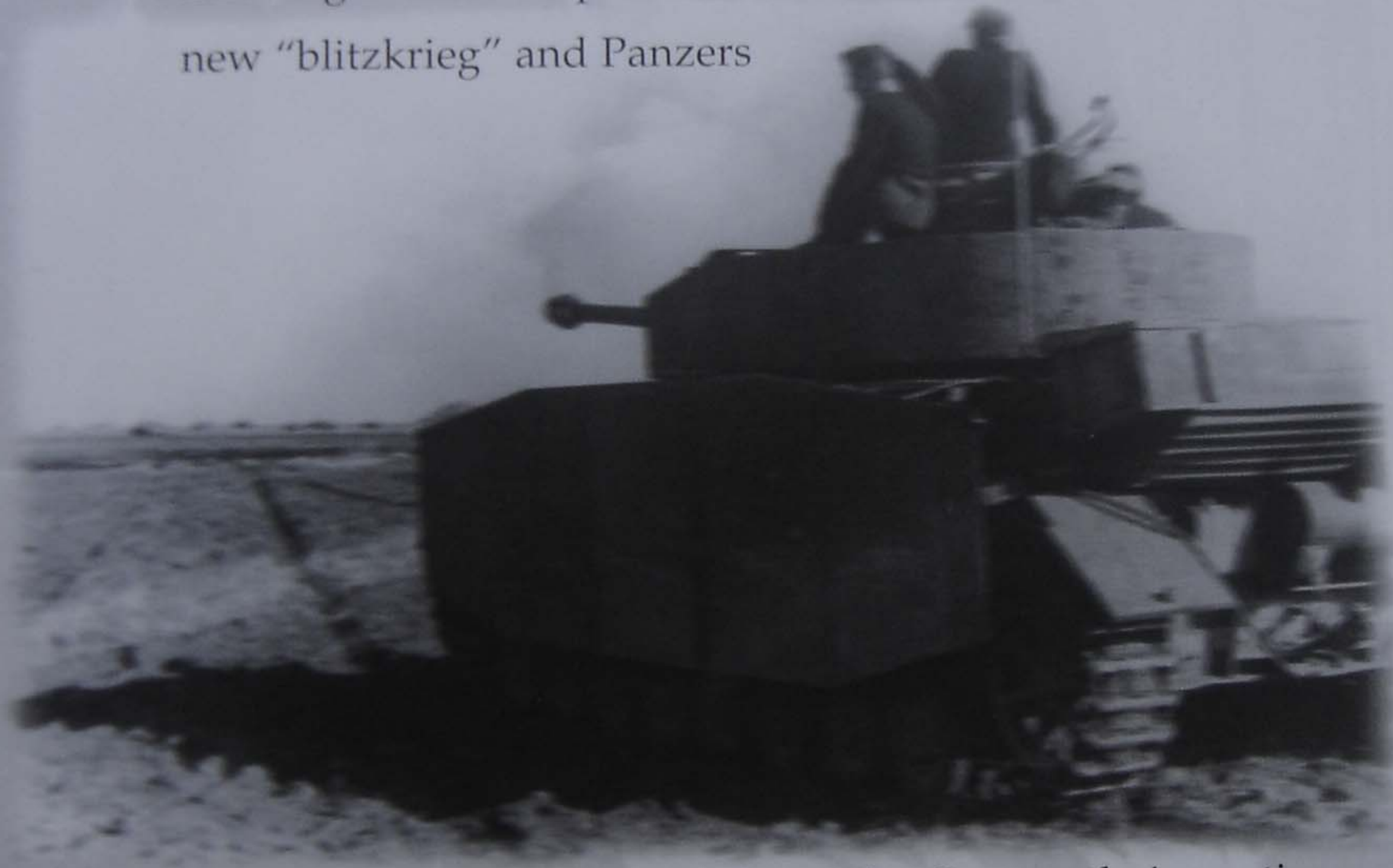
SS-Sturmbannführer Otto Weidinger wearing an Infantry Assault badge in bronze. Weidinger was commander of SS-Panzer Reconnaissance Abteilung 2 of "Das Reich".

SECTION 2

HEER

Panzer Assault Badge

In our mind's eye we can see it. Giant treads gripping the earth, flinging chunks of dirt with the frightening indifference of a 55-ton monster. The smoke, the confusion. Steel against flesh. This was the image of terror created by the German Panzers as they advanced against the Polish Army in the early morning hours of September 1, 1939. This was Germany's new "blitzkrieg" and Panzers



formed the "schwerpunkt" of attack. Constantly in motion and looking for targets of opportunity, Germany's armored forces changed forever the concept that war was to be fought from static positions. Representing the accomplishments of this new mobile strike force, the Panzer Assault badge called for a design as dynamic as the men who fought and earned it – an oval wreath attempting to contain a tank as it surges forward into battle. The spirit and aggressiveness of the German "Panzertruppe" had been captured. The Panzer Assault badge became the symbol of an elite fighting force designed to seize not only Poland, but the world.

15:58

A rare example of a die-stamped Panzer Assault badge. What differentiates this badge from others are the spaces between the swastika's arms. Rarely manufactured because of the resulting fragility of the swastika, these die-stamped badges are highly valued by collectors.

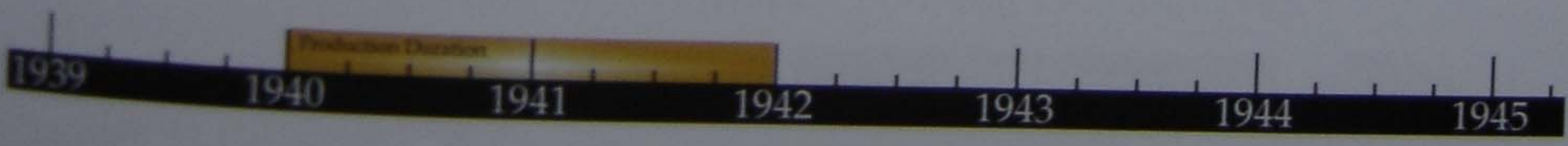
(right) Finely soldered solid bronze hinges are typical of early war die-stamped badges. You'll notice the extrusion lines running along the side of the attachment pin as well as the flat spot located at the pin's curve caused by mechanical pressure.

S B

metal type | bronze

The die-stamping details are equally sharp on either side of the badge. Every edge is crisp, full of detail and in keeping with the quality of early die-stamped Panzer Assault badges. Notice in the profile how thin the metal is. Catches were usually placed along the bottom edge of the badge making this example a bit unusual. Wherever there is a worn silver finish we can see the bronze substrate.

(right) An almost perfectly formed question mark catch highlights the excellent workmanship. Since the badge is of high quality bronze, the wire catch was soldered directly to its surface. Hand finishing of the attachment pin's tip is visible from this angle.



(below left) Quality metal and great precision were used to form this hinge. Early hinges display symmetry with their ends soldered directly to the surface of the badge.

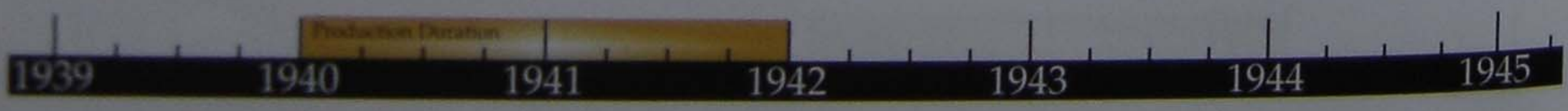
(below right) This expertly soldered catch holds an attachment pin with a carefully rounded tip to prevent snagging the wearer's uniform.

With the thorough application of "frosting", only the silver metal high points are exposed on the obverse. The condition is so pristine it is doubtful this badge was ever awarded. Weight = .7oz.

(right) This profile illustrates the three-dimensional quality of the die-stamping process.

Since the reverse of the badge is rarely exposed none of its "frosting" has weathered away. An anomaly – the "A" between the tank's road wheels represents Assmann & Söhne. Few hollow-back Panzer badges have maker marks.

metal type | brass



Although the Panzer Assault badge was authorized on December 20, 1939, the origins of the award can be traced back to the First World War.

On July 13, 1921 Dr. Gessler, Defense Minister of the Reich, proclaimed, "In order to keep alive among the German people the memory of the accomplishments of the tank units, disbanded in accordance with the peace treaty, the former crews of the German tanks will be given a decoration of remembrance, the Battle Tank Badge."

The requirement for receiving the award was to have participated in at least three combat operations in the field as either a tank commander, gunnery personnel, machine gunner, driver, mechanic in the tank, or signal/radioman in the tank during the year 1918. Officers, non-commissioned officers, and enlisted men were eligible for the award but had to submit an application to the Inspector of the Motorized Troops to receive the award certificate. After receiving the award document, the recipient would then order the decoration through a commercial outlet as such badges were not contracted by, nor made for, the Government. According to German sources, about one hundred decorations were awarded after all appropriate applications were approved.

The lineage of the Panzer Assault badge continued in 1936 with German involvement in the Spanish Civil War. With Hitler's approval, German Panzer volunteers of the Condor Legion provided training and tanks to the Spanish Nationalists. As German troops became actively involved in the war, Colonel Ritter von Thoma created and awarded the Condor Legion Tank badge subject to the following criteria: three months of service with the Panzer troops in the theater of war and good conduct in the completion of that service. Since the badge was created by von Thoma and not sanctioned by the German government, it was not until July 10, 1939 that it was officially recognized by the German Army High Command and award documents were conferred. Wearing of the badge on the uniform was also authorized at this time. Approximately 415 Condor Legion Tank badges were awarded between 1936 and 1945.

(left) Open spaces between the stamped arms of the swastika on this Panzer Assault badge make it highly desired by collectors. Notice how the lower arm of the swastika actually hangs below the level of the turret top. Mild corrosion detracts from an otherwise classic bronze finish. Weight = .5oz.

(right) The die-stamping process is quite remarkable on the reverse of this badge even though a crack in the metal has formed between the eagle's wing and wreath.

(left) In this profile you'll notice the tank tread on the left protrudes beyond the edge of the oak leaf wreath. Since the metal used is quite thin a deep three-dimensional appearance can be achieved through die-stamping.

(bottom left) The hinge flares out at its base to provide a greater surface area for soldering. Stress marks can be seen in the metal at the end of the hinge as it curves around the hinge pin.

(bottom middle) A perfectly soldered question mark catch. Again we witness extrusion lines on the catch wire.

(below) The swastika and eagle's talons cover an area of only 10mm. The lower arm of the swastika has been bent outward over the top of the tank turret.

With the outbreak of the Second World War in September 1939, Generaloberst von Brauchitsch saw the need to recognize the efforts of the Wehrmacht armored units. Brauchitsch approved the design of the Panzer Assault badge submitted by Ernst Peekhaus of Berlin and instituted the award on December 20, 1939. The Peekhaus design consisted of a tank perched upon a grass field encircled by an oval oak leaf wreath. The design is surmounted by a national eagle clutching a swastika in its talons. Initial awards of the badge were in silver and could only be awarded to members of the Wehrmacht, Waffen SS, and police units under Wehrmacht command. The decoration was awarded to officers, non-commissioned officers, and enlisted men that, on or after January 1, 1940, participated as tank commanders, drivers, gunners, or radiomen in at least three different combat assaults on three different days. A bronze version of the Panzer Assault badge was authorized on June 1, 1940 for soldiers of Panzer Grenadier, motorcycle rifle battalions in Panzer divisions, and members of armored reconnaissance units. Possession of the 1918 Battle Tank Badge could not be used to fulfill the requirements of the Panzer Assault badge.

Upon approval and authorization of the award from the division commander, an award document was presented and an entry was made into the soldier's Soldbuch. The company commander usually presented the Panzer Assault badge to the recipient at a company formation or, if the unit were in the field, it could simply be handed to him. Normally the badge was worn on the lower left breast pocket of the uniform, below and to the right of higher awards such as the Iron Cross First Class. Although the exact number of Panzer Assault badges awarded is not known, it is believed that tens of thousands were presented.

On September 8, 1942 the German Army High Command (Oberkommando des Heeres) expanded the recipients of the silver Panzer Assault badge to include medical personnel – including officers, non-commissioned officers, and enlisted men that met the criteria for award. Up to this date, medical personnel could only qualify for the General Assault badge. Dispatch/communication riders and maintenance personnel assigned to the Panzer units who were directly involved in combat operations on three different days could likewise, as of December 31, 1942, qualify for the award.

(obverse) Sixty years has given this Panzer Assault badge in bronze a rich cocoa-brown finish. Behind the oak leaves is a delicately stippled surface familiar to early die-struck badges.
(right) Every component of this badge is made from bronze. Verdigris near the hinge only confirms the high copper content.

(below left) Solid bronze forms this hinge block.

(below right) At war's beginning, time and craftsmanship were still affordable luxuries. Precise filing marks on this attachment pin and the meticulous soldering of the catch wire act as indicators dating the example to the early war period.

(reverse) The stamping and finish of the reverse is the same high quality as the obverse.

metal type | bronze

S B

Although this soldier's Panzer tunic has no pockets, both the Panzer Assault and silver Wound badges are positioned over the left breast pocket area as prescribed by regulations.

(obverse) It is assumed the subdued gray finish applied to this Panzer Assault badge was designed to reduce reflective light. In combat situations survivability often relies on such simple precautions. (reverse) Running against the grain of this theory, it can not be explained why the gray finish was applied to the reverse facing the uniform. What is known for sure is that the finish was applied before the hinge and catch were attached.

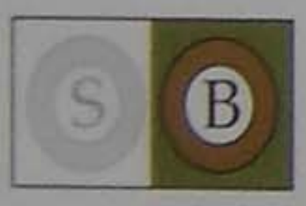
(above) A closeup view of the raised Assmann & Söhne maker mark on the reverse of the badge.

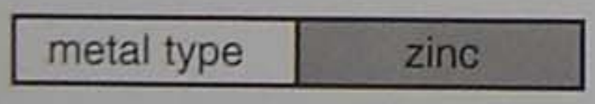
(far left) Fashioned from a single piece of bent metal, the resulting symmetry of this hinge speaks to the intricacy and quality of its workmanship.

(left) Again, as in other badges we have seen, the attachment pin's tip is hand finished to a gentle taper. Atop a small mound of solder, the wire catch has survived sixty years without breaking.

metal type	white metal

Even though this Panzer Assault badge is die-forged, the loss of detail in this mid war badge is apparent. Although no maker mark is present on the reverse, the hinge and catch are of the type found on badges manufactured by C.E. Juncker.





The final eligibility decree from O.K.H for the Panzer Assault badge came on January 31, 1943 when members of the Panzer Intelligence units were authorized to receive the award.

As the Second World War progressed into 1943, the earlier Blitzkrieg tactics of the Panzer units had given way to long and arduous fighting.

On June 22, 1943, the German Army High Command recognized the efforts of armored units by instituting three higher grades to the Panzer Assault badge.

Grade II was awarded for 25 days of combat, Grade III for 50 days and Grade IV for 75 plus days. Accumulation of combat days was calculated in the same manner as that of the Grade I Panzer Assault badge. However, any veteran who had served in North Africa, or on the Eastern Front after June 22, 1941, was given credit for time served. Unit commanders had to provide verification for time served and credit was given as follows:

a. 8 months service equaled 10 combat days.
b. 12 months service equaled 15 combat days.
c. 15 months service equaled 25 combat days.

Division commanders could award the numbered Panzer Assault badge to any soldier who, because of severe wounds (including frostbite), would not have the future opportunity to complete the number of combat days necessary to qualify for the badge. The unit commanders had to provide written proof of the number of combat days served and credit was given as follows:

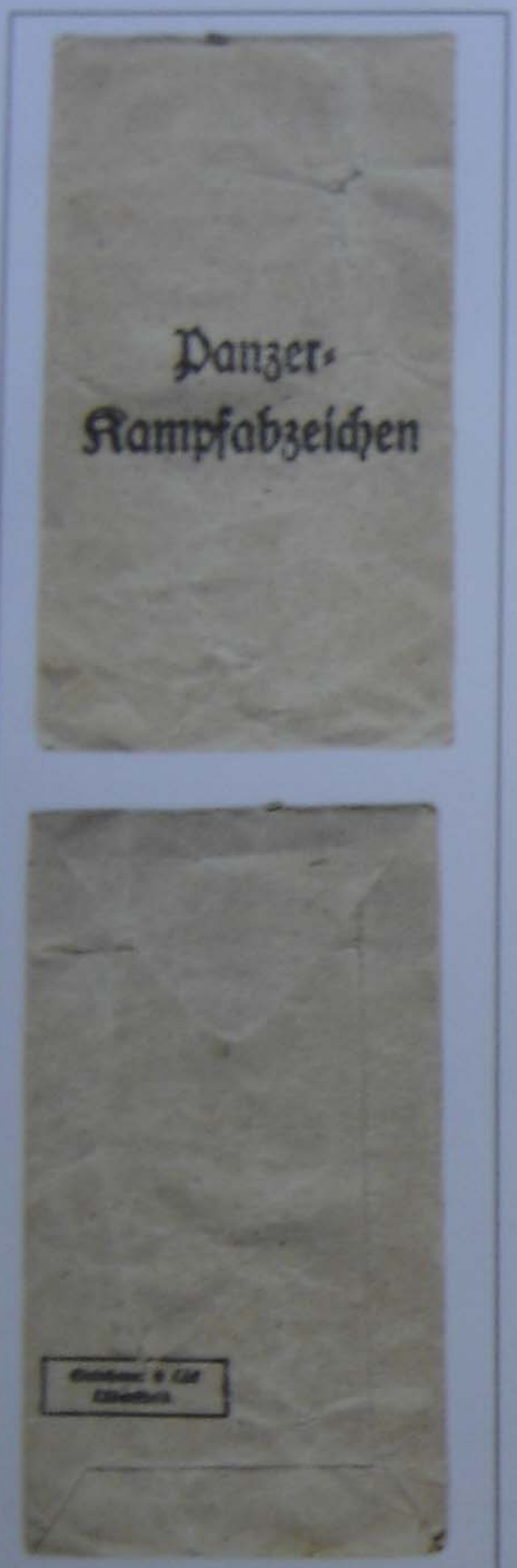
a. Grade II for not less than 18 combat days.
b. Grade III for not less than 35 combat days.
c. Grade IV for not less than 60 combat days.

The Panzer Assault badge was manufactured in three forms; hollow die-stamped, scalloped back die-forged or flat back die-forged/die-cast.

Hollow forms of the badge were die-stamped from brass or bronze sheet metal and then silver plated or – as in the case of the bronze award – the natural color of the bronze metal sufficed for the finish. The scalloped-back and flat-back forms of the badge were die-forged or die-cast in white metal or zinc with the difference being the scallop indentation or lack thereof. (It should be noted that the "flat-back" style is actually concave on the reverse.) A silver or bronze finish was then applied to the badge.

The attachment device for securing the badge to the uniform was usually a needle pin made from ferrous metal. Various hinges and catches were used

continued on page 69



An interesting and rare addition to the Panzer badge featured is this accompanying packet. The reverse surrenders the manufacturer's name – Steinhauer & Lück. Details like this and makers' marks are vital for revealing individual manufacturer traits.

(above) Slight bubbling can be seen on the swastika of this atypical Panzer Assault badge. Die-forged in zinc and silver finished, this badge has a curiously wide pin that is not found on most Panzer badges. Weight = .90z

(opposite spread) What you may not notice is that the reverse is slightly concave. However, abundantly evident is the superb stamping and finish. The rough texture of the reverse can be found on many mid-war badges.

(right) A 3/4 view allows a better look at the unusual attachment pin. The shape changes from square at the hinge to tapered in the middle of the pin, and back to a square that is tapered and turned ninety degrees.

(right) A raised rectangular guide was forged into the badge to ensure correct hinge positioning. The attachment pin has been flattened around the hinge pin for wrapping. Due to excess solder the hinge sits higher than normal.

(far right) With its end shaped like a chisel, this style of pin has not been seen on other Panzer Assault badges. A small amount of solder gently balances the catch on its mounting plate.

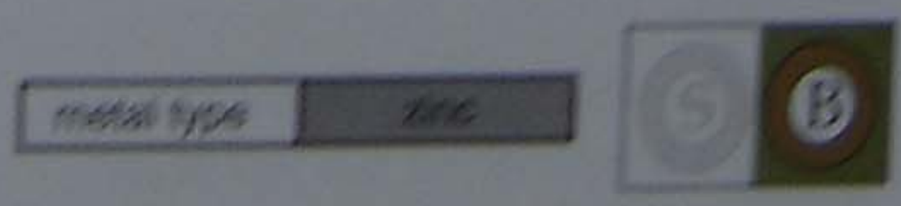
Although lacking detail found with die-stamped badges, the stippled area behind the oak leaves seen here is exceptionally well formed. Highlights on the tank treads are losing their bronze finish with the resulting exposure of zinc, the base metal. Weight = 1.2oz.

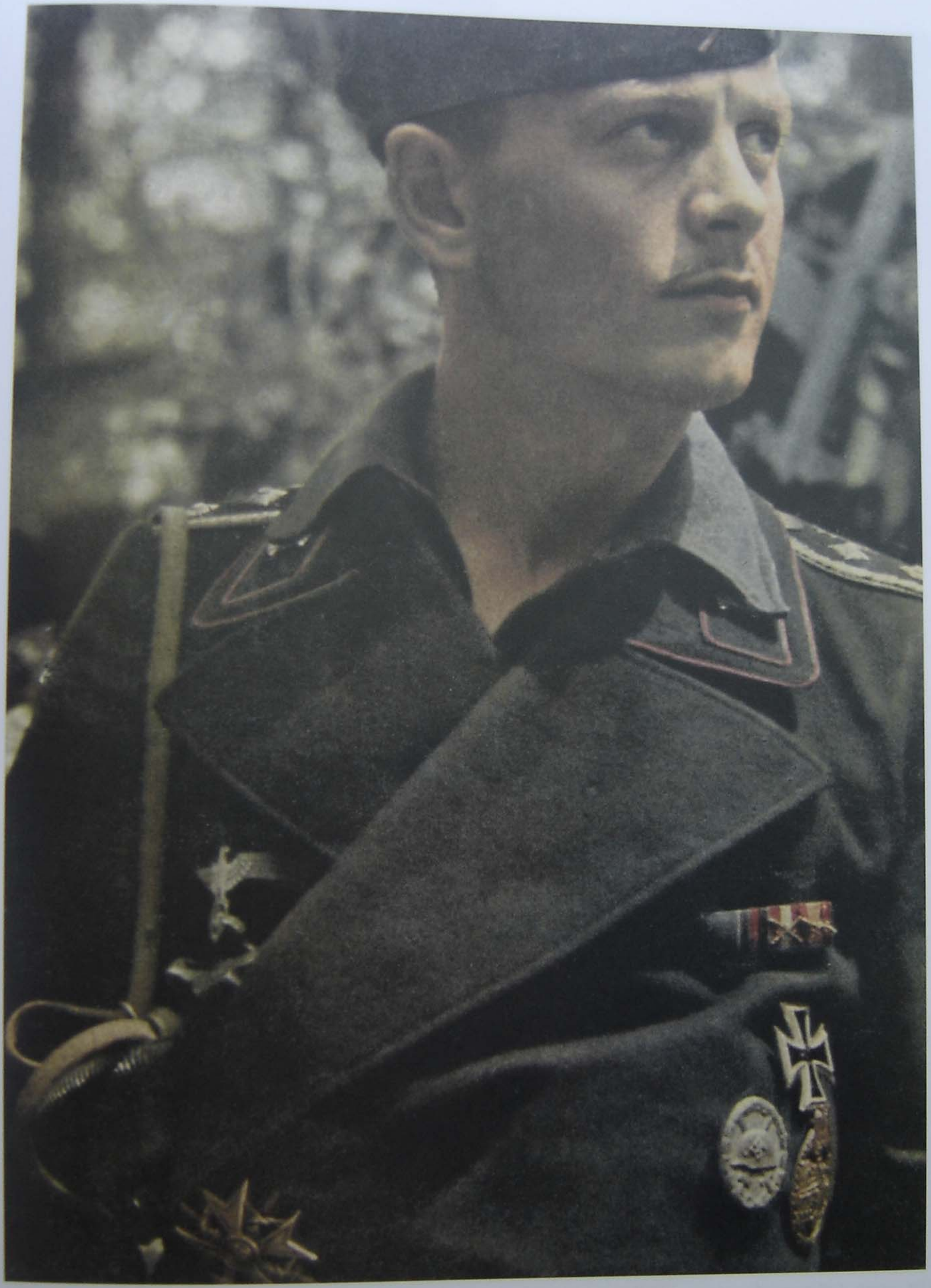
(below left) Hermann Aurich is a firm known for unique hinge styles. Beginning as a piece of flat circular metal, a center slot was cut into the plate along with four small edge cuts running perpendicular to the slot. An oblong indentation was then pressed into the plate with the four cuts becoming the open ends of the indentation. Next, a hinge pin was placed into the indentation, the ends crimped over, and the hinge firmly secured. Finally, the attachment pin was placed around the hinge pin and worked by hand into a "Shepherd's" hook. Close examination reveals marks left by pliers.

Small fractures occasionally form along the edges of die-forged badges. Present on this badge is one such crack noticeable along the eagle's beak. The relief maker mark above the catch is well struck.

(above right) A deep impression was stamped into the metal around the catch. Here you'll notice as well the flattened tip of the attachment pin.

(left) After assembly, a bronze finish was applied to the badge's entire surface. That finish is now deteriorating, excepting such details as the hinge, pin, and catch. Quality metal has benefited the bronze finish, helping it remain on these components.

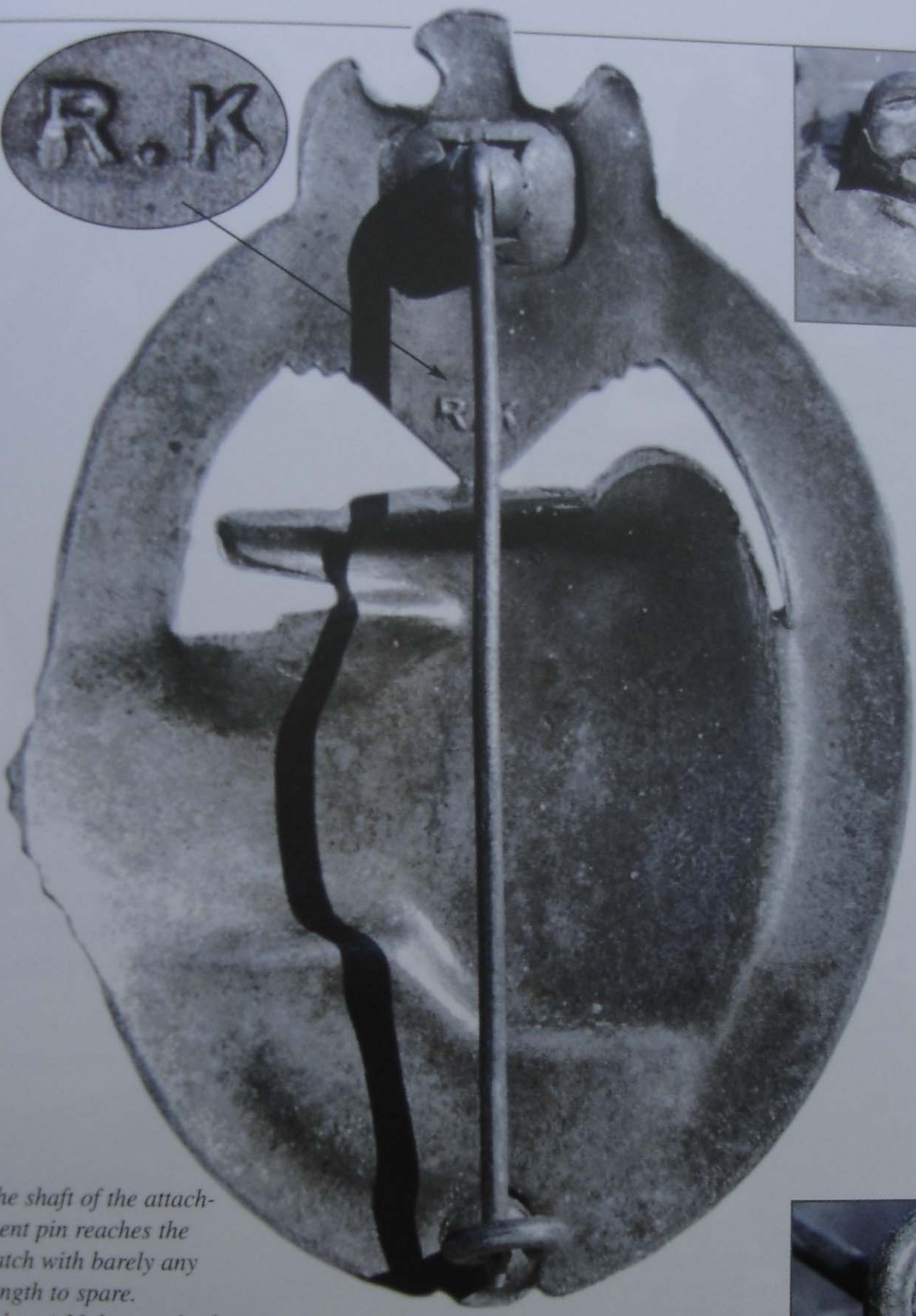




A wartime color photograph clearly showing the Panzer Assault badge in bronze worn by a soldier of the Panzer troops. This individual's branch of service is indicated by the pink piping around the collar. Of interest is the Spanish Cross in bronze located on the right side of his tunic.

(obverse) Several features distinguish Panzer Assault badges manufactured by Rudolf Karneth. The eagle and swastika are generally thinner than comparative examples, and more unique, the overall appearance exaggerates the oblong oval, drawing it in from the sides.

(reverse, opposite) The only evidence of relief when seen from the reverse is the tank motif. We can make a number of observations when viewing the piece from this perspective. Notice how the ball hinge is set into a recess in the badge and then crimped in place along its sides.



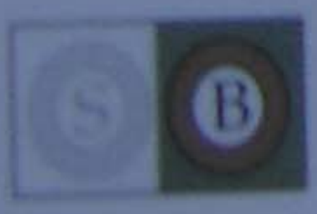
The shaft of the attachment pin reaches the catch with barely any length to spare.
(above) Maker mark of Rudolf Karneth.

metal type | zinc

(left) Brown rather than bronze in appearance, there is noticeable wear to our latest Panzer Assault badge's high points. Whereas die-stamping captures every detail, this die-forged example lacks definition in areas like the grass field beneath the tank. (middle) Protective lacquer was applied to the finish at the factory. Depending on how the badge was stored, old lacquer can range in color from golden brown to dull gray. Deteriorating lacquer along the edges reveals the underlying bronze finish.

(top right) Another look at the badge's flecked lacquer. Research has not revealed who the manufacturer mark "EWE" represents. Both the hinge and attachment pin are made from steel.

(right) Displaying a typical flat spot, the attachment pin wraps neatly around and through the wide base hinge. (far right) To stabilize the catch, a hole was drilled into the reverse of the badge. As the catch wire was inserted, the hole was filled with solder.



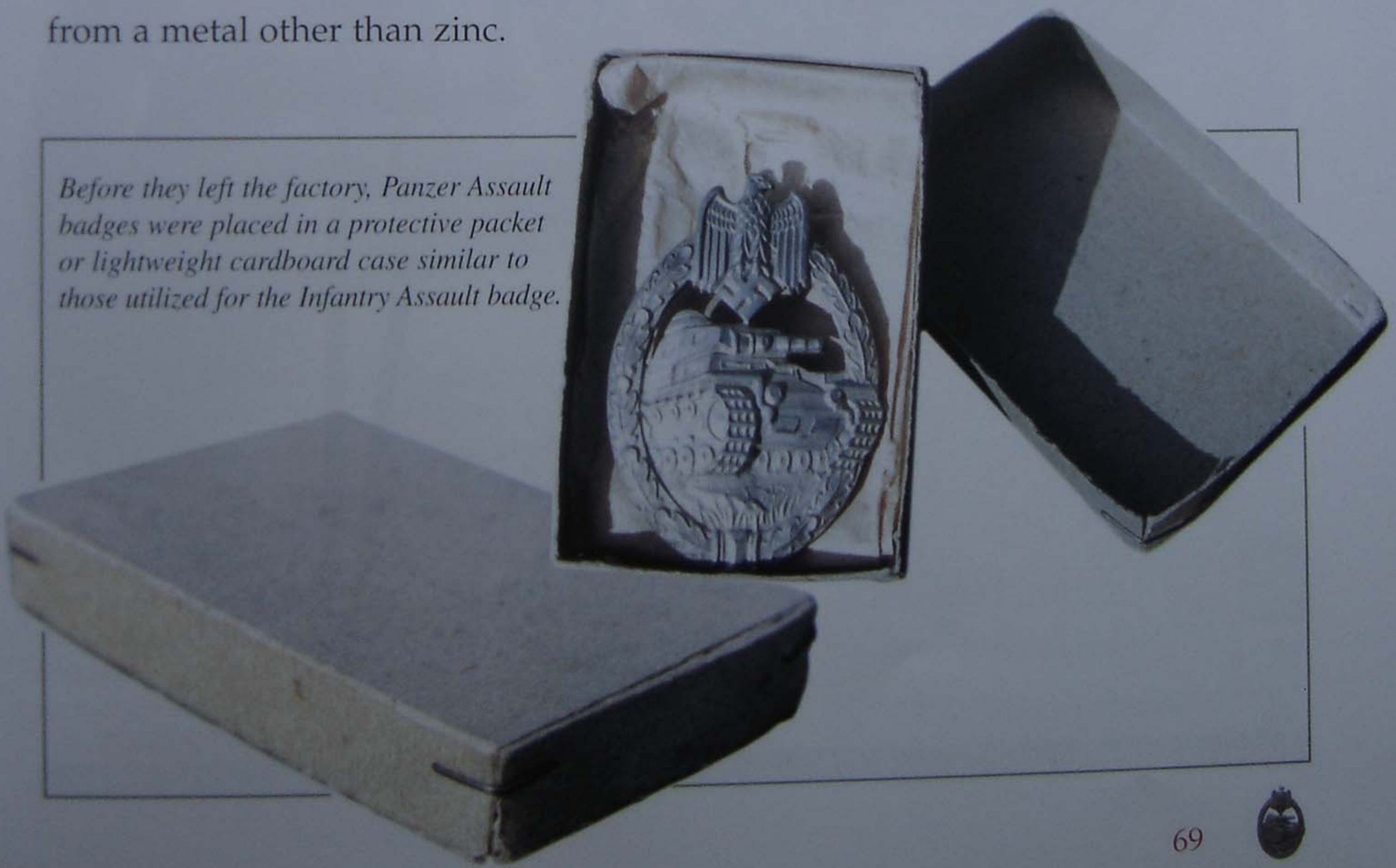
metal type: zinc

depending on each maker's specifications. Screwback attachments are very rarely found on Panzer Assault badges.

The Grade II and III Panzer Assault badges in silver are slightly larger than the Grade I version, with a small box representing the number of combat days placed at the base of the oval wreath. The numbered box, as well as a separate gray tank, was attached to the silver wreath by rivets. However, and this is important to note, the numbered box is sometimes found affixed to the badge utilizing only solder.

Larger than the Grade II and III badges, the Grade IV Panzer Assault badge's wreaths are gold colored with separately affixed silver tanks. Bronze versions of Grade II and III Panzer Assault badges follow the same construction as silver grades except the wreath and tank have a uniform bronze finish applied to them. Grade IV badges have gold-colored wreaths with a bronze tank.

All numbered grades of the Panzer Assault badge can be found constructed in either a solid or hollow-back form. Grade II and III badges were die-cast/-forged from white metal or zinc while Grade IV badges were of zinc. Occasionally a Grade IV Panzer Assault badge will have the tank portion of the badge made from a metal other than zinc.



Before they left the factory, Panzer Assault badges were placed in a protective packet or lightweight cardboard case similar to those utilized for the Infantry Assault badge.

(left) A pristine example of a die-forged Panzer Assault badge. The grass detail below the tank as well as the large gap between the left fender and tread are markedly different from other Panzer badges.

(right) The gracefully scooped reverse still retains its original silver finish.

metal type | white metal

(above) After the ball hinge was crimped into the badge, the attachment pin with its flattened end was set into the hinge slot and the hinge pin inserted to secure it.

(below) Revealing – almost imperceptibly – brass highlights beneath its silver finish, the catch is the only portion of this excellent piece with wear.

(above) Stemming from the die-forging process, small pieces of metal "flash" can be seen bordering "knock-out" areas. Again, the attachment pin has barely enough real estate to reach the catch.

(right) There is some doubt as to which manufacturer employed this logo. The paper packet containing the badge is marked "A.D. Schwerdt, Stuttgart". (The firm "Adolf Scholze" has also been suggested) Unfortunately, this alone is not definitive proof as the badge/packet could have been switched during its 60-odd years of existence.

metal type | zinc

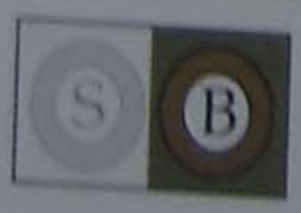
(obverse) Although this example has a smaller than normal oak leaf wreath, in every other respect it is typical of mid-war zinc badges. (reverse) Stippling can be seen on this die-forged badge. A slight curvature of the reverse surface is discernable from the attachment pin's shadow. The raised maker mark of Karl Wurster is always found at the 11 o'clock position as illustrated.

(obverse) The finish on this Panzer Assault badge is a golden brown rather than bronze. Curiously, the finish is wearing at the center of the badge and nowhere else. (reverse) Die-forging produced this scalloped reverse. Similar crimping techniques for the hinge and catch can be found on Infantry Assault badges manufactured by Brüder Schneider, Wien. The indicated date is when the dies were cut and does not necessarily connote the year this example was manufactured.

(above) The raised maker mark of the firm Arno Wallpach, Salzburg.

(far left) After sixty-plus years, rust has formed on the hinge and hinge pin.

(left) Unlike the hinge, the crudely crimped-in catch is made from a non-ferrous metal.



metal type | zinc

(left) This wide based hinge sits low in comparison to most Panzer Assault badges. Even the hinge pin has received a silver finish.

(right) A catch made from flat wire. For a better solder grip the mounting plate provides surface area along with the flattened bottom of the catch wire.

A die-forged scallop back badge in mint condition. Note the cross-hatching beside the eagle's talons and the small flower in the field below the tank treads. (reverse) The small lip around the edge of this badge is caused by the die-forging process. A trace of wear can be seen on the back of the attachment pin. (three-quarter view) After complete assembly, the entire surface (including the hinge and catch) was coated in a silver finish.

metal type | zinc

Note the similarities between this Adolf Scholze marked Panzer Assault badge and the A.D. Schwerdt badge. This resemblance has led many to claim that Adolf Scholze and not A.D. Schwerdt used the letters "A.S." in a triangle logo. However, closely examining both eagle's heads and the grass fields below the tanks will show that, while similar, these badges came from two different dies.

(below left) A standard ball hinge.

(right) An unusual catch in that it appears to be sitting in the middle of some lunar crater. This method of attachment is seldom seen.

An angle revealing a scooped-out reverse and crimping to fasten the hinge and catch – techniques different from those observed on the A.D. Schwerdt badge. Notice the raised letters "A.S." in the nine o'clock position.

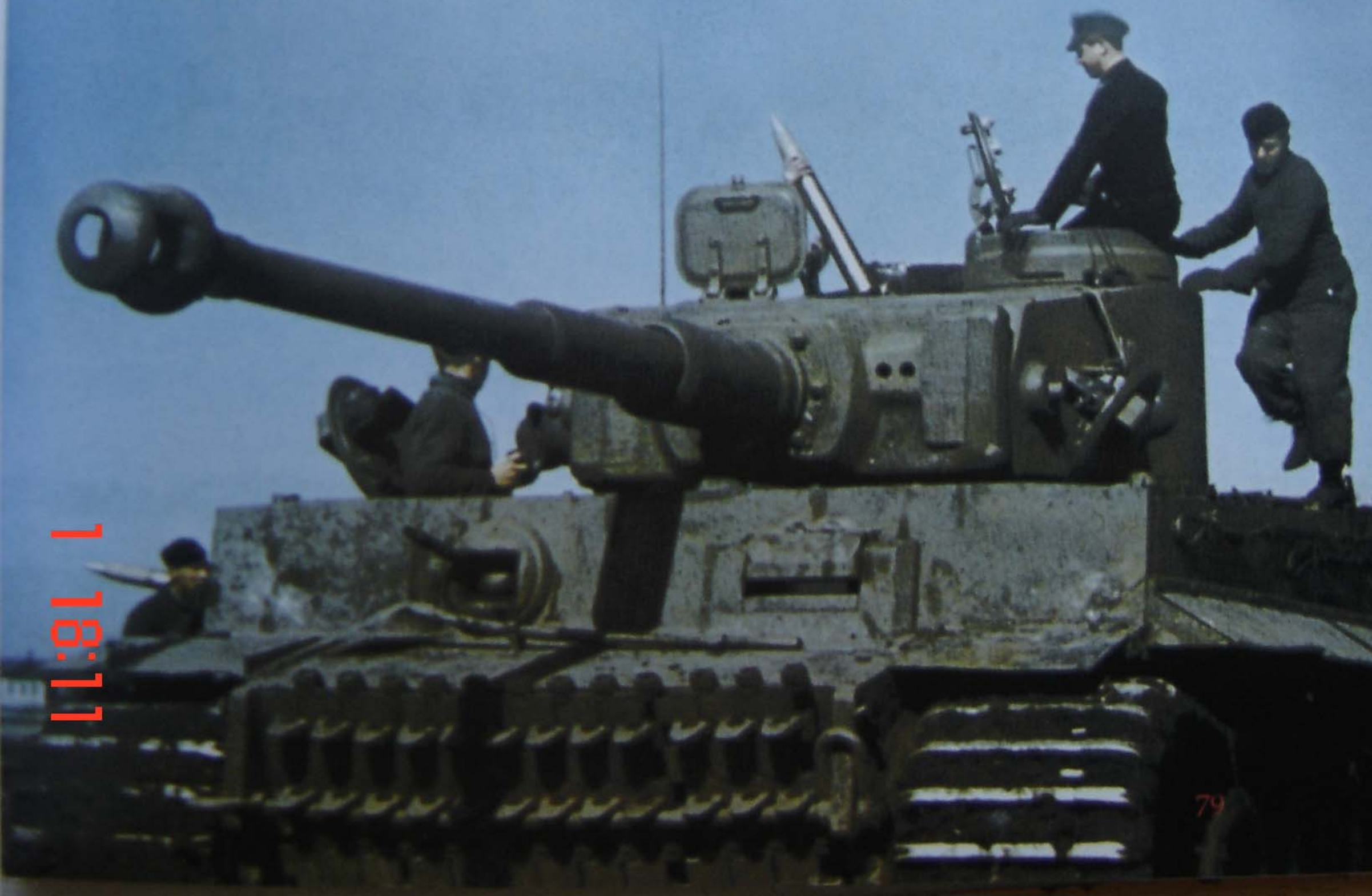
Raised mark of the Adolf Scholze firm.

metal type | white metal

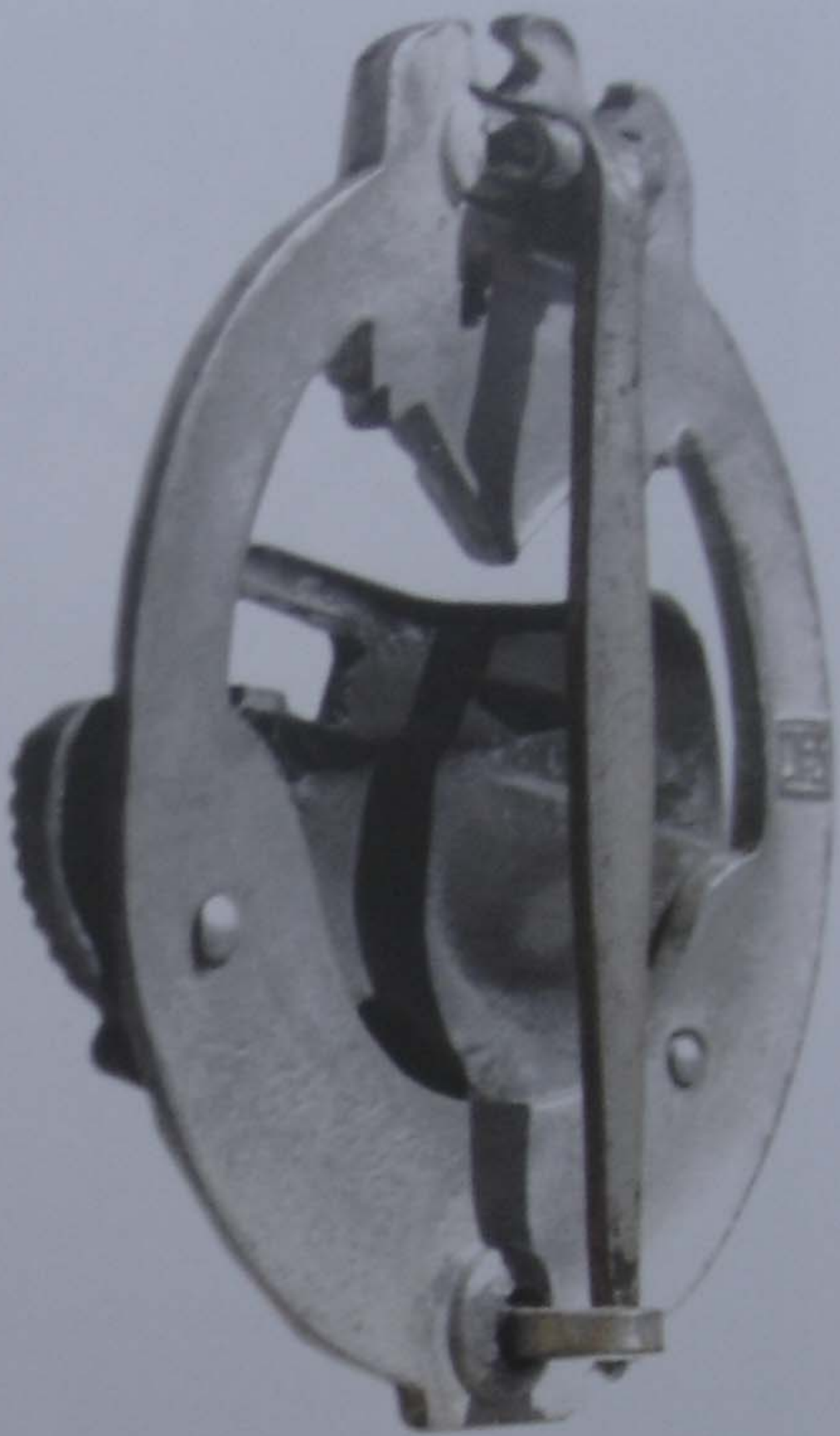
Looking proud of his accomplishments, this young officer is wearing his silver Panzer Assault badge in the prescribed location, below and to the right of his Iron Cross 1st Class.

(left) Oberstleutnant Ernst Wellmann, commander of Grenadier Regiment 3, 1st Panzer Division, wearing his Panzer Assault badge in bronze. He was awarded the Knight's Cross on September 2, 1942 and the Oak Leaves on the 30th of November, 1943.

(below) Taking advantage of a pause in the fighting on the Russian Front, crewmen of a battle worn Tiger I provision it with 8.8cm artillery shells.



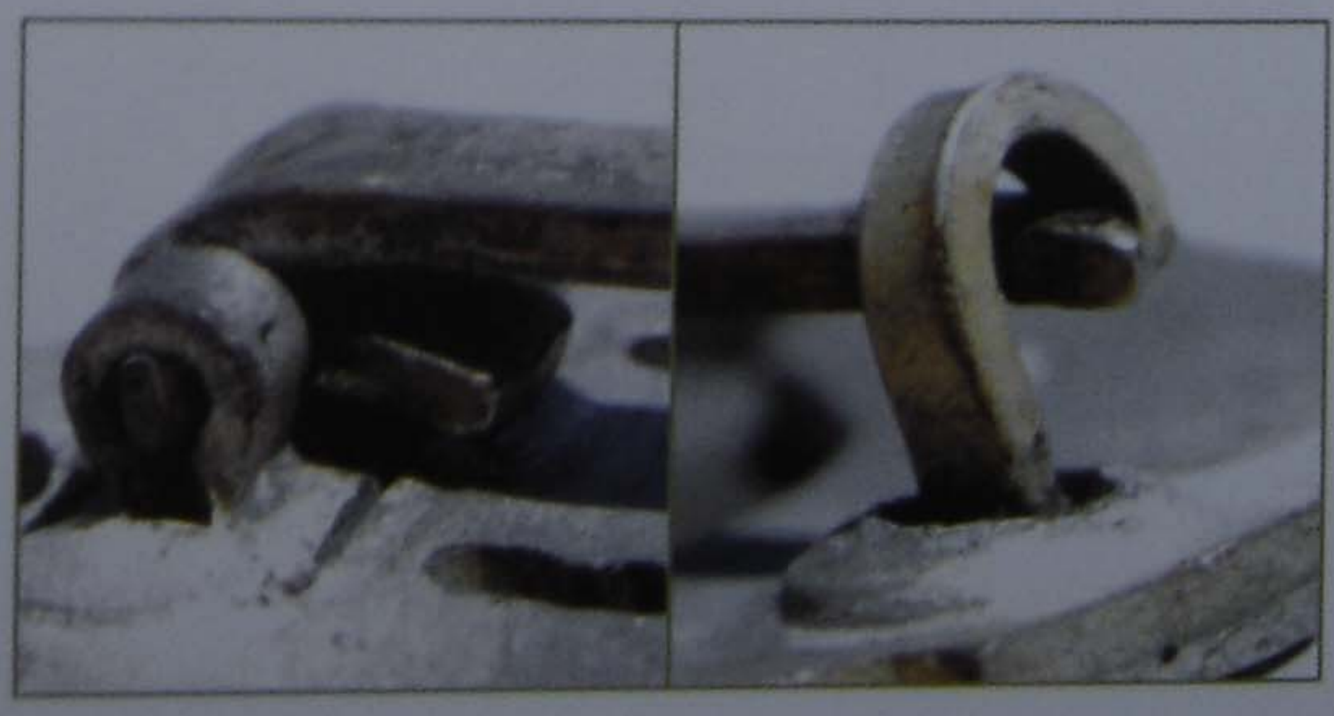
The attached tank gives this 25 Panzer Assault badge a greater three-dimensional appearance than the Grade I Panzer Assault badge. At the time of its manufacture, the numerals and frame of the numbered box were gold colored. Tanks on the 25 and 50 Panzer Assault badges have a charcoal gray finish rather than black.



(below right) Crimping is the standard method used for attaching the hinge assembly to numbered badges. Notice the lack of any taper to the steel attachment pin as it wraps around the hinge pin and makes contact with the body of the badge. Tension is provided by a small casting of metal beneath the end of the pin. This tension is necessary to keep the pin's shaft firmly seated in the catch. The non-cylindrical hinge pin is unusual.

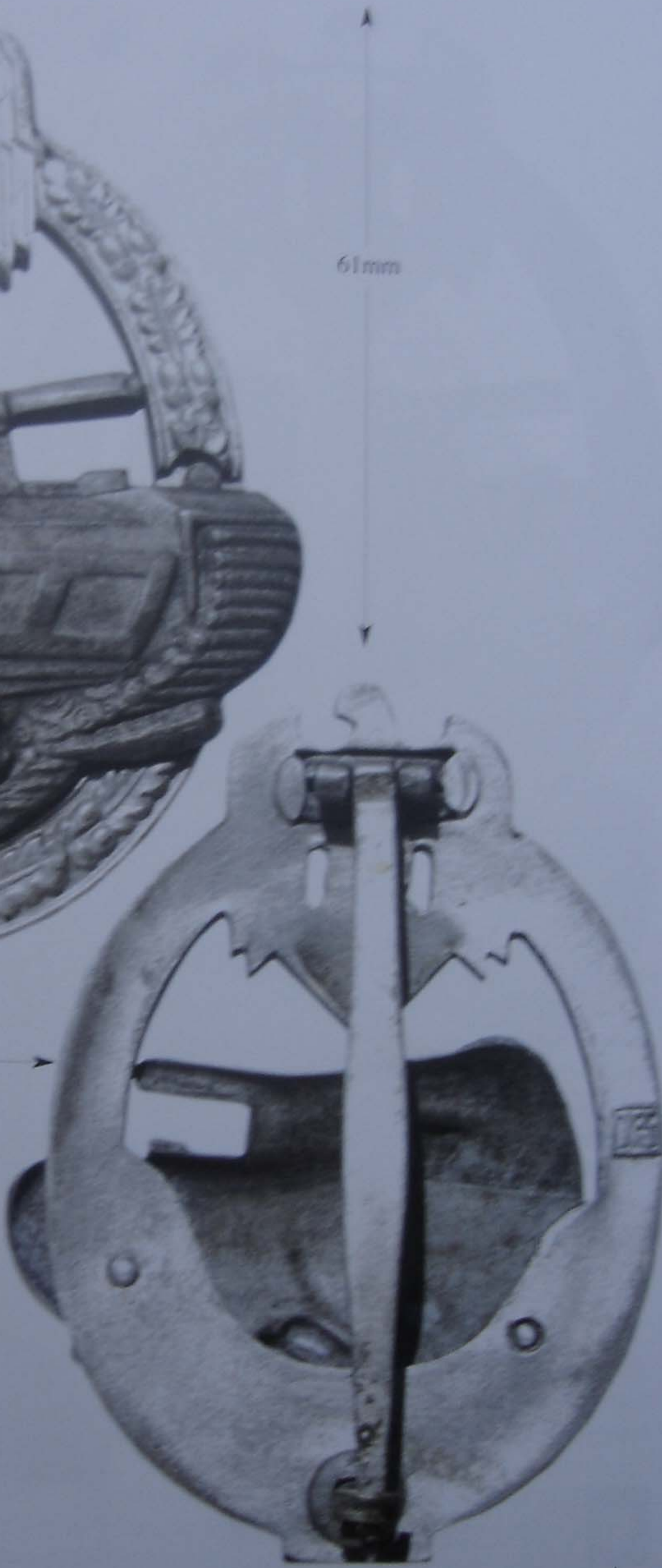
(above left) On the solid reverse version of the 25 and 50 Panzer Assault badges a slight depression from the die strike can be seen on the swastika. The badge's reverse is slightly concave.
(above right) This angle allows a different view of the area behind the swastika. Rivets holding the tank are sizable and well formed.

(far right) Flat steel wire was used to form the catch. The base of the catch was bent at a ninety-degree angle and crimped into the badge.



metal type	white/zinc

46mm



61mm

(above) The obverse of this solid-back 50 Panzer Assault badge is identical in form to the 25 Panzer badge on the previous page. We can see how the box has retained its gold frame and numbers. Weight = 1.1oz.

(right) A look at the reverse reveals if we put this badge side-by-side with the 25 Panzer Assault example we would be hard-pressed to tell them apart. The maker mark is raised from the surface.

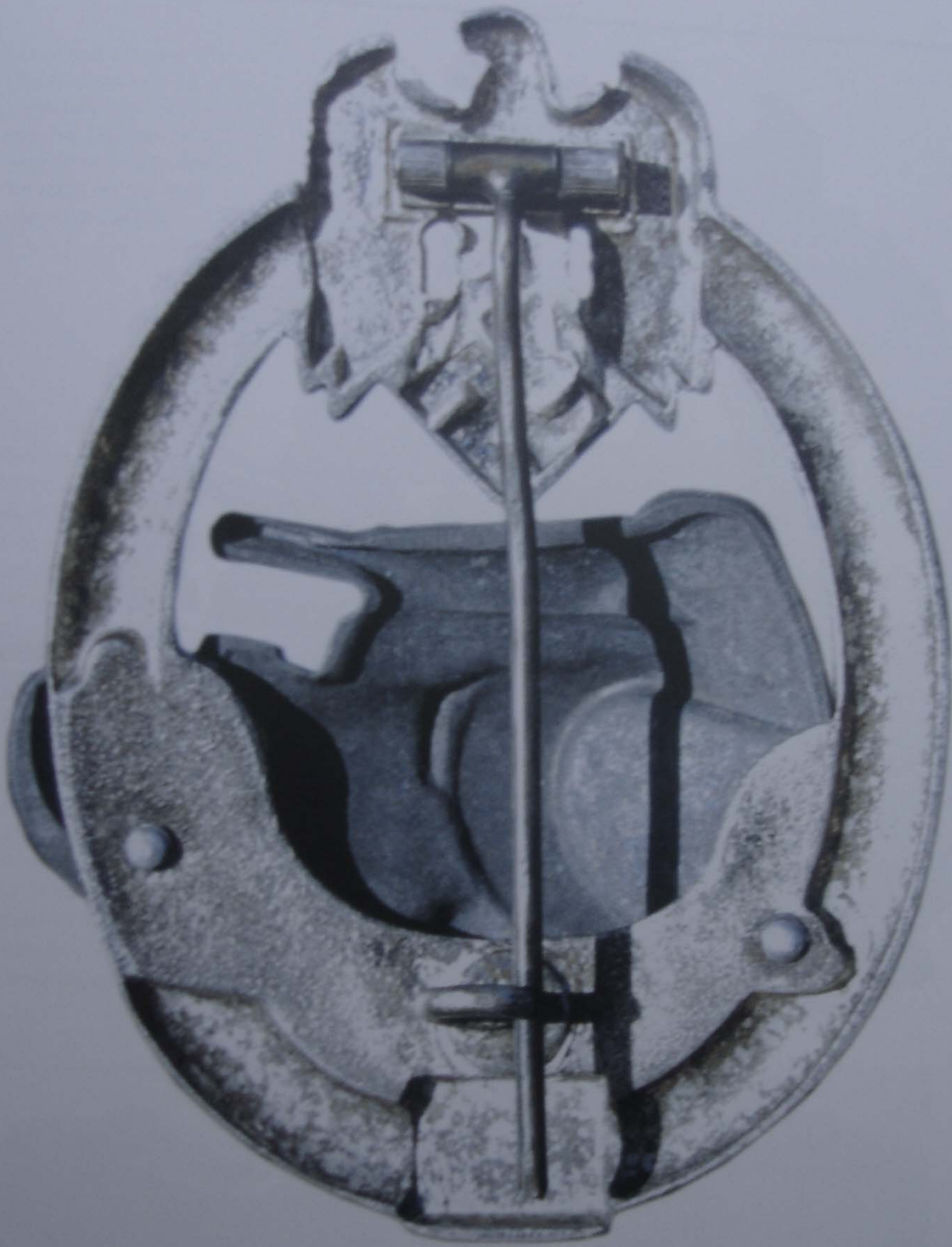
metal type: white zinc

SS Hauptsturmführer Karl-Heinz Lichte of the SS Panzer Division Wiking shows the 25/50 Panzer Assault badge, as well as his decorations for valor, to good effect. His numbered Panzer Assault badge is placed below and to his right of the Iron Cross First Class.

Beautifully preserved, this unmarked hollow-back Panzer badge for 50 assaults uses actual brass to form the numbered box at the base of its wreath. Notice that the rivet heads holding the tank to the wreath are visible on both sides of the badge.

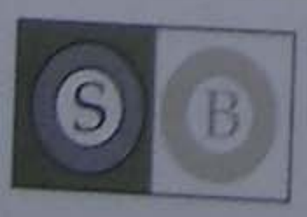
S B

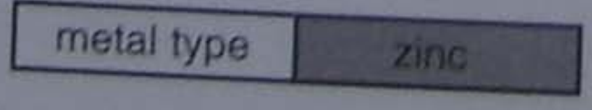
metal type	white/zinc



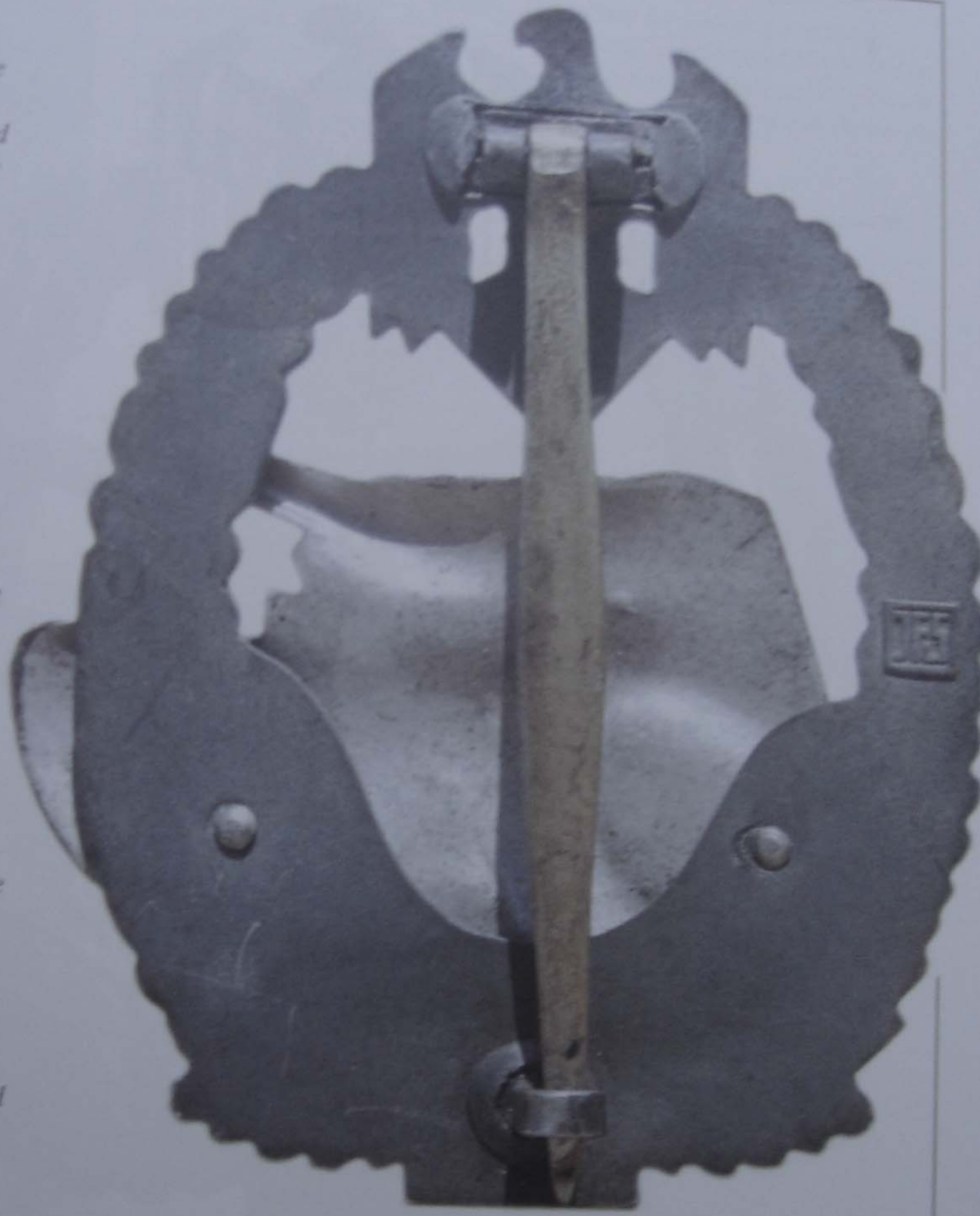
Looking similar to the hinge and catch used on the Panzer badge for 100 assaults, raised guides were cast into the badge to aid in their placement. No rivet head is visible behind the numbered box because it was soldered into place.

This 75 Panzer Assault badge has lost most of its gold finish. Since these late war badges were made from zinc they are normally found with most – if not all – of their gold finish absorbed by the gray base metal.





Over time the gold finished has suffered, especially here on the reverse. This type of wear is to be expected on examples reaching sixty-years of age.



(below left)
This hinge was made from a flat piece of metal folded over on itself and then crimped into the badge. Like the 25 and 50 Panzer Assault badges, the attachment pin is not tapered as it wraps around the hinge pin.

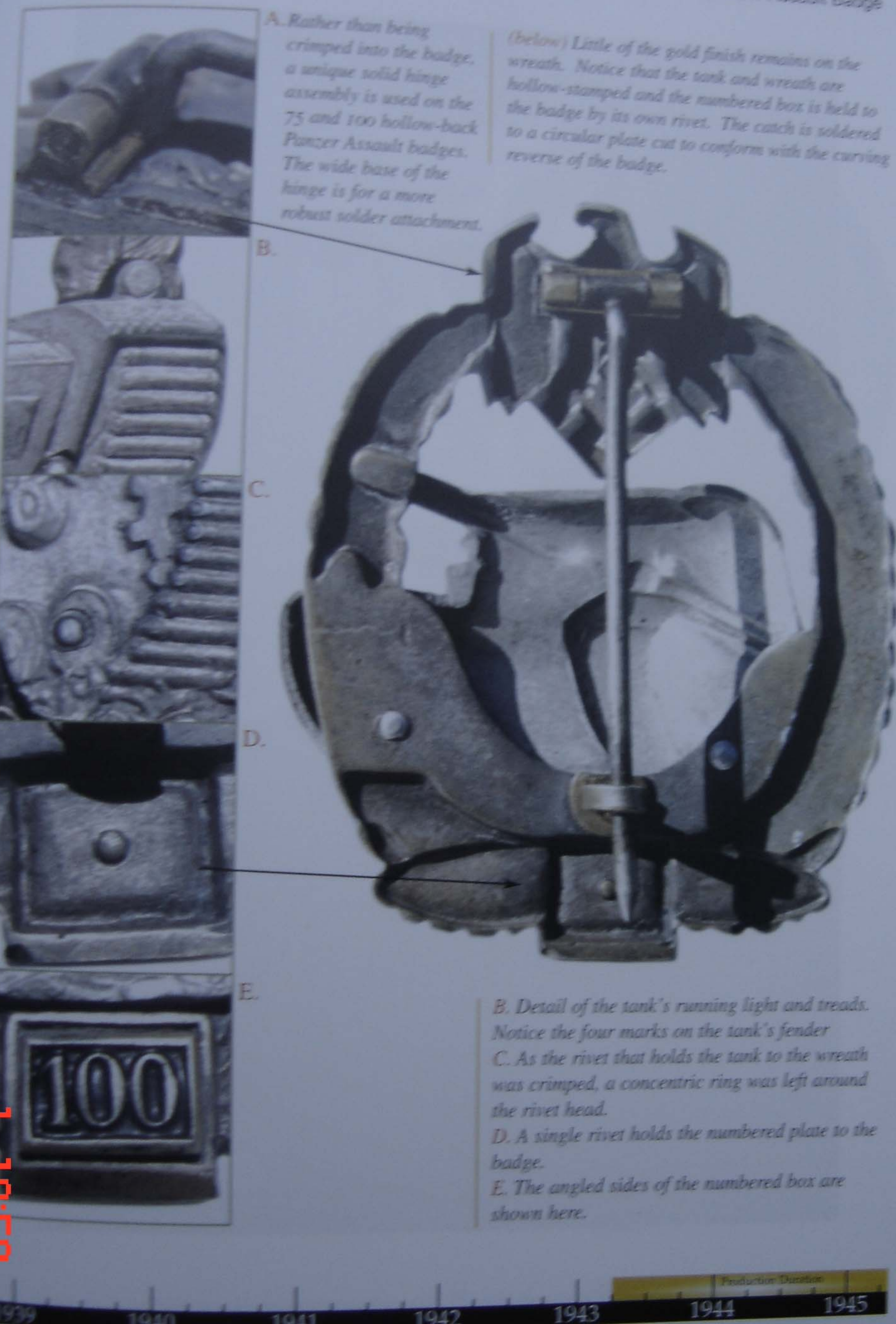
(below middle)
The crimped in flat wire catch has a gold finish applied to it.

(below right)
The 75 numbered box sits inside another box whose front is composed of three angled sides.

This beautiful example of a hollow-back 100 Panzer Assault badge still retains its complete finish. While the wreath is made from zinc, white metal was used to form the tank. An unusual feature of numbered hollow-back Panzer badges is that the rivet heads can be seen on both the obverse and reverse.

S B

metal type	white/zinc



A. *Rather than being crimped into the badge, a unique solid hinge assembly is used on the 75 and 100 hollow-back Panzer Assault badges. The wide base of the hinge is for a more robust solder attachment.*

(below) Little of the gold finish remains on the wreath. Notice that the tank and wreath are hollow-stamped and the numbered box is held to the badge by its own rivet. The catch is soldered to a circular plate cut to conform with the curving reverse of the badge.

B. Detail of the tank's running light and treads. Notice the four marks on the tank's fender

C. As the rivet that holds the tank to the wreath was crimped, a concentric ring was left around the rivet head.

D. A single rivet holds the numbered plate to the badge.

E. The angled sides of the numbered box are shown here.

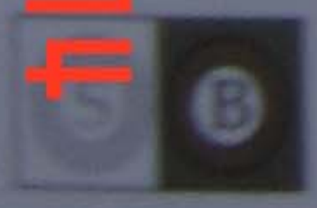
1.18.50

Receiver of both the Knight's Cross and Class IV Panzer Assault badge, Major Norbert Kujacinski was one of the few men to have survived the long and arduous fighting to earn these awards.

(obverse) Since there were fewer mechanized infantry and reconnaissance units, numbered Panzer Assault badges in bronze are rare. The same bronze tone is utilized on both the tank and wreath of this 25 Panzer Assault badge.

(reverse) Hollow reverse bronze numbered Panzer Assault badges are more common than their solid-back brethren. The mark of Gustav Brehmer can be seen on the tank's reverse. Both hollow and solid rivets were used to affix the tank and number box to the wreath.

(right) The wreath and tank are prominently "hollowed" out in this appropriately labeled form of the numbered badge. To provide strength and support, the amount of metal is increased at points where rivets attach the tank to the wreath.



metal type: zinc

(obverse) Although the bronze finish on this 50 Panzer Assault badge is darker than the previously illustrated 25 Assault badge, Gustav Brehmer is the manufacturer of both. The reason for the difference in color is not known. Weight = .8oz.

(below) The numbered plate is always separately attached. Corrosion has caused some of the base paint behind the numerals to lift away.

(reverse) Here we see how die-casting was used to form the badge. The swastika reveals details in the casting.

(right) Using the same technique to attach the number plate as the tank, this rivet is choked with debris but faithfully performs its function.

metal type	zinc

A.

B.

C.

D.

Surrounding the inner and outer edge of the badge is a curved lip.

A. *The hinge assembly and badge are the same color indicating the finish was applied to the entire piece after the hinge was soldered in place.*

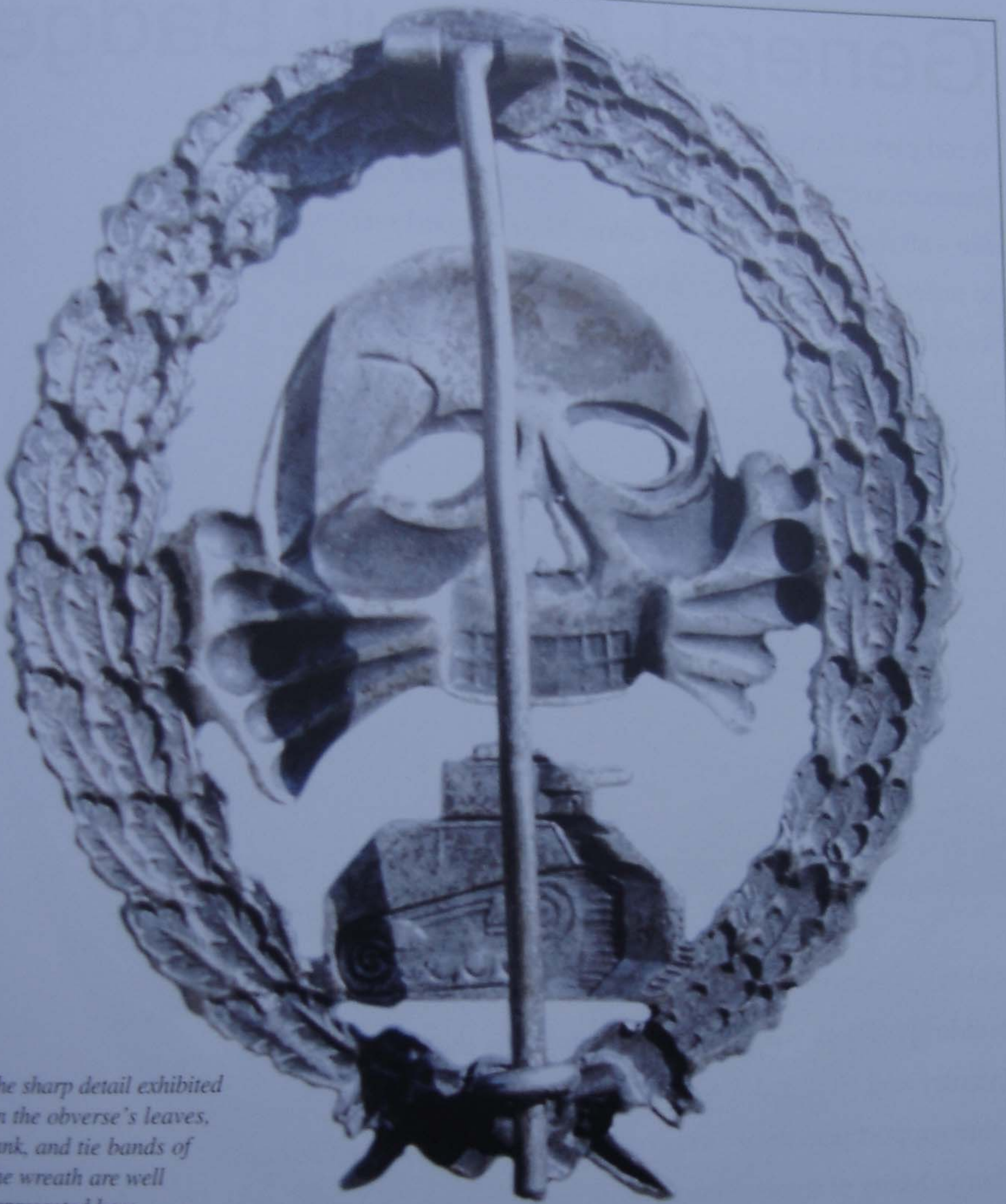
B. *Early war craftsmanship occasionally lingered on, testified to by this well shaped and neatly soldered catch.*

C. *Cast into the tank's reverse is the mark of Gustav Brehmer.*

D. *Rivets holding the tank and wreath together are hollow tubes first soldered to the back of the tank and then inserted through holes in the wreath. A machine then flares the tube's ends to form a lip – thus securing the tank in place.*

(spread) Two words best describe this Condor Legion Tank badge – delicate and detailed. Die-stamped from brass and silver-plated, the skull and tank of this first pattern badge seem to float above the surrounding wreath.

Although the manufacturer of the badge is unknown, the features of the unique hinge may reveal the answer. Shown on pages 39 and 118 are two badges produced by Hermann Wernstein having hinges that resemble the one on this Condor Legion Tank badge. While not proof positive, the use of this unusual hinge certainly points in that direction.



The sharp detail exhibited on the obverse's leaves, tank, and tie bands of the wreath are well represented here.

General Assault Badge

A red pistol flare pops overhead. Snapping of barbed wire, detonation of shaped charges, the pungent smell of chemical fire – all shatter the pre-dawn calm. Men respond systematically to orders barked across artillery-churned ground urging them forward amidst the chaos and debris. A gap in the enemy's line must be cleared before the main attack can begin.

Although breaching fortifications, laying artillery barrages, and building bridges wasn't as "glamorous" as the exploits of the Infantry and Panzer units, duties of the Engineers, Artillery, and other support personnel were crucial to the success of the German Army. Many of these operations were performed under direct enemy fire and rarely acknowledged. This situation resulted in the creation of the General Assault badge, recognizing the efforts, accomplishments, and heroism of these soldiers – commonly the first on the field of battle. Displaying the tools of the "Stosstrupp" – a crossed bayonet and grenade – this badge embodies the spirit of offensive tenacity common to all assault troop missions.

SECTION 3

HEER

When compared to other General Assault badges, this early hollow-back is seen with the areas between the eagle's legs, wings, and the arms of the swastika stamped out. Combined with the badge's thin features, this stamping adds to its delicate appearance. Weight is .4oz.

(right) As with most hollow-back badges, the hinge is made from flat wire stock bent around a hinge pin and soldered directly to the badge. Note that the attachment pin curves around the hinge.

S B

metal type	brass

(left) Viewed from an angle, the metal's thickness is more evident. The finish of the pin is weathered, as is the entire badge.

(above, right) The reverse is a mirror image of the obverse. Observing the gray solder around the catch makes clear the badge was silver plated before the hinge and catch were added.

(right) To form the catch, round wire is shaped into a "C" and soldered into place.

"For the soldiers of every other branch of the Army, including the artillery, who have fought alongside the Infantry and Panzer units..." These were Generaloberst von Brauchitsch's opening words on June 1, 1940 as he authorized the awarding of the General Assault badge. The German Army High Command had realized since the war began that units supporting Infantry and Armored forces had not been sufficiently recognized for their efforts and sacrifices. As well as acknowledging the support unit's role in combat, Brauchitsch set forth the criteria for awarding the General Assault badge. That criteria was:

1. To have taken part in or supported three different assaults on three different days with the Infantry or Panzer units.

2. The soldier must not be eligible for the Infantry or Panzer Assault badge.

Members of the engineers, artillery, anti-tank, anti-aircraft, and medical units who served in a combat support role could qualify for the General Assault badge. General Assault badges were also awarded for the single-handed destruction of eight or more armored vehicles until the Badge for single-handed destruction of a Tank was established on March 9, 1942.

The General Assault badge was designed by the firm of Ernst Peekhaus and consisted of an eagle clutching a swastika in its talons overtop a crossed bayonet and hand grenade centered on an oak leaf wreath. Grade I in silver was the only grade at its inception.

As the war lengthened and the number of combat days a soldier faced increased, three higher grades to the General Assault badge were approved on June 22, 1943 to acknowledge this. The grades followed the pattern of the numbered Panzer Assault badge, that is, Grade II for 25 days, Grade III for 50 days and Grade IV for 75 plus days. The Grade II and Grade III badges emulate the oval form of the Grade I badge but are larger and have a numbered box at the base of their wreaths that corresponds to the grade of award. A larger gray eagle is riveted to the badge's silver wreath. The Grade IV badges have the same style

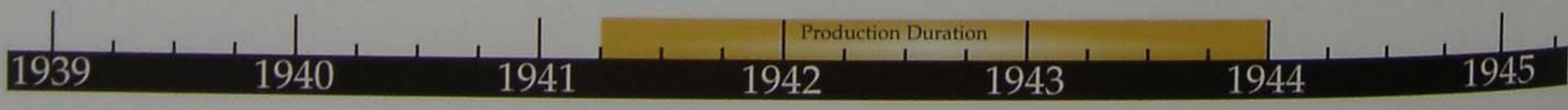
(obverse) This pristine example of an early hollow--back General Assault badge has 99% of its silver-plating and only slight wear to the highlights. The recessed areas still retain their white "frosting" that accentuates the silver finish. This example weighs .5oz.
(reverse) All of the white "frosted" finish is retained.

(left) The bend in the attachment pin follows the curvature of the hinge perfectly. Notice the hinge assembly is soldered directly to the surface. (right) It is unusual to find the end of an attachment pin cut at ninety degrees.

metal type | brass

S B

metal type | white metal



This General Assault badge demonstrates the great detail and quality finish possible using die-forging. The detail in the acorns, eagle's talons, bayonet handle, and oak leaves is worth noting.

Although appearing flat, the reverse of this badge is slightly curved. Mounting plates were soldered to the badge before the hinge and catch assemblies were added. The edges of the cut-out segments are smooth and precise, features common to well forged badges.

wreath as the Grade IV Panzer awards but the tank has been replaced with the eagle, grenade, and bayonet motif of the General Assault badge. Members of the assault-gun and self-propelled anti-tank units also became eligible to receive the General Assault badge at this time.

As with the numbered Panzer Assault badge, time served in North Africa, or on the Eastern Front after June 22, 1941, was taken into consideration for award of the higher-grade General Assault badges. The following scale was used:

a. 8 months service equaled 10 combat days.
b. 12 months service equaled 15 combat days.
c. 15 months service equaled 25 combat days.

Written confirmation from the soldier's commander was needed before credit for time served was given and one of the higher grades of General Assault badge approved.

Once the Division commander approved any grade of the badge and it was noted in the soldier's Soldbuch, the company commander presented the award document and badge to him at a formal award ceremony or, because of combat conditions, he could simply be handed the badge. If the General Assault badge was the soldier's only decoration, it was usually worn in the center of his uniform's left pocket. Valor awards, such as the Iron Cross First Class, took priority over other badges and, when worn together, the General Assault badge must be placed lower and to the right of such decorations.

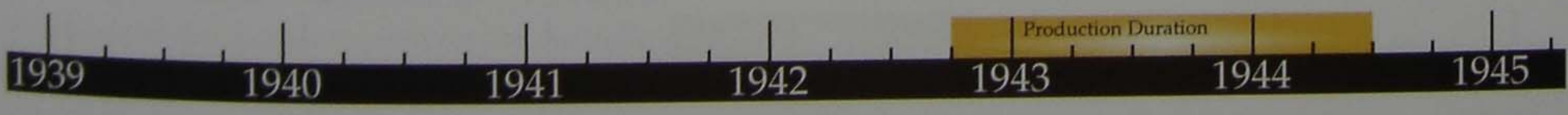
The methods and materials used to construct the different grades of the General Assault badge were identical to the Panzer Assault badge and are discussed on page 61.

Soldiers laying wire. Looking for any obstacles ahead, these Engineers prepare to lay a telephone landline. The NCO in the foreground displays his General Assault badge as well as an EK I (Iron Cross First Class).

(obverse) Being zinc rather than white metal, this die-forged General Assault badge exhibits the incredible detail this manufacturing process is capable of. The horizontal lines found on the eagle's legs are unusual.
(reverse) Barring the hinge and catch assemblies, none of the silver finish remains.
All edges are smooth – conforming to known and proper manufacturing techniques.

U.S.

metal type	zinc



metal type | white metal

(obverse) Except for its subdued gray finish, this example has all the characteristics of any early die-stamped badge. Many have speculated that the subdued finishes were used on the battlefield to be less conspicuous.

(reverse) The finish of the reverse is the same as the obverse. Soldered directly to the surface are the hinge and catch assemblies.

Although this zinc General Assault badge is die-cast, all details are clearly captured. Except for "flashing" where the eagle's wing meets the grenade, the quality of the casting is comparable to die-forging.

S B

metal type	zinc

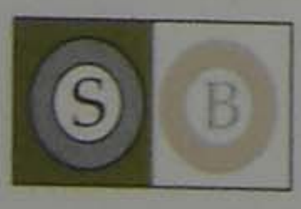
Pitting of this General Assault badge is caused by die-casting.

(below)
The hinge base is enlarged, increasing the area of contact with the badge. The solder used to attach the hinge is also employed to provide tension for the attachment pin.

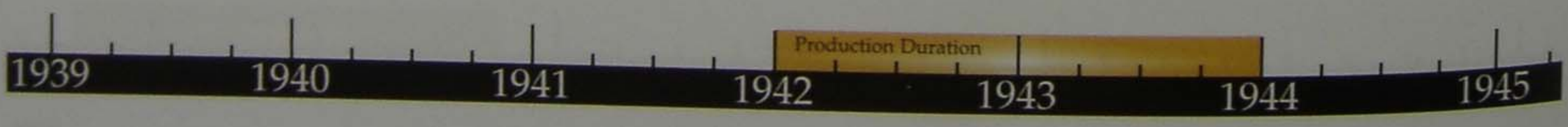
(left) A fragile connection at best! The enlarged base of this catch was placed into a mound of solder. Some of the solder has broken away leaving the catch precariously in its mounting.

(obverse) This rare, mint condition Frank & Reif General Assault badge exhibits several unique features. The triangular areas below the swastika remain filled and a silver wash giving it the appearance of silver plate rather than paint was used. Weight = 1.1oz.

(reverse) Die-casting has left ridges around the cut out segments of this General Assault badge.



metal type	zinc



(left) Casting ridges around the cut out areas are more apparent from this view. Frank & Reif, Stuttgart is in relief.

(right) Every detail of this pin and hinge is expertly finished.

(far right) No solder was wasted attaching the base plate and catch. The silver wash was applied after the catch was soldered to the badge, hence the uniform silver appearance.

Oberstleutnant Dr. Kurt Schroeder, commander of an Engineer battalion in Russia, May 5, 1942. This Knight's Cross winner also served in the First World War, evident from his EKI and Wound badge.

(obverse) After being die struck from white metal, this General Assault badge was silver-plated. Notice the large amount of negative space between each element of the badge.

(reverse) The thickness and striking are more apparent from this view. A substantial lipped edge is evident, testifying to its heavy construction.

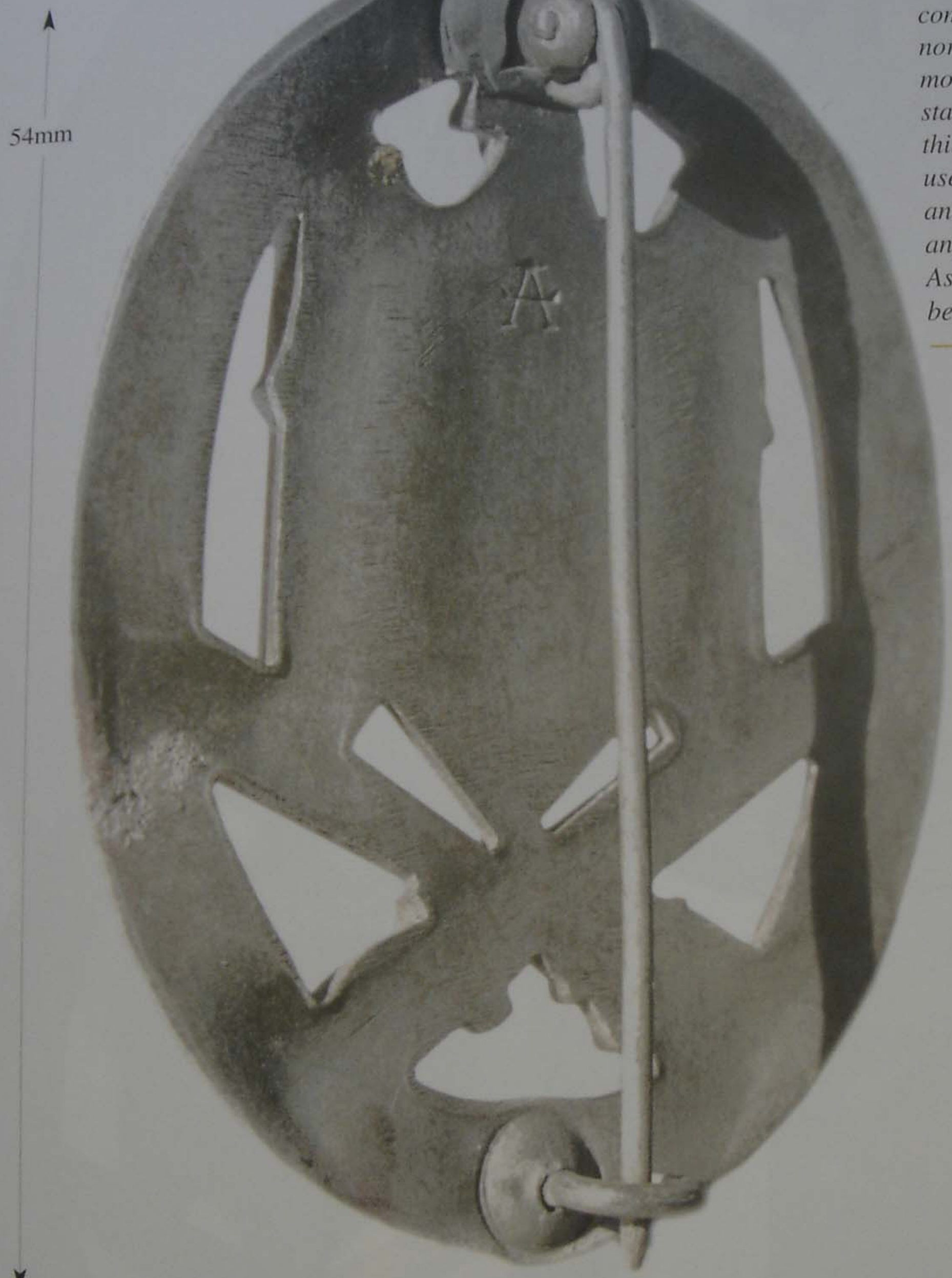
metal type | white metal

An authentic die-cast zinc badge with poor detail. The eagle's head is slightly deformed and the oak leaf and acorn detail are poor. Features of the bayonet's handle are lacking. Badge weight is .8oz.

Pitting and poor casting are evidence that this badge is probably of late war manufacture. The area at the eight o'clock position is deteriorating due to poor quality zinc.

S B

metal type	zinc



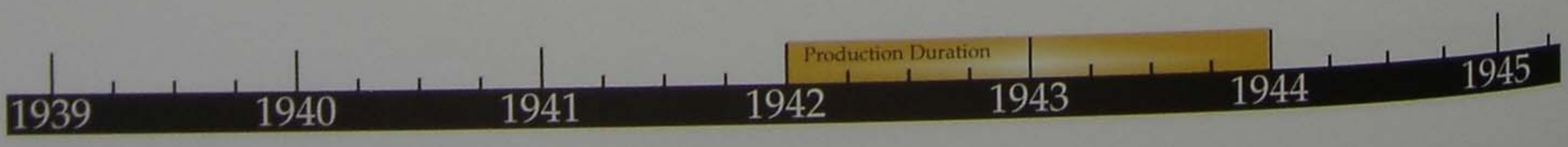
The same badge as opposite, 3/4 angle. Crudely soldered components being the norm as the fighting moved into the final stages, it is surprising this late war zinc badge uses a crimped-in hinge and catch. From this angle the maker mark of Assmann & Söhne can be seen.

(left) The features on this Rudolf Souval example follow the pattern of most General Assault badges with the exception of its reverse.

(right) The hinge is placed behind the eagle's chest and not at the top as is typical. A ridge has been cast into the badge for positioning the hinge.

S B

metal type | zinc



(above) Resembling an inverted teardrop, the hinge has a flared base typical of late war badges. It is unusual for a hinge to lend this much real estate to its pin. The standard flat spot can be seen on top of the attachment pin.

(below) Having a small diameter with a thick mounting plate below the catch is uncommon. The end of the attachment pin has been crudely snipped and not rounded.

(above) Unlike the hinge, the placement of the catch is in the normal position. The badge's breadth is noticeable from this angle.

(right) The maker mark of Rudolf Souval is found on the reverse. Normally the rounded part of the letter "R" is angular on the Souval mark.

(above) This late war die-forged General Assault badge has the natural silver-gray color of the zinc. Curiously, the area between the swastika and the bayonet has not been punched out.

(right) Unlike the Rudolf Souval badge, this late war example has its catch placed higher than normal. Bronze was used to form the hinge, pin, and catch.

(left) Instead of metal flaring from both sides of the hinge, this style of construction has metal on one side only. Our hinge is characteristic of the maker "Hermann Wernstein" and is also found on their Infantry and Panzer Assault badges. The attachment pin is soldered at a ninety-degree angle to the hinge pin, which rests in the curved metal ends of the hinge. Tension is created as the attachment pin crosses the cut out square area of the hinge, keeping the pin in the catch.

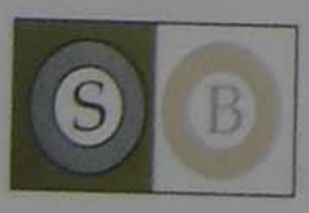
(below) Square wire stock formed into a flat bottom "C" catch is used to hook the attachment pin. Again in this instance, the simple wire attachment pin is snipped flat at its end.

Sch. 73

metal type	zinc

(obverse) As the war continued into 1944, the use of Kriegsmetal for the manufacturing of badges became more common. While this die-cast badge has the details of the General Assault badge, the pitting, "flashing", and roughly finished pieces of metal attest to Germany's weakened economic position at this point in the war. This badge weighs in at .9oz.

(reverse) Chips, cracks, and other defects in the metal can be seen from this angle. Die casting lines are visible along the edge of the bayonet and on top of the catch.



metal type	kriegsmetal

(above)
The raised "A" logo of the firm Assmann & Söhne.

Rough edges and heavy pitting confirm this badge was cast with poor quality metal. Ejector pins that lift the badge out of its mold caused the circular marks around the edge. After the badge was removed from its mold, the only finishing necessary was placing a post through the hinge to hold the attachment pin in place.

(right)
Badges were cast in a block of four molds with each mold receiving a number. This allowed workers to locate the mold responsible for any defective pieces. Below the Assmann & Söhne logo a raised numeral "2" is shown. They would then known that if this "2" badge had a defect, the problem was in the second mold.

(bottom, right)
The robustness of the catch insures it will not break after it leaves the mold.

(above)
Another view of the ejector pad mark.

Steel was not employed in the manufacture of General Assault badges. Why this badge is made of steel is unknown; it is speculated that it may have been used as a test strike to confirm the hardness of the badge dies. Note that a portion of the hand grenade has been repaired and the area adjacent to the swastika is uncut.
The reverse of this hollow back shows a typical hinge, pin, and catch assembly.

(below) A small raised letter "A" representing the firm of Assmann & Söhne is stamped into the reverse of the swastika.

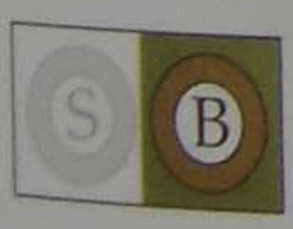
S B

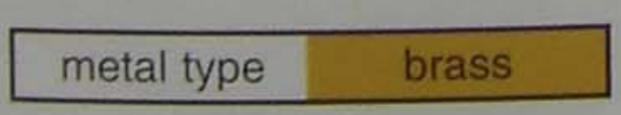
metal type	steel

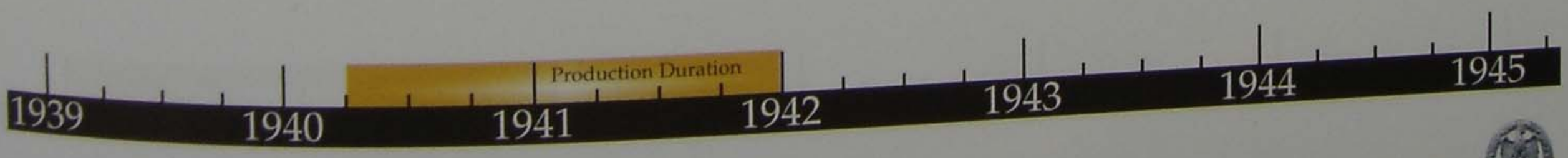
A young soldier of the SS Division "Adolf Hitler" wearing his General Assault badge centered on the left breast pocket. Paint has been removed from the swastika of his Wound badge, a common wartime practice.

Given a bronze instead of silver finish, this General Assault badge is most likely a manufacturing mistake. Close examination reveals the finish is definitely period applied although award records do not indicate that a bronze version was ever authorized.

Manufacturing details of the reverse are identical to the silver General Assault badge.







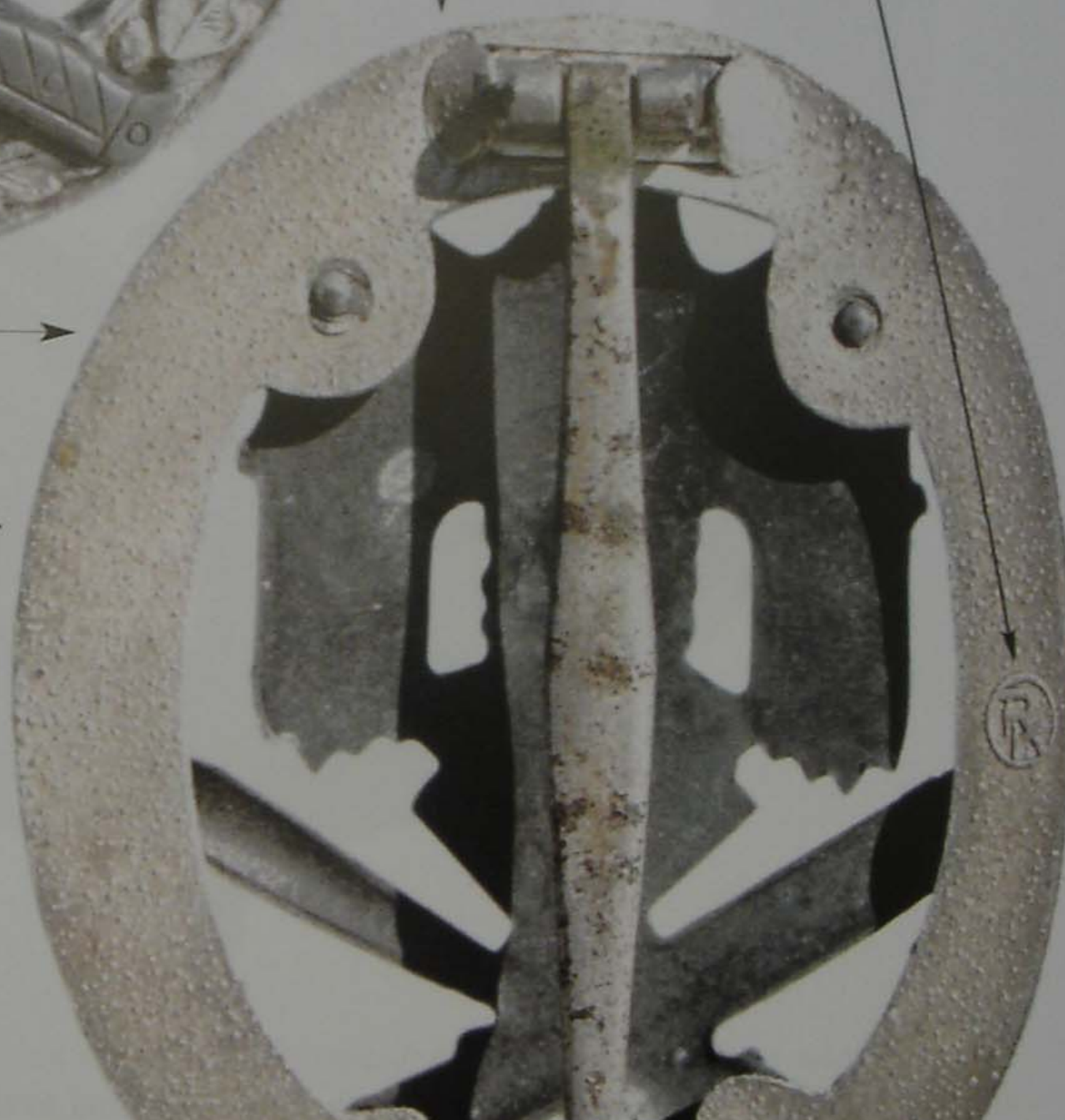
58mm

48mm

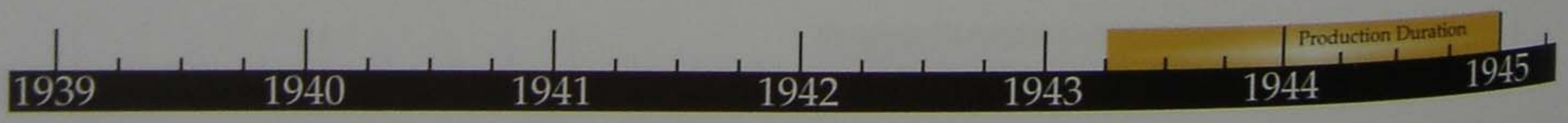
(above) Presented here is a General Assault badge given for twenty-five assaults. The attached eagle and numbered box are made from zinc while the wreath is made from white metal. Notice that the eagle's beak appears slightly pushed in. Here the weight is 1.4oz.

(right) A stippled reverse is typical of the numbered General Assault badges manufactured by Rudolf Karneth. The bottom right rivet is missing its domed head, which confirms the tubes holding the eagle to the badge are hollow.

The maker mark of Rudolf Karneth is raised from the surface of the badge.



metal type | white/zinc



The pin and catch of this badge are magnetic.

(below)
Two crimped down metal plates on either side of the hinge hold it in place. Notice that the attachment pin has been flattened where it bends around the hinge pin.

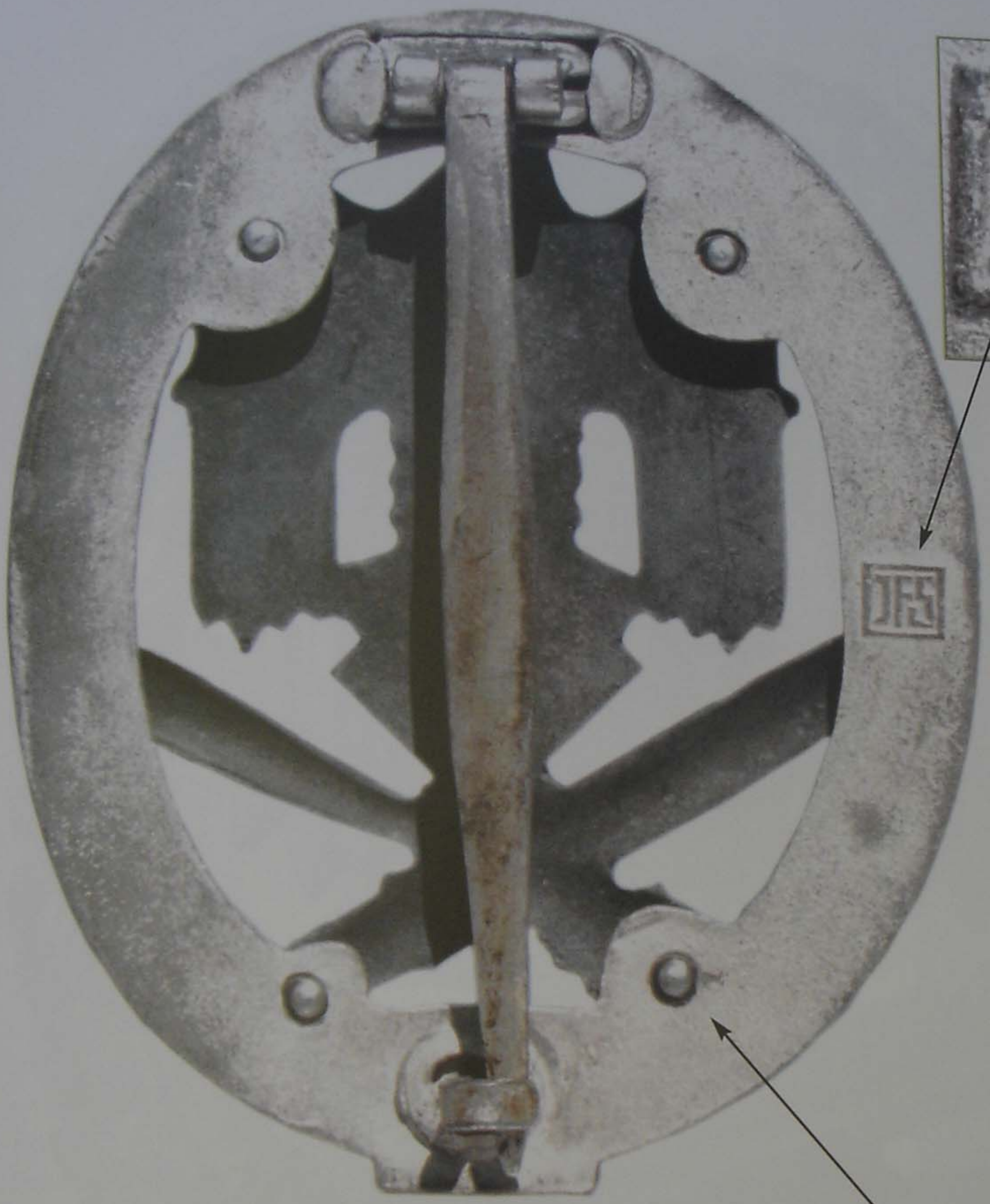
(above)
The shear marks are noticeable on this catch wire, crimped into its round base.

Because the numbered boxes are made from zinc, most badges – unlike this example – do not retain their gold finish. The gray hue of the eagle, bayonet and hand grenade is always found on authentic badges. (right) This view shows how high the rivets protrude from the reverse surface of the badge.

A bank of detailed shots work to show us: A. The beaks on all numbered General Assault badges appear to be slightly smashed. All are made this way. B. C. The numbered plate is always a separately attached piece. In most cases, the gold finish is missing from the numerals. D. The catch wire was attached to a circular plate and crimped into the badge. It is soldered perpendicular to its base plate.

S B

metal type white/zinc



(above)
The raised maker mark of Josef Feix & Söhne, die-forged into the badge.

Contrary to badges made by Rudolf Karneth (RK), Josef Feix & Söhne (JFS) examples do not have a stippled reverse. The ends of the hinge plate are slightly curved and the rivet heads being larger and more domed. Another important comparison: the pin of this "JFS" badge is not crimped, as on the "RK" badge.

E.

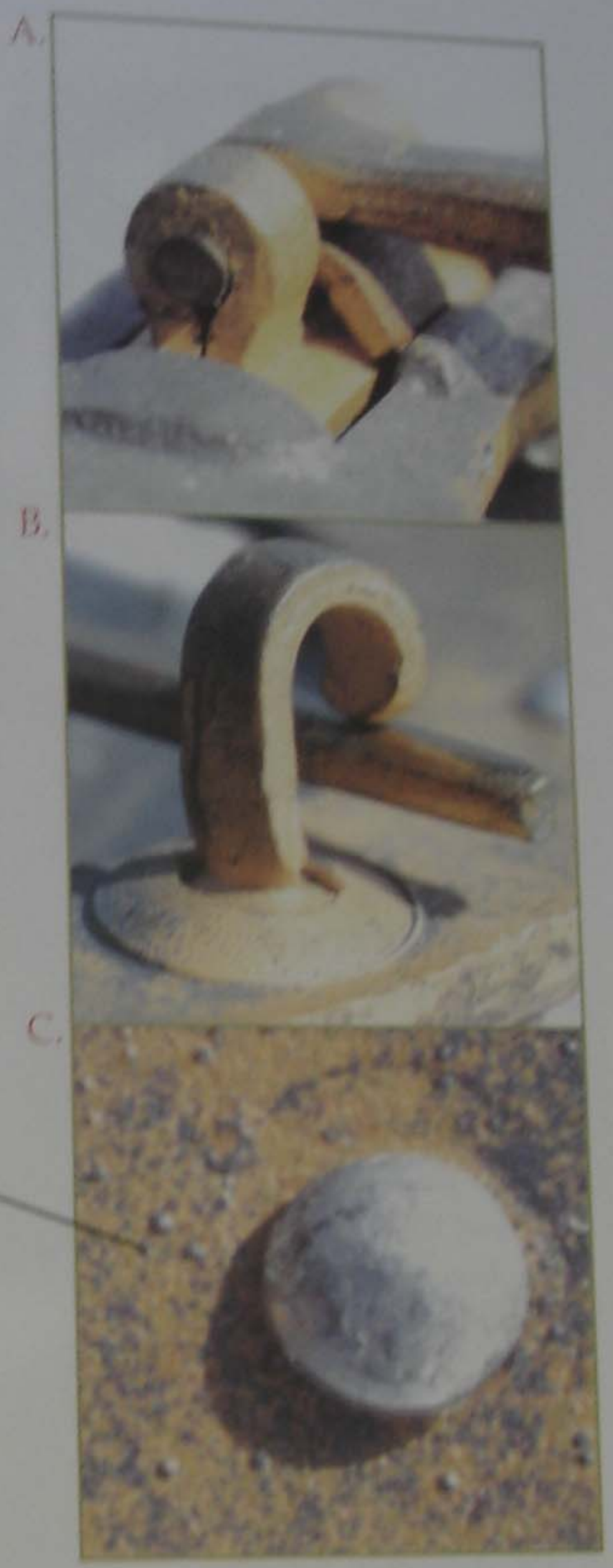
F.

G.

E. F. An indentation was left in the side plate by the mechanism used to crimp it in place.
G. The rivet to fasten the eagle to the wreath is shown.

Although lacking some of its gold finish, this badge is an excellent example of the rare General Assault badge for 75 assaults. Weight = 1.5 oz. (reverse, opposite) Rivet size is substantial on this badge. Both the wreath and attached eagle are made from zinc and color was applied to them before being riveted together.

metal type	zinc



(right) The attachment pin is narrow where it wraps around the hinge. From this angle the breadth of the badge is more observable.

A. Every part of the hinge and pin has been expertly finished and assembled. Notice the shear marks caused by the die striking the side of the attachment pin.

B. The catch was first soldered to a circular plate and then crimped into the badge. Rounding of the attachment pin shows attention to detail.

C. The rivets are consistent in size and shape. The reverse surface is not smooth but is slightly pebbled.

Comparison Example A.

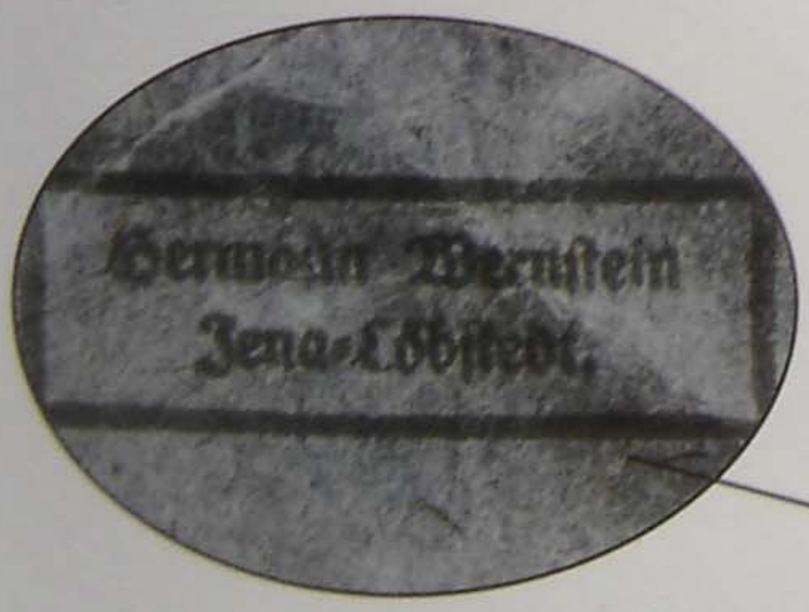
(spread) This group of photographs provides an interesting study of two hinge and catch designs utilized by manufacturer Hermann Wernstein. Both badges come from a Second World War veteran, are in mint condition, and are packaged in the same style wrapper pictured on page 137. The fact they came from similar blue packets and the stampings are alike indicate they were probably manufactured close to the same time. However, different methods of attaching the dissimilar hinge and catch assemblies are evident. None resemble those found on the more common Hermann Wernstein marked General Assault badge shown on pages 120, 121. *continued next page*

Comparison Example B.

...This seems to indicate that while badge manufacturers worked with a mandatory design for the obverse, the device used for attaching the badge to the uniform was at their discretion and was probably based, more than any other reason, on cost and availability.

Hauptmann Rolf Düe of Panzer Jäger Abteilung 19 wearing his 25/50 General Assault badge, Iron Cross 1st Class, and Wound badge. All badges are worn in the same positions as if his uniform had breast pockets.

This General Assault badge paper packet is a companion to the example badges shown on the previous spread. Of special interest is the coarse "felt" paper and the specific color of blue. Example packets found for a number of different badges and decorations form a consistent picture – the blue varies little in both tonality and hue.



SECTION 4

HEER

Army Paratroop Badge

"Stand up, hook up" squeezes between the deafening roar of aircraft engines. Bodies covered in green smock shuffle to the open door. Hurling themselves into the awaiting slipstream, they plummet earthward. Unfolding parachutes right the Fallschirmjäger as the hum of Ju-52s grows dimmer. Now staccato gunfire from below alerts each man to the task ahead.

Airborne forces and their tactics were a dynamic new concept yet to be proven in the 1930's. The use of "vertical envelopment" for assault was dismissed as nothing more than a harassing force in the enemy's rear. In the spring of 1940, all that changed. German Airborne forces swooped down upon the low countries destroying key fortifications and lines of communication. Paratroopers had graduated from concept to combat. Many of these "sky soldiers" were trained as Army paratroopers prior to the Luftwaffe incorporating them. Some still wore their Army qualification badge with pride. This badge, displaying a taloned eagle diving on its prey, symbolizes the Airborne's élan and their motto, "death from above".

(left) A better view of the small eagle's "beard", a trait used in determining authenticity of aluminum Army Paratrooper badges. (below, left) The rearward-pointing claw of the diving eagle is another point in establishing originality.

(page) Constructed from aluminum, a metal developed in the 1930's, this Army Paratroop badge weighs a mere .4 ounces. Initially a difficult metal to work with, the detail of aluminum is not as defined as similar badges made from other metals. Notice the "beard" under the smaller eagle's beak and the larger rear talon pointing toward the five o'clock position of the wreath.

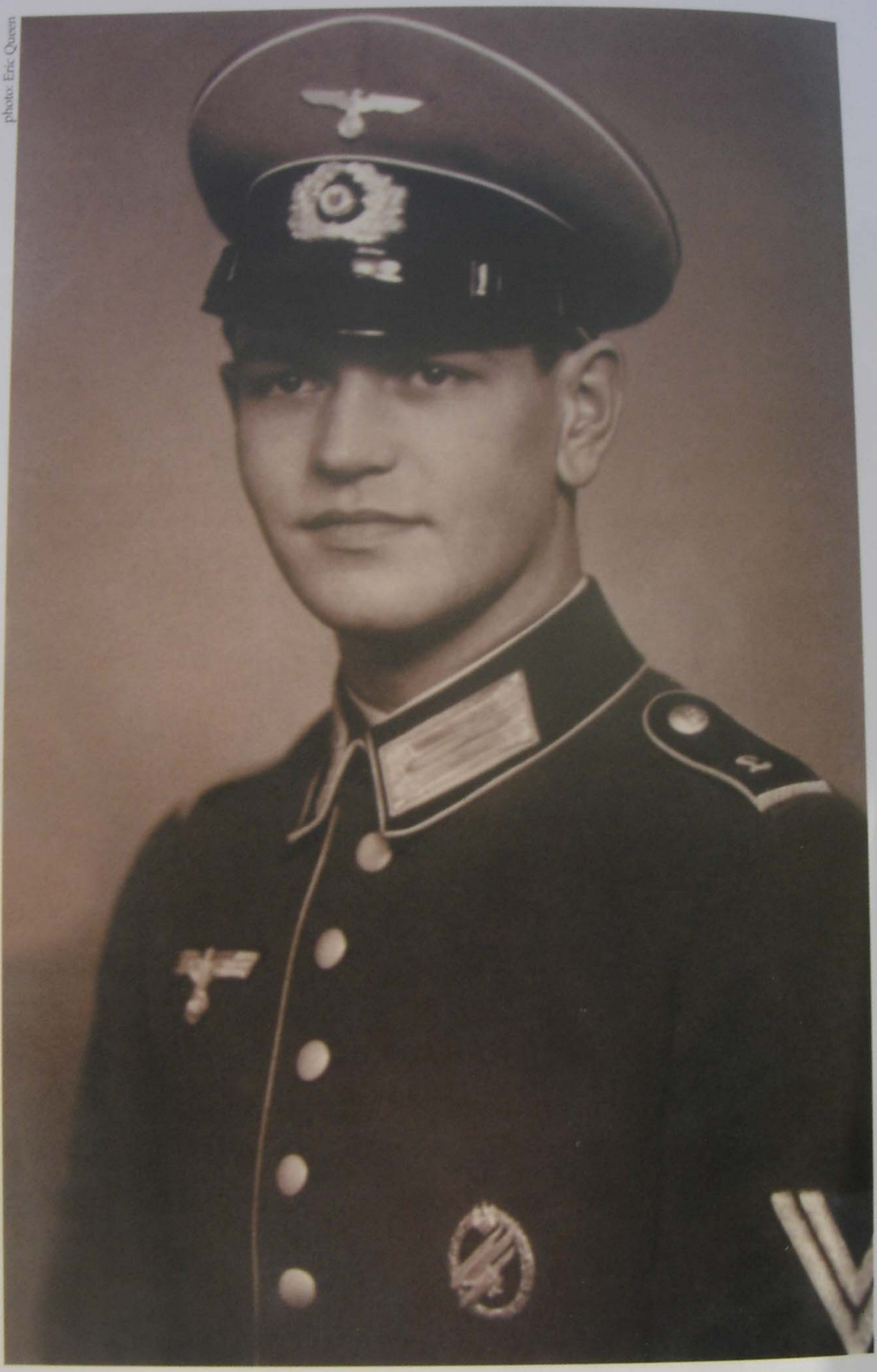
no grade	
metal type	aluminum

Seen from the reverse are delicate rivets used to fasten the eagle to the wreath. Again we see a flat spot on the attachment pin just below the hinge. The indented mark of C.E. Juncker Berlin SW is visible. Interestingly, the maker mark is stamped at an angle parallel to the eagle's wings. The attachment pin's angle as it joins the hinge is less than the typical ninety degrees.

(hinge, catch, opposite bottom) *The outer sections of the hinge were soldered in place and gold finished. Next the middle was incorporated. Both the attachment pin and center section of hinge have lost their darkened finish. A hole was drilled into the wreath to position the aluminum catch. The catch wire is slightly larger than the hole, and thus stays in place through tension, without need of solder or adhesive. Since a large number of aluminum Army Paratroop badges can be found with repaired catches, this tension method was rather unreliable. Although resembling solder, the material surrounding the base of the catch is actually gold finish.*

(below) *A magnified view of the stamped maker mark C.E. Juncker.*

photo: Eric Queen



A wonderful studio portrait of Gotlieb Möck from a Fallschirm Infantry Company. Möck received his Army Paratroop Badge (#68) on September 1, 1937.

After noting successful training and deployment of Russian airborne units in the early 1930's, Hermann Göring, head of the German Luftwaffe, established a parachute training school in the city of Stendal. Training techniques and equipment were developed here for the fledgling "Fallschirmjäger" units that were to become part of the newly created and growing Luftwaffe.

During Wehrmacht training exercises at Bückeburg on October 4, 1936, German Army officers were impressed with the concept of airborne tactics and pressed for the forming of a unit of paratroopers under direct Army control. This was realized six months later on April 1, 1937 when the Army Airborne Infantry Company was formed. Training for the new unit was held at Stendal and was identical to what fledgling Luftwaffe units had been experiencing there since early 1936.

Six months later, on September 1, 1937, Generaloberst Freiherr von Fritsch signed the order authorizing the awarding of the Army Paratroop badge to any soldier completing the prescribed training at Stendal. To qualify for the badge a total of six jumps were required. These ranged in height from 120 to 250 meters and consisted of individual, group, and night jumps. Six additional jumps per year were necessary to maintain a soldier's "jump status" and the right to wear the badge.

On January 1, 1939, the Luftwaffe took control of all Army Parachute units. From this time forward any graduate of the parachute school would receive the Luftwaffe Paratroop badge. However, in 1943 the Army Paratroop badge was re-instituted for the small number of men that completed special parachute training with the Brandenburg Division. It should be noted that many Army qualified paratroopers continued to wear their old badge throughout the war as a symbol of pride and accomplishment.

The Army Paratroop badge comprises a gold toned oak leaf wreath that is banded at its base and surmounted by the national eagle and swastika. Set diagonally across and riveted to the wreath is a silver colored diving eagle with extended talons.

Except for its muted finish, this aluminum Army Paratroop badge has the same die characteristics as the badge shown on pages 140, 141. The badge illustrated here has no maker's mark. When comparing both examples it becomes obvious that C.E. Juncker manufactured the pair.

no grade

metal type	aluminum

C. E. Juncker produced the Army Paratroop badge using three different metals between 1937 and 1943. The first qualification badges were die struck from aluminum in two patterns. Distinguished by its thinner extended talon of the diving eagle, the first pattern aluminum badge was discontinued soon after its manufacture due to the breakage of this delicate component. The second pattern aluminum badge corrected the problem with a design strengthening the talons with more metal. In addition, a small "beard" was included below the national eagle's beak to provide strength in this area. Aluminum Army Paratroop badges are believed to be pre-war manufacture. Their awarding ended when the Luftwaffe took control of all airborne units in 1939. However, aluminum badges may have been manufactured to serve as replacement pieces until 1941.

With the special training of Army airborne units in 1943, the second form of the badge was introduced. Identical to the second pattern, it is manufactured from zinc rather than aluminum. There is a possibility that zinc badges were made prior to 1943 for private replacement of lost or damaged aluminum badges.

The third form of the badge was a private purchase item manufactured from .800 quality silver. This badge has the same design as the first pattern aluminum badge but includes more hand finishing and uses a wider attachment pin. When encountered, the badge usually has the soldier's name and unit engraved on the reverse of the wreath. Since few service men were willing to pay for these badges, Army Paratroop badges made from silver are extremely rare and most have been accounted for.

Cases for the badge are similar to the hard shell ones made for the Luftwaffe flight badges. These cases have either a dark blue or black leatherette covering with muted purple velvet and satin lining the interior. Across the lid of the case is written in gold lettering "Heeres Fallschirmspringer=Abzeichen", or just "Fallschirmschützen=Abzeichen".

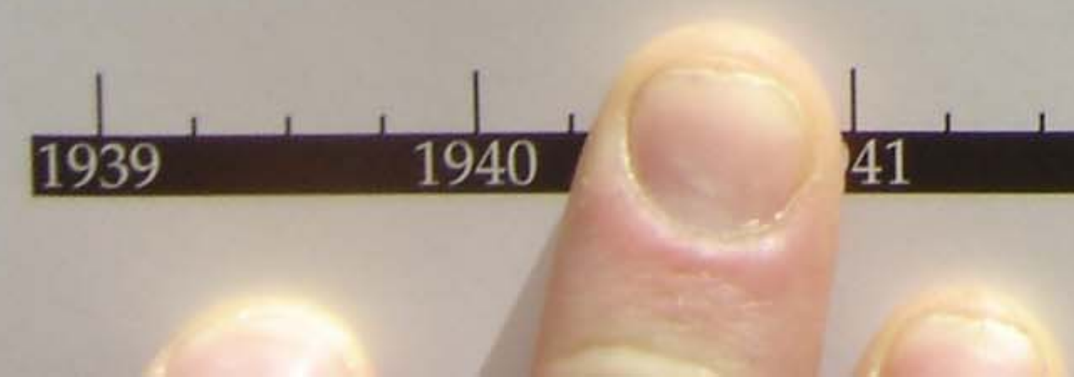
The Army Paratroop badge was worn on the soldier's left tunic pocket and, as with all qualification badges, was placed lower and to the right of any badge awarded for valor.

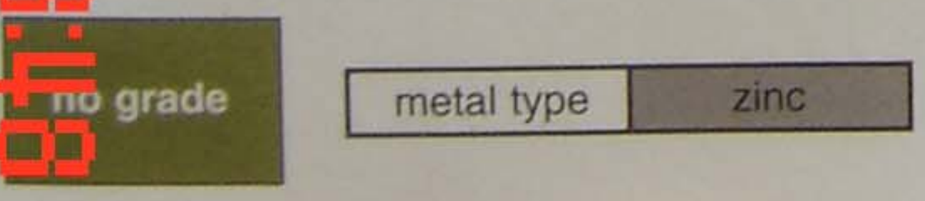
(right) A flat bottom beneath the hinge provides a greater surface area for soldering. The center hinge section still retains its gunmetal blue finish. (far right) In addition to the round wire catch shown here, flat wire catches were also placed on zinc badges. Similar to the hinge a solder plate is beneath the catch. Unlike earlier badges, the end of the attachment pin lacks care in its finishing.

(left) The use of poor quality zinc is noticeable; bubbling and pitting can be seen on the eagle and around the catch. File marks from finishing the inner edge of the wreath are visible as well.

(below) Notice how flat the rivets are. Here the hinge is positioned higher than previously shown examples. File marks on the swastika indicate that hand finishing was still carried out late in the war.

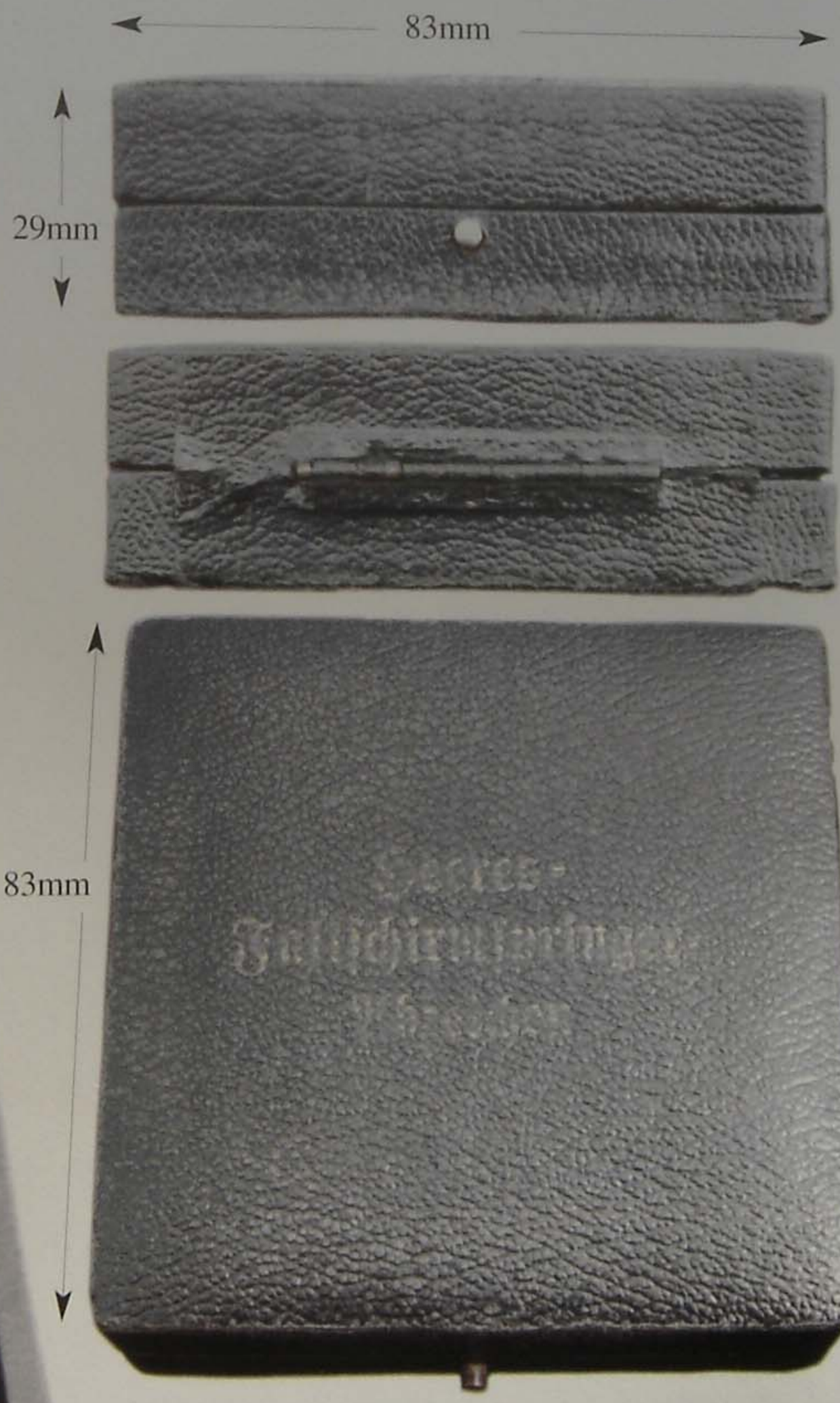
(opposite) Although the gold wreath is darker, this late war zinc badge has the same die characteristics as earlier Army Paratroop badges. Resulting from a die flaw, a small distortion in the metal can be seen above the nail of the silver eagle's middle talon. Since the same flaw can be found on the aluminum badges, both the zinc and aluminum badges were most likely struck from the identical dies. High points of the silver eagle are beginning to show wear, revealing the zinc below. Weight = 1.1oz.





The NCOs and enlisted men's cloth form of the Army Paratroop badge is shown in obverse and reverse. The cloth form was worn in the same position on the uniform as the metal badge.

If the Army Paratrooper badge is rare, more so its hard shell case. Here we find construction similar to cases made for Luftwaffe qualification badges, excepting the gold lettered title on the lid, "Heers=Fallschirmspringer=Abzeichen". The satin lined insert has loosened revealing it was merely glued into position. Of interest to historians and collectors is the inked inscription of what appears to be the recipient's name on the satin inner piece – "P. Bruse, 4.9.38" or "P. Bruss, 4.9.39". Additional research is encouraged to unlock this particular mystery. Weight empty = 2.3oz.



Army Flak Badge

Slender fingers of light slice the cold dark sky. Klaxons blare as guns crank skyward. Red and yellow tracers dance around enemy aircraft trapped in the beams of light. As 8.8cm shells are discharged, another flight ends when bursting clouds of shrapnel find their target... Foreseeing the threat from air attack early in the war, the German Army formed their own flak

battalions and assigned them directly to the divisions they were to defend. Since anti-aircraft crews often faced the same onslaught as the units they were protecting, an award was instituted to acknowledge their skill and bravery. In addition to being its primary weapon, the 8.8cm Flieger-abwehrkanone lends its abbreviated name to this decoration – the Army Flak badge. Pointing skyward, the badge's 8.8cm gun is surrounded by the German symbol of strength, an oak leaf wreath surmounted by a powerful eagle. Representing a resolute ability to locate, target, and sweep the skies of enemy aircraft, the Army Flak badge was worn with the pride and purpose associated with that mission.

SECTION 5

HEER

Die struck from nickel silver, this Army Flak badge has the crisp details seen in early war manufacturing. The rivets and gear teeth are well defined on the elevating wheel of the 8.8cm gun, stippling behind the oak leaves, and the end of the gun barrel. Most often found with a gray finish as shown here, a silver finish can also be encountered. Weight=1.1oz.

no grade

metal type	nickel silver

A clean reverse enhances the aesthetic design. The simple hinge and catch are soldered directly to the surface.

(below) Stamped mark of C.E. Juncker. Juncker also employed a similar mark consisting of angular letters.

(far left) Brass is fashioned into a barrel style hinge with a noticeably larger hinge pin. Made of quality metal, a minimum amount of solder was required to fasten the attachment pin.

(left) Silver highlights on the catch top (rubbed in by uniform fabric) contrast with the lower, untouched portion of the catch. As with other early war badges craftsmanship was in the details, extending to the tapered end of the attachment pin.

While the Luftwaffe was responsible for protecting the skies over the Reich, the German Army possessed their own Flak battalions to hinder Allied air power. Each battalion was assigned to a Panzer or Grenadier division and consisted of 500 to 600 men operating up to forty-five 2cm, twelve 3.7cm, and twelve 8.8cm Flak guns.

In recognition of the contributions made by those who served with Army Flak units, Oberkommando des Heeres and commander of the Army General von Brauchitsch authorized the awarding of the Army Flak badge on July 18, 1941. The award was modeled after the Luftwaffe Flak badge, which was instituted on January, 10 1941. Awarding of the badge was through Army High Command (O.K.H.) and determination for the award came from commanders having the rank of General of the Flak-Artillery or General of the Flak-Troops. After February 1944, the General of the Army Flak-Troops assumed sole responsibility for awarding the badge.

Initial qualification for the award required officers and men of light or heavy Flak companies shoot down at least five enemy aircraft. In an O.K.H. addendum dated September 4, 1942, the award protocols were changed to a point system to clarify how, and who, qualified for the award. Army Flak, Sound Locator, and Searchlight crews were now entitled to wear the badge if they accumulated the sixteen qualification points. Points were awarded as follows:

1. Four points for any battery that downed an enemy aircraft without support of another battery.

2. Two points for any battery that downed an enemy aircraft with support of another battery.

3. One point for any searchlight or sound detection crew that was first in detecting the location of an enemy aircraft.

The badge could also be bestowed on any soldier for a single act of valor or merit while fulfilling his duties as a Flak gun crew member. Points could not be earned for destroying targets other than flying aircraft. Officers, NCOs, and

Since the Army Flak badge is subordinate in merit, it is correctly placed below and to the right of the General Assault badge. The epaulets on this soldier's uniform tell us he is a member of the 1st Panzer Division, Leibstandarte "Adolf Hitler".

SS-Rottenführer Gotthilf Tschritter displays the Army Flak and Wound badge on the pocket of his late pattern uniform. Interestingly, his belt buckle is not that of the SS but rather a standard Army version.

enlisted men were eligible for the badge. Unit commanders became eligible after half their men had qualified and received the award.

The Army Flak badge includes the profile of an 8.8cm gun encircled by an oval oak leaf wreath, surmounted by the national eagle and swastika. Ernst Peekhaus of Berlin designed the prototype with initial awards being manufactured by C.E. Juncker of Berlin. Awarded in only one grade, this badge can be found with finishes ranging from metallic silver to gunmetal gray. Constructed in solid form only, badges could be die-stamped, die-forged or die-cast with metals ranging from nickel silver to zinc. Examples are commonly found with a needle type attachment pin and were worn on the lower left breast pocket, subordinate to and below any senior decorations.

Occasionally found with a silver finish, this mid-war badge differs in several ways from the example shown on pgs.152-153. A comparison finds the 8.8cm barrel appears smaller, and there is a lack of three dimensional quality and robustness. Note how the eagle's left lower wing tip meets the gun barrel, a feature common to Army Flak badges. Weight = 1.2oz. (reverse) Partially obscured by the pin is the stamped mark of G.H. Osang, Dresden. Compared to the C.E. Juncker badge, this reverse lacks sharp edges and crisp detail.

59mm

44mm

no grade

metal type	white metal

Production Duration

1939 1940 1941 1942 1943 1944 1945

(left) Although the zinc is losing portions of its finish, this die-forged badge exhibits comparable detail to the die struck C.E. Juncker. Weight =1oz.

Once again we see the unique Hermann Aurich hinge. Parallel lines around the wreath occurred during forging as metal was forced out to the edges of the die. Unlike other Aurich badges, the raised company trade mark is encircled.

no grade

metal type	zinc

Here, the stoutness of the badge is apparent. Over time, white spots form on the surface of zinc badges.

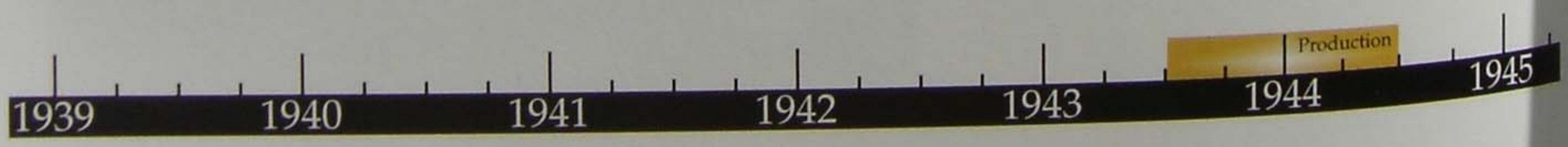
(below) The construction of this hinge type is discussed on page 64. This angle clearly shows the marks left on the attachment pin after it was hand worked into its curved position.

The catch was soldered into a hole provided in the badge. Finish was then applied to the entire surface.

Compare this mid-war zinc badge by C.E. Juncker to the Juncker previously shown and you will see they were struck from different dies. Notice the differences in the eagle, 8.8cm gun, and the lack of checkering on the acorns. Interestingly, the oak leaves overhang the wreath's framework on this version. Old lacquer adhering to the badge forms a brownish yellow residue.

no grade

metal type | zinc



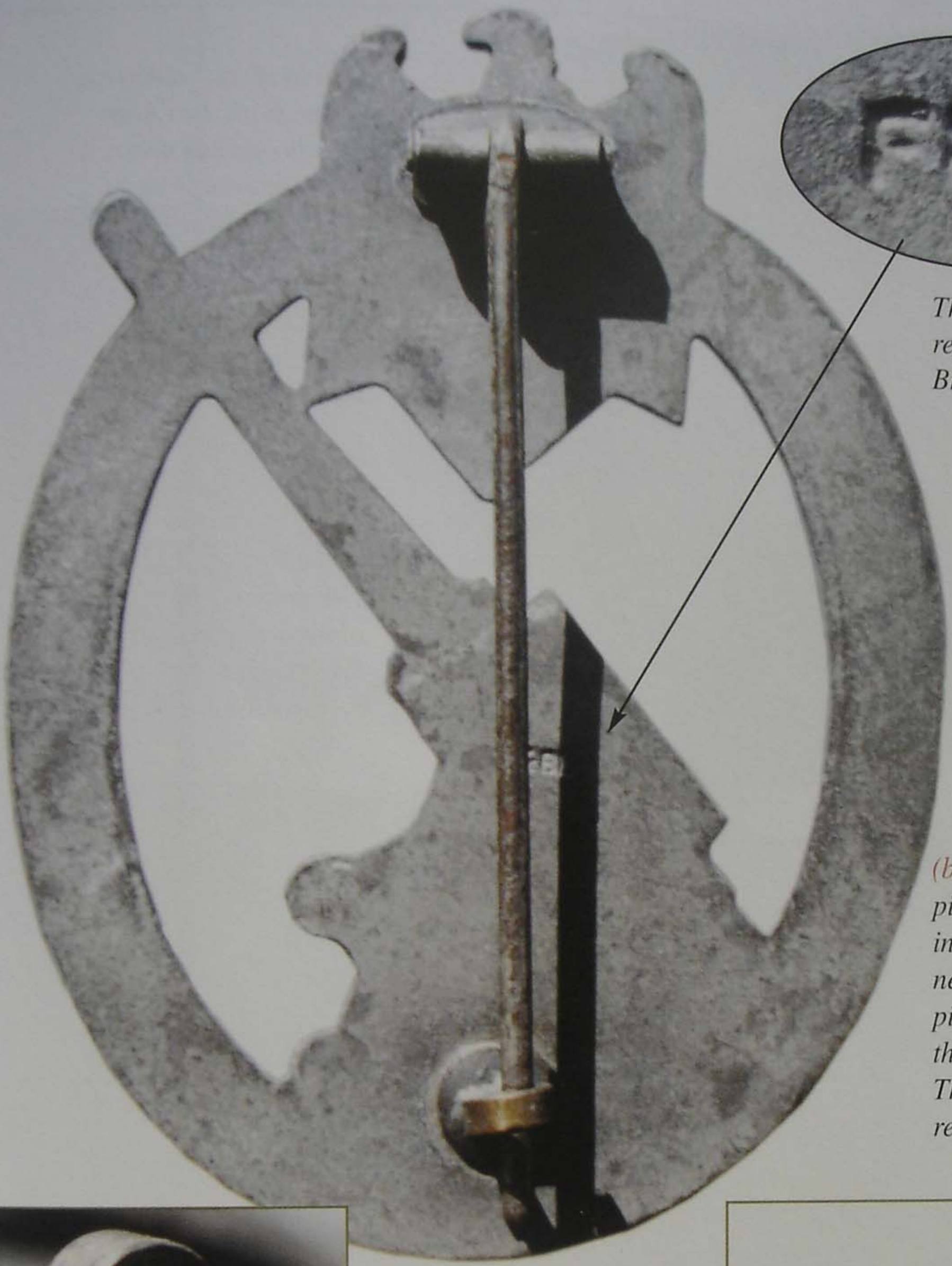
Small amounts of the original gray finish are visible behind the eagle and cannon. Juncker used unique oblong mounting plates beneath the hinges and catches on their zinc badges.

A raised bed of solder fastens the mounting plate on which the brass hinge rests upon. The thin walls of the hinge and gentle curve of the attachment pin are a combination unique to this Juncker piece.

Poorly soldered to an oblong plate perpendicular to the badge's edge, the flat wire catch barely suffices to hold the attachment pin in place.

Considering the lack of finish, details of this die-forged badge are as distinct as early die-stamped examples. Extra attention was given to the details of the eagle, especially its head and feet.

(opposite) The reverse is slightly concave and devoid of finish. Just visible behind the attachment pin is the stamped-in mark "F&BL". Small raised ridges delineate the areas to which the catch and small hinge are soldered.



The letters "F&BL" represent the firm Funcke & Brüninghaus, Lüdenscheid.

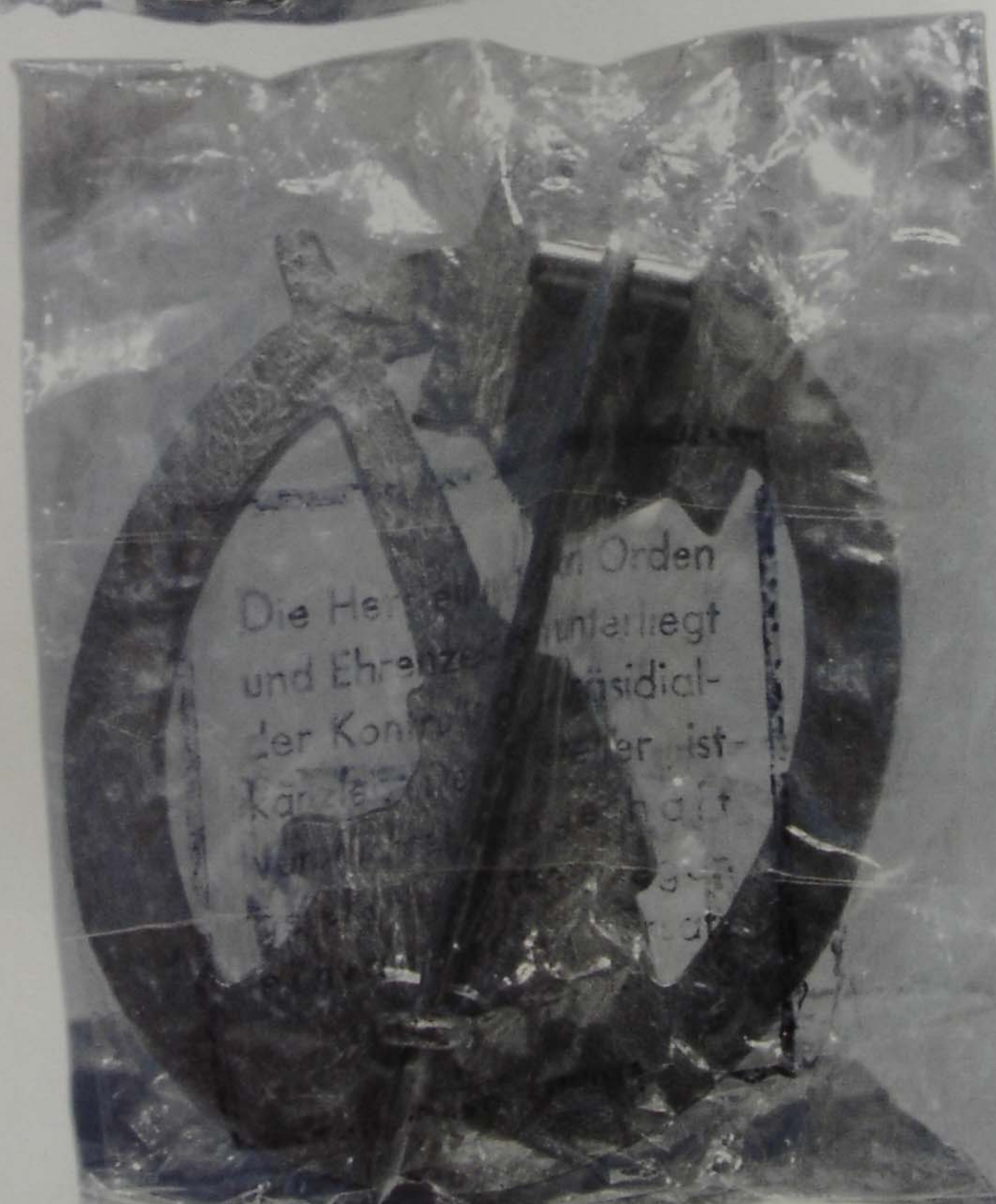
(below) Crafted from one piece of ferrous metal, this inverted teardrop style hinge neatly holds the attachment pin. Various portions retain their dull silver-gray finish. The end of the hinge pin remains rough.

(left) The passing of time has caused the pin to lose tension and become slack in its catch. Brass flat wire forms this mid-war catch.

no grade

metal type	zinc

Devoid of any number or maker mark, this Army Flak badge has never been removed from its original LDO cellophane package. Barely legible on the back of the cellophane, the printing translates, "The manufacturer is responsible for the quality of this decoration and is under the control of the Präsidialkanzlei. The manufacturer is obligated to exchange this item if it is found to be defective."



According to regulations, the position of this SS-Rottenführer's Army Flak badge should be reversed with his General Assault badge. Compare this photograph to that on page 155.

SECTION 6

HEER

Anti-Partisan Badge

Crunching rock beneath their feet betrays five shadowy figures moving along the railway bed. A train hisses in the distance as explosives are laid and wires run. As the steaming engine approaches, cover is sought. In an instant flash, night becomes day, sending the locomotive careening. Rail cars follow tossing men and equipment in every direction.

Partisan activity forced the Germans to use large numbers of men to keep supply and communication lines open. Just as the mythical Hydra renewed each head when severed, the partisans were continually able to reorganize after every defeat, reappearing where seldom expected. A badge was designed to symbolize efforts against these guerrillas – the Anti-Partisan badge. Surrounded by its bordered oak leaf wreath, a broadsword representing German might thrusts into the multi-headed Hydra as it slithers across a bed of skull and bones. Presented only to men capable of combating this elusive foe, the Anti-Partisan badge represents the tiresome and relentless battles fought behind front lines.

Three gaps between the Hydra's serpent heads help identify this as a first pattern Anti-Partisan badge. Only found in zinc, these late war badges possess sharp detail though few retain their original finish. Except for several recessed areas, little of the gold finish remains on this rare badge. Details of the sword that distinguish it from the second pattern include a smaller pommel, four dimpled dots on the hilt, an untwisted quillon block, and a wider blade.

Faring no better than the obverse, the finish here is all but gone. Although it looks flat, the solid reverse is slightly concave. A small raised lip around the negative spaces of the badge is caused by die-casting.

metal type | zinc

G S B

1939 1940 1941 1942 1943 1944 1945 Production

A photograph depicting the Anti-Partisan badge being worn is more difficult to locate than the actual badge. Here SS-Untersturmführer Andreas Friedrich poses with his decorations, including the Anti-Partisan badge in bronze.

Shortly after the invasion of Russia in 1941, the German Army became entangled with local partisans in a vicious guerrilla war. Since guerrilla warfare was unfamiliar to the Wehrmacht, special tactics were developed to rid the countryside of this growing menace. Skirmishes were always hard fought and the Germans showed no quarter towards any partisan they captured.

Responsibility for restraining the partisans was originally assigned to the Army. This task soon became too great, as the Army could not supply enough men to simultaneously protect rear areas while conducting major operations. In October, 1942 command was transferred to the Waffen SS who cooperated with units from the Army, Luftwaffe, and Kriegmarine in suppressing their shadowy opponents.

Finally, on January 30,1944, Hitler established the Anti-Partisan badge with the following decree:

1. In recognition for the action against the ever-increasing action of the partisans, I herewith establish the "Bandenkampf-Abzeichen".

2. The Anti-Partisan badge is given for achievement and courage. It will be bestowed in three grades- bronze, silver, and gold.

3. It will be worn on the left breast side of the uniform.

4. The recipient will also receive an award document.

5. The badge and award document will remain, after the soldier's death, with the surviving family as a remembrance.

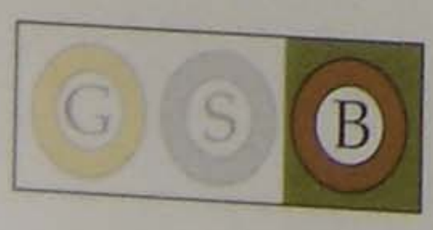
Two days later Reichsführer Heinrich Himmler elaborated on the award criteria as follows:

1. The Anti-Partisan badge is to distinguish courage and achievement.

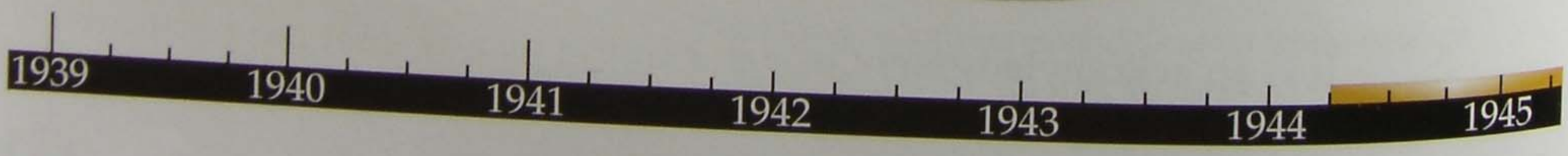
2. It is an acknowledgment of valor in the war against the partisans.

(left) While appearing similar to the first pattern, this view of the second pattern Anti-Partisan badge reveals subtle differences. Dissimilarities of the serpents, sword, skull, and leaves of the wreath are obvious. Weight= 1.2oz.

(below) A hollow reverse is characteristic of all second pattern badges. The "coke bottle" shaped attachment pin is made of ferrous metal and retains much of its bronze finish.



metal type	zinc



Compare the details of this second pattern sword with the first pattern. Notice the notched area on the left side of the sword below the circular quillon.

(below) This detail explains why, when viewed from the obverse, the quillon blocks of second pattern badges have a minor twist. After being die cast and ejected from the mold, the badge was allowed to cool before moving to the next step in its completion. The right wall of the sword, being thinner than the left, cooled faster. Because objects contract when cooled, the quillon area of the sword turned slightly to the left.

(right) Tension is created by the block of metal protruding from the base of the hinge, preventing the attachment pin from falling out of its catch.

(far right) The upturned pin rests in a flat-bottomed catch soldered to a circular attachment plate.

3. It may be given to any member of a military unit fighting the partisans.

4. There are three grades of the badge:
Grade One (bronze) = for 20 combat days.
Grade Two (silver) = for 50 combat days.
Grade Three (gold) = for 100 combat days.

5. Combat days are determined as follows:

a) Infantry: each day that partisans are encountered and engaged in close combat (man to man) to include attacks, reconnaissance, patrols, dispatch running, or in defensive positions.

b) Anti-Aircraft Units: each day that the unit is involved in combat with partisans. Downed aircraft are recognized toward combat days.

More difficult than finding an original Anti-Partisan badge is the Soldbuch containing the award entry. Shown is the Soldbuch of Oberfeldwebel Paul Kelmentz with an entry for the Anti-Partisan badge in bronze along with his award badge and identity disc. Kelmentz was assigned to the police unit Feldgend.Abt (mot.) 696. The attached paper (Einsatzbescheinigung) records each of his engagements with partisans, a requirement to receive the award. Note that his last engagement with partisans was 16 January 1945.

c) Luftwaffe Aircrew: each sortie completed or under enemy fire counts as one combat day. If the aircrew's aircraft is shot down, the sortie counts as 3 combat days. For aircrew the following schedule applies:

Grade 1= for 30 combat days.

Grade 2= for 75 combat days.

Grade 3= for 150 combat days.

6. The badge will be given to the survivors of soldiers killed in combat if they fulfilled the requirements mentioned above.

7. The counting of combat days begins as of January 1,1943. Points for the Anti-Partisan badge cannot be used for any other award.

8. The Anti-Partisan badge may be worn on all uniforms of the Wehrmacht, the Nazi Party and all of its organizations and units.

The entry in his Soldbuch shows that Kelmentz received the award on 20 April 1945. Interestingly, above the entry for the Anti-Partisan badge is one for the Infantry Assault badge bestowed on December 10, 1944.

Why there are no gaps between the serpent's heads on this second pattern badge is unknown, but it illustrates that more than one die was used to manufacture these badges.

On October 15,1944, Himmler added Naval personnel to the list of qualifying recipients for the Anti-Partisan badge. Marine-Verordnungsblatt no. 574 states that any Kriegsmarine craft engaged in combat with partisan boats or any ship used for artillery support against partisans were eligible.

Extremely rare, the badge consists of an oval oak leaf wreath with the mythical Hydra resting upon skull and crossbones. A centered vertical broadsword with swastika hilt is thrust into the Hydra. Produced in two characteristic patterns, die-casting was the only method utilized for fabrication The first pattern is

A recessed area was cast into the badge for soldering the hinge. The wide attachment pin is magnetic and beginning to rust.

G S B

metal type | zinc

1939 1940 1941 1942 1943 1944 1945 Production

produced from zinc and has a slightly concave solid reverse. Distinguished by three gaps between the serpent's heads and a "coke bottle" shaped attachment pin, the first pattern badge is seldom found. The more commonly encountered second pattern badge is manufactured from unevenly cast zinc or Kriegsmetal and has a hollow reverse. Only two openings between the serpent's heads are seen on this variety, which has either a "coke bottle" or needle type attachment me n. Finishes utilized for both patterns were of poor quality and, excep silver grade, are usually deteriorated or completely abse

The notched area of the sword is quite noticeable on this bronze grade Anti-Partisan badge. High points of this badge have lost their finish revealing the Kriegsmetal beneath. Weight = 1.2oz.

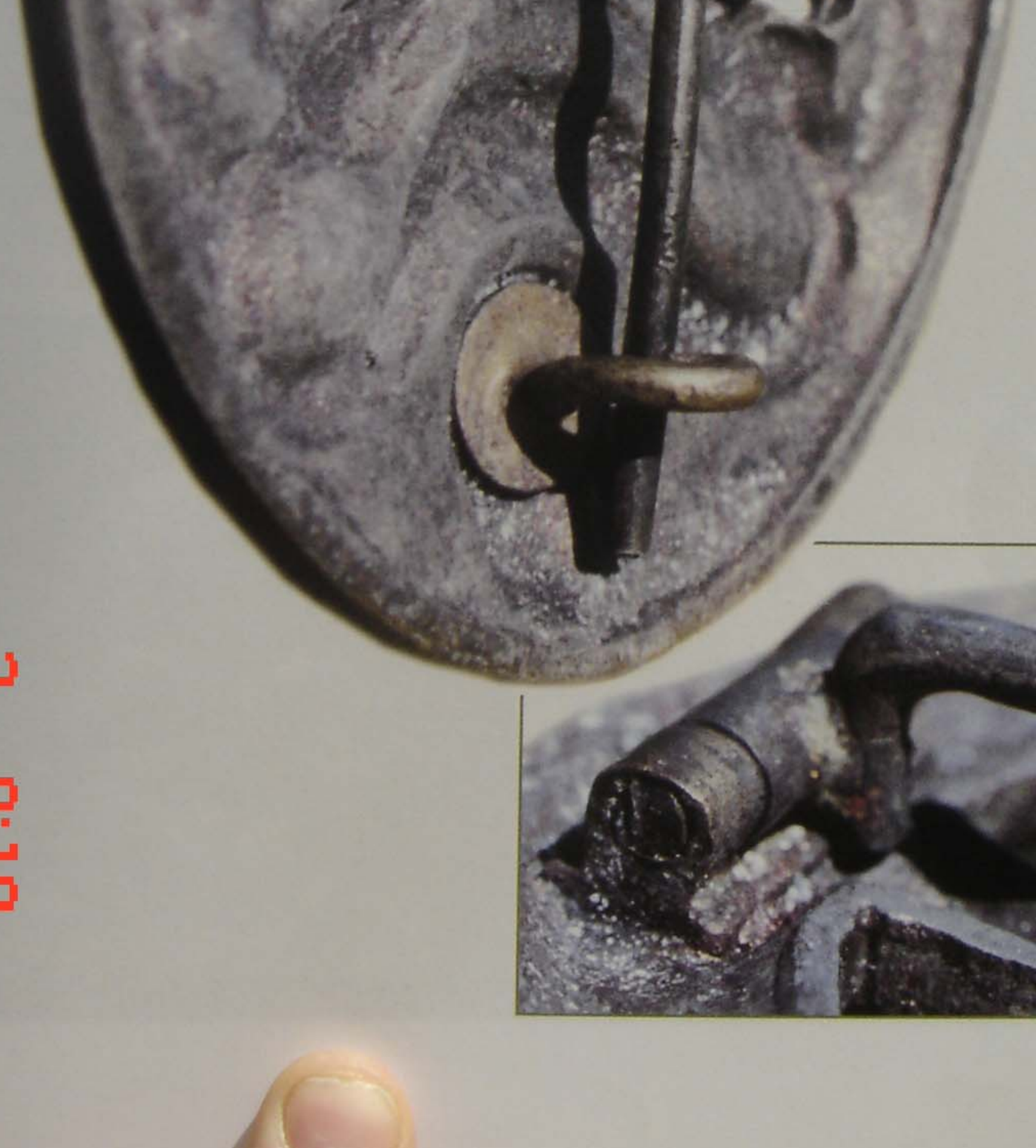
(below) The outer rims of the second pattern badges are never uniform in their thickness. This badge uses a needle type pin rather than the commonly found "coke bottle" shaped one.

metal type	kriegsmetal

Badges made from Kriegsmetal tend to deteriorate over time. This deterioration is seen as cracking and oxidation to the metal. Here, it is especially noticeable around the serpent's heads and hinge area.

(below, left)
Commonly used on the Anti-Partisan badge is this flat-bottomed barrel type hinge.

(below, right)
When a needle type attachment pin is present on the Anti-Partisan badge, a round wire "C" style catch is usually found. Utilizing brass to form the catch and mounting plate is unusual for a late war badge.



This Anti-Partisan badge has one important detail that separates it from others – the extended fang in the serpent's mouth (top left serpent).

(detail, above) Compare this serpent's fang to other second pattern badges.

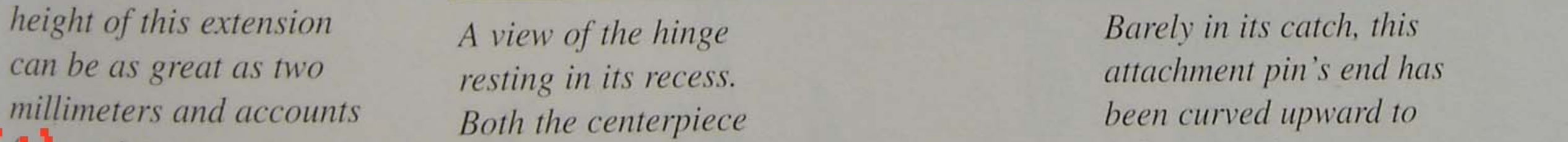
(detail, right) A face only a collector could love. Vertical lines form the teeth of the skull while ridges around the eye sockets give the appearance of goggles.

(above, left, right)
The recessed hinge area is clearly seen. As a practical detail, either style hinge fits into this recess. Notice the lip formed on the inner edge of the wreath. Extending slightly above the top edge of the badge is the sword's pommel. The height of this extension can be as great as two millimeters and accounts for varying measurements of this dimension. Some gold finish remains on the catch and hinge.

A view of the hinge resting in its recess. Both the centerpiece of the hinge and the attachment pin are steel.

Barely in its catch, this attachment pin's end has been curved upward to help secure it.

02:56



BESITZZEUGNIS

DEM

Zugwachtm.d.SchP.

Gustav B r a n k o

11./SS-Pol.Rgt.24

VERLEIHE ICH
FÜR TAPFERE TEILNAHME
AN 50 KAMPFTAGEN

DAS
BANDENKAMPFABZEICHEN

IN Silber

Der Höhere SS- und Polizeiführer Rußland-Mitte

U. , DEN 15.September 1944.

SS-Obergruppenführer
u.General der Polizei.

The award document for the Anti-Partisan badge presented to Gustav Branko.
Branko served in Russia with Company 3, Polizei Battalion 307 of the 24th Polizei Regiment.

Polizei-Bataillon 307

Reichshof, den 16.Juli 1942.

E i n s a t z b e s c h e i n i g u n g .

Obw.d.Sch.P. Gustav B r a n k o — Polizei Batl. 3o7
(Dienstgrad) (Vor-und Zuname) — 3.Kompanie (Dienststelle)

Heimatstandort: Lübeck

hat an folgenden Einsätzen bezw. Kampfhandlungen teilgenommen:

A.) Einsätze:

1. 3.10.40 - 2.7.41: Einsatz im Generalgouvernement (Biala-Podlaska).
2. 3.7.41 - 23.5.42: Einsatz im Osten im Feldzug gegen die Sowjet-Union.

B.) Kampfhandlungen:

1. 28.7.41 - 12.8.41 : Teilnahme an den Kampfhandlungen im Verbande der 162 ID. und der 252 ID. ostwärts Sluk, nördlich und südlich der Rollbahn I.
2. 23.8.41 - 31.8.41 : Teilnahme an den Kampfhandlungen des Pol.-Regt.Mitte im Verbande des AOK.2 im Raume Mohilew-Bobruisk.
3. 1.9.41 - 21.10.41 : Partisanenkämpfe um Drut und Dnjepr südlich Mohilew.
4. 22.10.41 - 23.5.42: Kämpfe gegen Versprengte und Partisanen im Heeresgebiet Mitte.

~~5. 6.12.41 - 30.12.41 : Abwehrschlachten vor Moskau.~~
~~a) 6. - 20.12.41. : 1/.~~
~~b) 21. - 30.12.41. : Abwehrkämpfe um Kaluga.~~

~~6. 31.12.41 - : Abwehrkämpfe um Kaluga und im Verbande der 4.Armee.~~

~~7. - - : Kämpfe gegen Versprengte und Partisanen im Heeresgebiet Mitte.~~

Dienststelle Feldpost-Nummer

gez. B i n z ,
Major der Schutzpolizei
u.Bataillonskommandeur.

F. d. R. :

Oberleutnant d.Sch.
u. Batl.- Adjutant.

Branko's Einsatzbescheinigung (engagement certification) listing his operations against partisans. Interestingly, some of his activities started in Poland as early as 1940.

Army Balloon Badge

Released by winches holding it earthbound, a "Fesselballoon" climbs skyward. As the clamor of machinery recedes, only the sounds of creaking wicker and wind are heard. From this unique vantage point the enemy's troop dispositions become apparent. Coordinates are plotted and telephoned to the artillery.

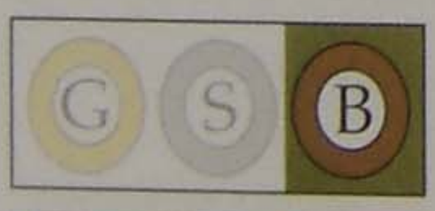
Almost an anachronism by the 1940's, balloon observation still proved useful in areas where the Germans held air superiority. Engaged in troop spotting and directing artillery fire, balloons had a greater panoramic view of the front and could stay "on station" longer than aircraft. These advantages were weighed against the possibility of the balloon's hydrogen gas being ignited by enemy gunfire. Because of their important role in reconnaissance and the associated risk, the Army Balloon Observers badge was created and awarded to the few men that fulfilled and survived this precarious duty.

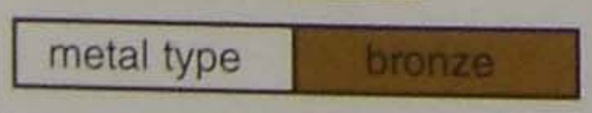
SECTION 7

HEER

(above)
Surmounting the wreath is a "bearded" eagle, a trait similar to that found on the eagle of the Army Paratrooper badge. Notice that the leading edge of the eagle's left wing is flattened.

Die stamping from bronze enables the fine detail of the support lines, gondola, and wrinkles in the fabric of the balloon to be realized. The natural patina of bronze forms the finish seen on Grade 1 badges. Weight of this Army Balloon Observers badge is .8 ounces.





Army Balloon Badge

Fine detailing of the obverse is duplicated on the reverse. The dies have left deep indentations in the balloon and oak leaves, as well as a smooth, even surface. No maker mark is found on the reverse.

photo study of this badge example continued on next page →

The use of balloons by the Germans for observation of the battlefield originated during the Franco-Prussian War. Resembling a tethered barrage balloon, a small basket was hung below it allowing a man to ascend between five hundred and fifteen hundred feet. From this height enemy fortifications and troop movements could be observed and the information relayed to artillery or intelligence units.

During the Second World War the Germans continued the use of balloon observation, especially on the Russian Front. Each battery comprised two balloons and was assigned to an artillery observation battalion. The battalion provided all logistics necessary for operating and maintaining the balloons. Since they were easy targets for enemy aircraft, four 2cm Flak guns were allocated to each battalion for the protection of the balloons and their crews.

Using inflammable hydrogen gas to provide lift, the observation balloons could become quite dangerous to their crews if hit by enemy gunfire. Many observers were forced to parachute from their baskets when the balloon was hit by incendiary rounds and set ablaze. Unfortunately, regulations excluded these

photo study continued from previous page

Small barrel hinges are the only type found on Army Balloon Observers badges. Bronze is utilized in the construction of the center section of hinge, sandwiched between white metal.

Flat, white metal wire stock was used to construct the catch. From this angle the thickness of the badge is evident.

The badge is struck from a 3mm piece of bronze, a width which is atypical for die striking. Notice the small lip around the outer rim. The edges of the gondola and balloon reveal this feature as well.

This edge-on view illustrates the unusual thickness of the badge. The breadth is greater than that of the attachment pin. Vertical serrations along the edge indicate die stamping.

men from qualifying for the Iron Cross and only with great difficulty could they receive the War Merit Cross for their bravery. This situation was corrected on July 8, 1944 when the German Army High Command introduced the Balloon Observers badge for awarding to both officers and enlisted men. Three grades were established with a point system to determine eligibility:

Two artillery spotters receive last minute instructions concerning enemy positions as they prepare to lift off the ground. It is possible this photograph was taken in Russia as it is dated August 24, 1941.

Grade 1 (bronze) = 20 points
Grade 2 (silver) = 45 points
Grade 3 (gold) = 75 points

Points could be accumulated as follows:

a) Spotting and providing precise location of tactical targets (enemy deployments, large concentrations of troops or equipment, movements of all kinds, etc.) Each target = 1 point.

b) Providing precise location of tactically important targets that leads to their destruction (artillery emplacements, tank accumulations, ammunition depots, etc.) Each target = 1 point.

c) Every four hours of observation = 1 point.

d) First parachute jump from observation basket by parachute resulting from enemy gunfire = 10 points.

e) Subsequent parachute jumps because of enemy gunfire = 5 points.

Signing and awarding of the Urkunde was by the General of the Artillery. Award documents and entries in Soldbuchs dating late in the war exist.

In July 1944, Artist Ellmar Lang of Aachen submitted two designs for the Balloon Observers badge to the Army High Command. Chosen was a design that comprised an observation balloon set diagonally across an oak leaf wreath with two large acorns at its base, this surmounted by the national eagle grasping a swastika. Twenty to forty of each grade was ordered with the commission given to an unidentified jeweler in Dresden.

The Balloon Observers badge – one of the rarest and most controversial – has its detractors. Some doubt this badge was manufactured, or even presented so late in the war. Currently, no factory records of its production are known and period photos showing the badge being worn have not been discovered. Conversely, collectors and historians who believe evidence substantiates its existence consider the bronze example shown in this reference to be the correct form. The fact that examples have been acquired from American World War II veterans, and so few of these identically made badges exist, forms the basis of evidence for those who believe the Balloon Observer was indeed produced and bestowed during the war.

SECTION 8

HEER

Close Combat Clasp

Bayonets are honed and grenades made ready. Ammunition is passed between dirt-smeared hands. As the command "Move out!" is given, awareness of pending combat is heightened and mixes with high-octane adrenaline. Conscious the enemy must be dislodged one man at a time, each soldier anticipates the inevitable face-to-face confrontation as he moves cautiously into the rubble-strewn skeleton that once represented a town.

When fighting at close quarters, every man faces his opponent knowing it may be his final battle. These are the hardest days in a soldier's life. Surviving this type of combat merited an award that distinguished them beyond the Infantry Assault badge – the Close Combat Clasp. Expanding on the central design theme of the General Assault badge, oak leaves rest on arrowheads that extend laterally from a crossed grenade and bayonet motif. The Close Combat Clasp, worn above the left breast pocket and positioned higher than other decorations, confirms the soldier's bravery and doggedness when facing the enemy in hand-to-hand combat.

This pristine example of the Close Combat Clasp in bronze reveals the incredible detail of the eagle oak leaves, and checkered heads of the acorns. Die-forged from zinc, the surface of the badge is smooth and free from imperfections.

A "coke bottle" shaped pin is most often utilized for the attachment mechanism on the Close Combat Clasp. Notice the rectangular crimping of the hinge.

(above) Metal tabs secure the square backing plate to the badge. Backing plates of the Close Combat Clasp are black, blue/black, or gray in color and are generally magnetic. The combination of raised lettering for the manufacturer's "JFS" logo and stamped-in name of the badge's designer, W.E. Peekhaus, is unusual.

(detail, right) White specks resembling snowflake-like particles are the revealed zinc beneath the finish.

G S B

metal type: zinc

Having served in the trenches of the First World War, Adolf Hitler understood the toil and privation the German infantryman endured on a daily basis. A man's cunning and quick reflexes decided life or death in the muddy foxholes. Adolf Hitler disliked the fact that protracted man-to-man conflict with the enemy, especially on the Russian Front, had not been adequately recognized with a distinctive award.

"As a visible symbol of recognition for the soldier fighting man-to-man with bayonet and assault weapons..." Hitler proclaimed on November 25, 1942 as he created and set forth the award criteria for the Close Combat Clasp. The decoration was to be awarded in three grades:

Grade 1 (bronze) = 15 close combat days
Grade 2 (silver) = 30 close combat days
Grade 3 (gold) = 50 close combat days

Combat days could take place anywhere and under any condition provided the soldier was on foot and unprotected by heavy fortifications. Unlike the Infantry Assault badge, awarding of the Close Combat Clasp mandated that the recipient see the "whites of the enemy's eyes" in hand-to-hand combat.

Every enlisted soldier was required to record his eligible close combat days in his Soldbuch. Further, such records had to be verified by his superior. Ranks of company commander and higher had their records attested to in writing by the next superior officer involved in that days fighting. Partial combat days were recorded as well, i.e., one half a combat day, three quarters of a day, etc.

As with the Panzer and General Assault badges, time served on the Eastern Front after June 22, 1941 could be calculated for close combat days as follows:

8 months served = 5 close combat days
12 months served = 10 close combat days
15 months served = 15 close combat days

The division commander could award the Close Combat Clasp to any soldier who, because of severe wounds, would not have additional opportunities to participate in similar combat. The following scale determined a soldier's eligibility:

Grade 1 (bronze) = at least 10 close combat days
Grade 2 (silver) = at least 20 close combat days
Grade 3 (gold) = at least 40 close combat days

Because of the strict standards in counting of combat days and the personal bravery required, many considered the Close Combat Clasp as the highest honor an infantryman could obtain. In fact, Adolf Hitler in OKH order no. 174, reinforced this thought by declaring he personally regarded the awarding of the Close Combat Clasp in Gold as the apex of infantry decorations short of the Knight's Cross.

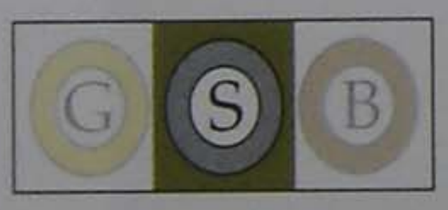
On September 21, 1944 OKH order no. 443 modified award conditions, qualifying only close combat against regular troops could be calculated towards earning the Clasp. Actions against partisans no longer counted in this capacity after this date as the Anti-Partisan badge now fulfilled this purpose. One month later on November 4, 1944, OKH decreed that any soldier who had become separated from his unit behind enemy lines and fought his way back to German lines would receive the next higher grade of the decorations he held. The Close Combat Clasp was included in these decorations.

W.E. Peekhaus of Berlin was responsible for this unique badge's design, consisting of a crossed bayonet and grenade surmounted by an eagle and swastika, all centered on a square framed with oak leaves. Four large oak leaves overlap lined arrowheads that emanate from the sides of the centerpiece. The reverse always uses a "coke bottle" shaped attachment pin with the hinge and catch typically being separately attached pieces. Mounted behind the centerpiece is a magnetic square plate. Because of its late introduction, the Close Combat Clasp was constructed from zinc, though tombak and aluminum examples do exist. Utilizing die-forging or die-casting, the badge is well made and has extensive detail.

Centered over his left breast pocket and placed the correct height above his ribbon bar is this soldier's Close Combat Clasp in bronze. Notice the Army Honor Roll Clasp and that his Knight's Cross is reversed showing the 1813 date.

Another excellent example of a silver grade Josef Feix & Söhne Close Combat Clasp. Because of its lighter color, the badge's details appear slightly larger than its bronze brethren.

The same style hinge, catch, and attachment pin are used on this and the Feix badge featured on page 194; however, the mounting of this particular hinge is quite different.



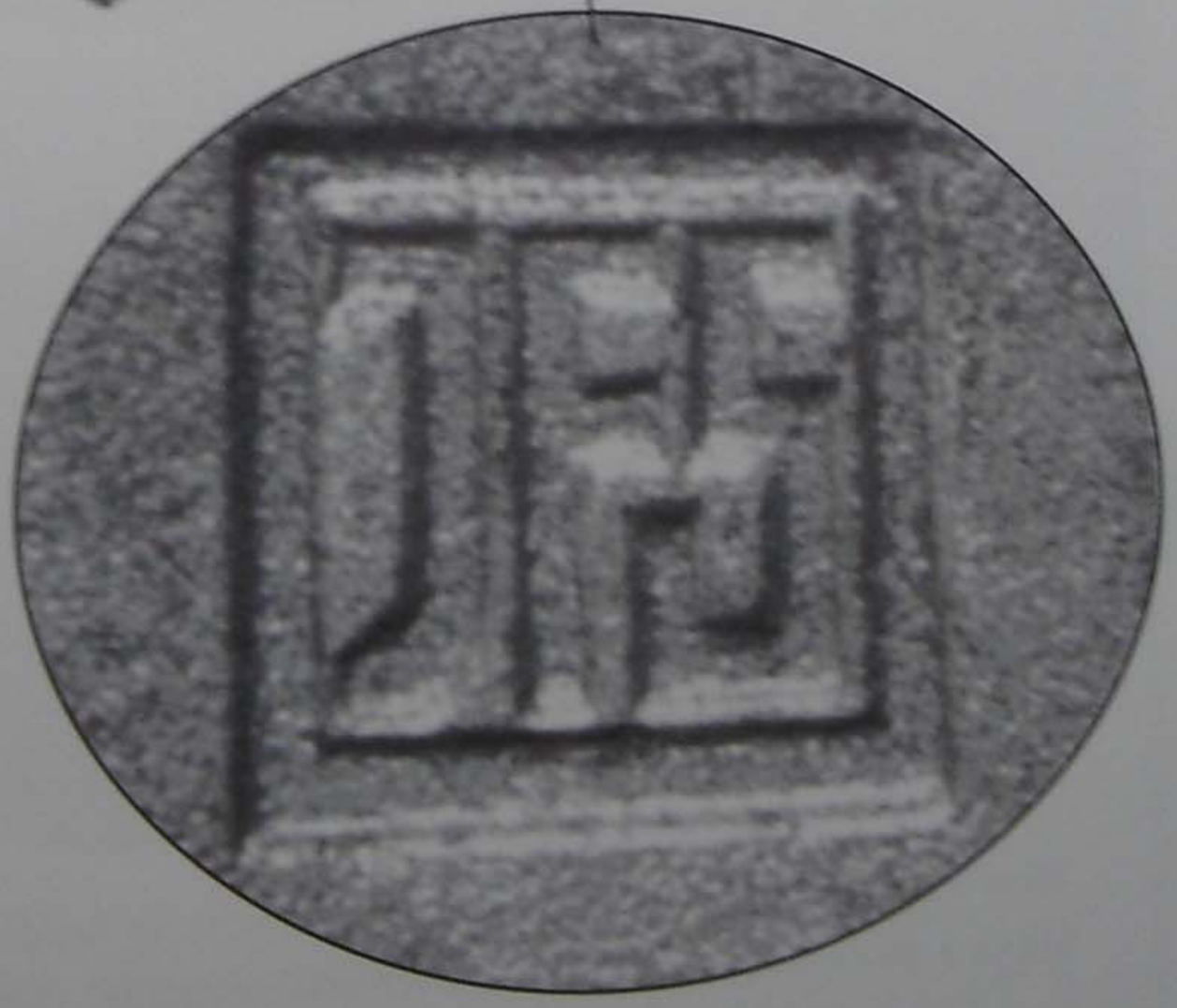
The Close Combat Clasp was worn one centimeter above the soldier's left breast pocket, and if a ribbon bar was worn, one centimeter above that.

Similar in construction to the container for the Panzer Assault badge, the cardboard box for the Close Combat Clasp has stapled corners and is labeled on its lid in black lettering "Nahkampfspangen". As the war progressed and the need to economize became more urgent, the Clasp came from the factory packaged in a cellophane packet surprinted with its name and appropriate grade.

(detail left, and below) The raised "F.E.C. W.E. Peekhaus Berlin" lettering is produced using the same method as the manufacturer's logo.

Die forged in relief is the maker mark of Josef Feix & Söhne.

(above) Note the placement of the raised maker's logo and designer's name are reversed to that on page 194. Also note that the backing plate is black in color.

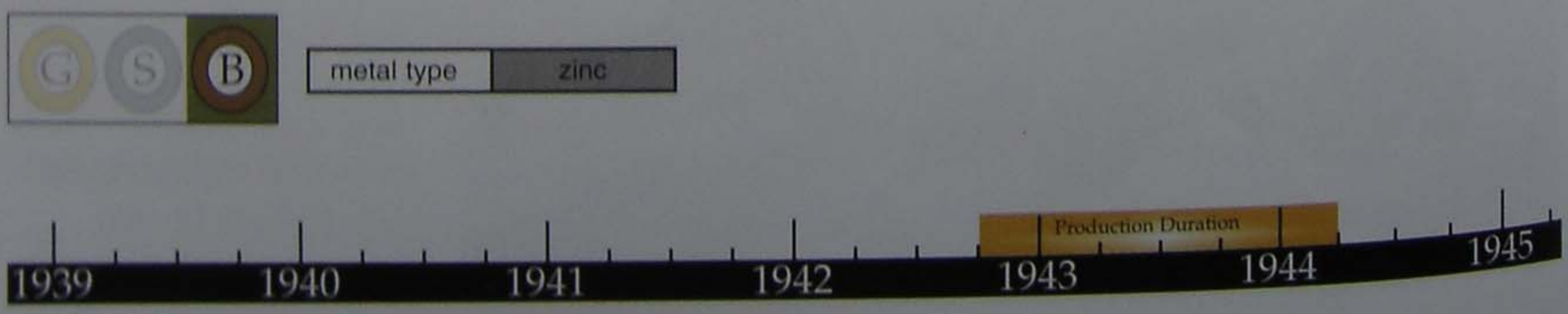


(below) Using the same style hinge as the previous badge, four crimped plates secure it in place. In contrast to the crimped plates that retain their white-silver finish, the tops of the hinge and attachment pin show wear from chafing against the uniform. The plate under the end of the attachment pin provides the tension needed to hold the pin in its catch.

(left) As found on the preceding "JFS" Close Combat Clasp, this style of catch was first soldered to a circular plate and then crimped into position. Shear marks from cutting the flat wire stock can be seen along the edge of the catch.

This example retains most of its rich bronze appearance. Stippling below the hand grenade, bayonet, and between the oak leaves represent the minute details which can be found.
Weight = 1.2oz.

Here we witness four tabs serving the purpose of holding the back plate in position – a contrast from the two sported by the previously illustrated badge. Bronze is utilized to form a typical "coke bottle" attachment pin, squeaking out a length barely long enough to reach the catch.



(top, left) Forged directly into the reverse of the badge is the complete hinge block. A small brass post is used to fasten the attachment pin.

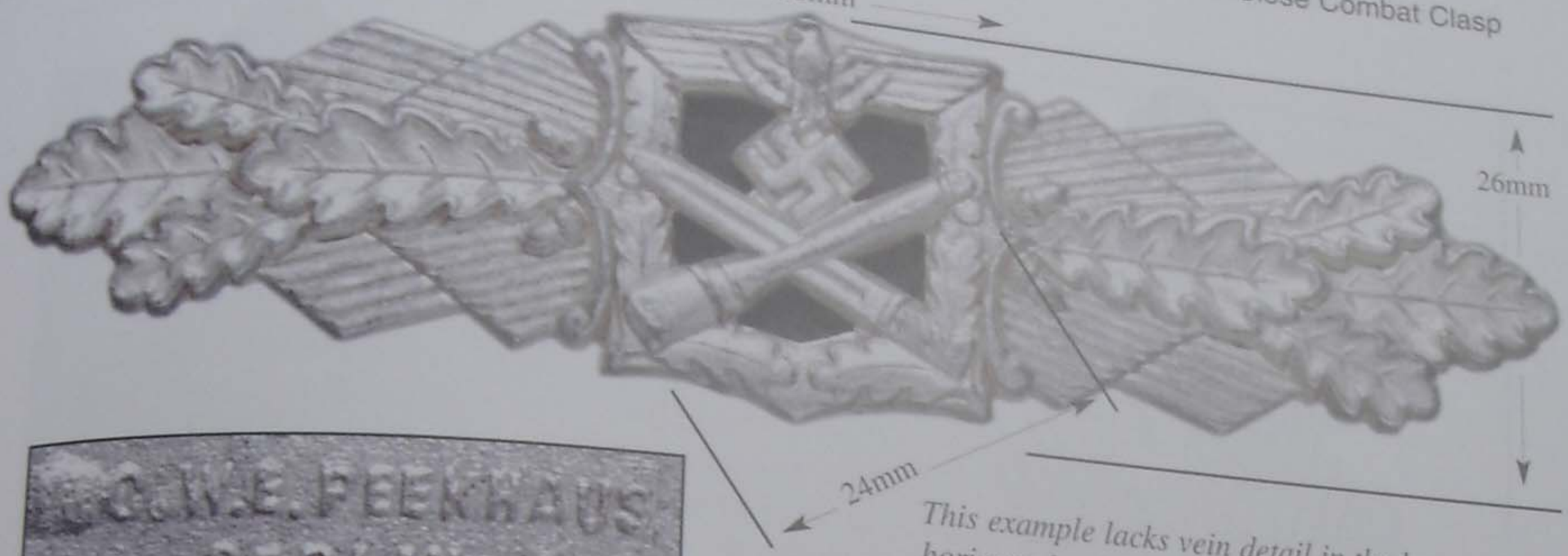
(top, right) Looking similar to the "JFS" catch, identical methods were used to attach both.

(above, left) Once again we see the raised letters indicating the designer of the Close Combat Clasp, Wilhelm Peekhaus. "Fec." is the abbreviated fecit, which is Latin for designer or artist. Several of the uncharacteristically malformed letters show signs of familiar corrosion.

(above, right) The raised letters "A.G.M.u.K." are the acronym for Arbeitsgemeinschaft Metall und Kunststoff, Gablonz, a partnership of employers and workers who manufactured metal and synthetic material items and resided in the city of Gablonz. "Ausf." is the abbreviation for the German word ausführung, meaning constructed or manufactured.

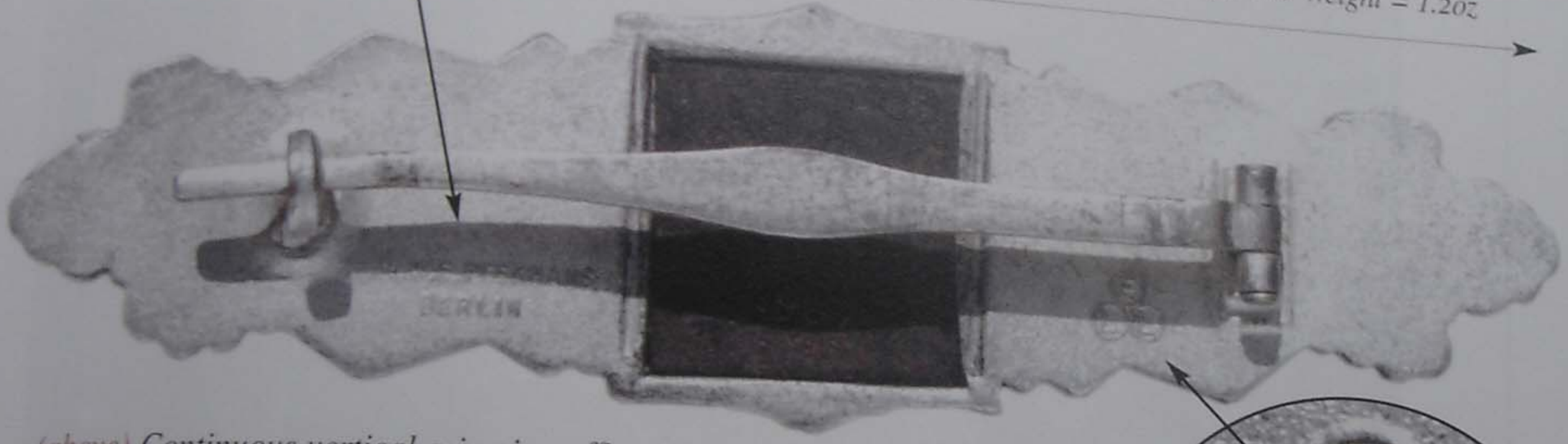
From a black and white photograph it is difficult to determine the grade of Close Combat Clasp this Waffen-SS soldier is wearing, but it is most likely the silver class.

Close Combat Clasp



97mm

This example lacks vein detail in the large horizontal oak leaves and the finer points of the bayonet handle. The silver finish, however, is as fresh as the day it was put on. Weight = 1.2oz



(above) Continuous vertical crimping affixes the backing plate to the badge. Except for its silver coating, the attachment pin is similar to the previous badge.

(detail, above) An infrequent overflow of solder partially obscures the abbreviated "FEC." The silver finish was obviously applied after the soldering was complete.

(detail, inset above)
Friedrich Linden, Lüdenscheid.

(far left) This magnified view allows one to see the raised guide ridge beneath the hinge. Attached to one end of the hinge pin is a circular cap providing greater surface area for tapping it into place.

(left) Solder completely covers this flat-bottomed "C" catch's placement guide, causing the catch to appear as though melting into the badge.

6h:5L

metal type	zinc

Prior to and during the Second World War, the firm of C.E. Juncker was renowned for its high quality badges. As seen by this example, their Close Combat Clasp seems to be the exception that proves the rule. Excluding the eagle, this badge lacks the sharp detail usually found on Juncker badges.

Another crimping technique for attaching the back plate is introduced on the Juncker badge. Instead of using four separately applied tabs as A.G.M.u.K. (page 200) Juncker chose to crimp four points along the two vertical ridges on either side of the plate. Raised placement guides were forged into the badge to help reduce assembly time. Just visible behind the catch is a square plate that provided greater surface area for soldering.

G S B

metal type | zinc

1939 1940 1941 1942 1943 1944 1945

Production Duration

A.

B.

C.

D.

(A.) Although the badge is fashioned from zinc, the complete hinge assembly, including the hinge pin, uses bronze. Notice that the hinge was cut from a solid piece of metal.

(B.) While not resting in the catch today, at the time of manufacture both tension and upward bending of the attachment pin helped keep it in place.

(C.) The crimped tab as well as the raised lettering of the designer's name.

(D.) Two odd features are shown here; the diminished quality of the raised lettering and the use of the letter "F" instead of "E" in Juncker's name. Why the name is misspelled is not known but all authentic Close Combat Clasps by Juncker display this anomaly.

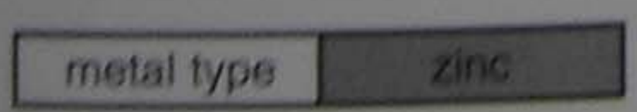
Resting prominently above Lt. Walter Prüß's ribbon bar and centered over his breast pocket is the Close Combat Clasp in silver. Worth noting among his many other decorations are Prüß's Infantry Assault badge in bronze and Tank Destruction badge.

(obverse) Unlike other Close Combat Clasps, this swastika rests flush in the "V" formed by the top-sides of the bayonet and grenade. Another unique trait of "GWL" Close Combat Clasps is the longer length of the bayonet's blood groove, which begins near the blade's tip and ends close to its handle.

(reverse) Manufactured late in the war, this zinc badge exhibits severe rusting and loss of finish to its steel backing plate and attachment pin. More important is the new style of casting the hinge and catch directly into the badge. In relief is the logo of Gebrüder Wegerhoff, Lüdenscheid. Weight = 1.2oz.

(far left) Bent around the hinge pin, the attachment bar is made from a continuous piece of fluted metal. The small metal block in front of the hinge provides the necessary tension for the attachment pin.

(left) This catch is identical to the style found on the cast "GWL" Infantry Assault badge.



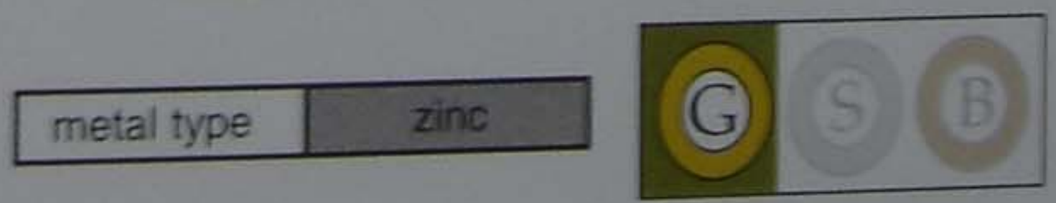
This extremely rare gold grade of Close Combat Clasp is seldom found in mint condition. The four acorns are larger than ones seen on other clasps and the bottom edge of the center frame is beveled. Looking two leaf indentations over from the acorns on the right of the framed box, a vertical die flaw can be seen. This flaw is found on most, but not all, "F&B, L" marked badges.

This close-up clearly shows the vertical die flaw. Since not all "F&B, L" marked badges have this flaw, it may have been caused by debris lodged in the dies from improper cleaning.

(above) Shear marks can be seen on the side of the attachment pin. A flat bottom "C" catch holds the attachment pin stable due to its upturned end.

Continuous vertical flanges overlap the larger than normal backing plate. Resembling an arrowhead, the ends of the badge gradually taper to a point, an attribute only found on "F&B. L" marked badges. Illustrated on the reverse is the "upside down" maker mark of Funcke & Brüninghaus, Lüdenscheid.

(below) The raised characters "F" and "&" are typically not formed as clearly as the other letters of the logo. It is curious why the manufacturer would allow the raised placement guide for the catch to encroach upon their logo.



(above) Seldom encountered is the Close Combat Clasp made by Hymmen & Co. Lüdenscheid. Details of the obverse are clear and sharp, in contrast to the reverse.

Immediately grabbing your attention is the corrugated crimping used to fasten the backing plate. Both LDO mark and company signet are in relief. Hymmen & Co. was the only firm to place their LDO number on the Close Combat Clasp.

metal type | zinc

Knight's Cross winner SS-Oberscharführer Josef (Sepp) Lainer proudly displays his decorations that include the Close Combat Clasp in silver.

A.

Images B. and C. are details of A.

B.

C.

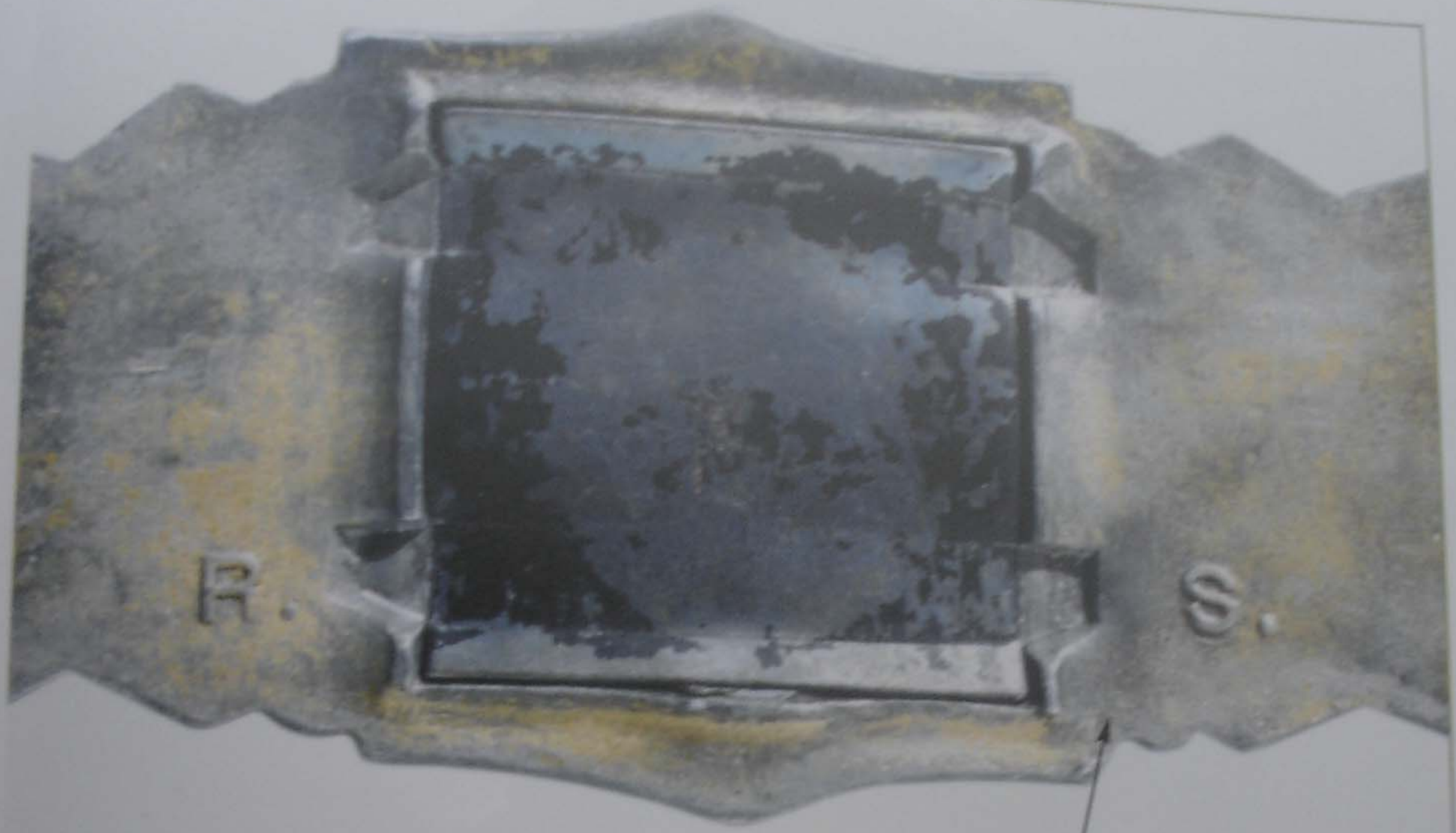
Another manufacturer of the Close Combat Clasp was Rudolf Souval. Although fewer in number, the example shown here is characterized by its fuller looking features; the thicker edges of the oak leaves and eagle's wings, larger bayonet, grenade and acorns as well as the robust rays behind the oak leaves.

G S B

metal type: zinc

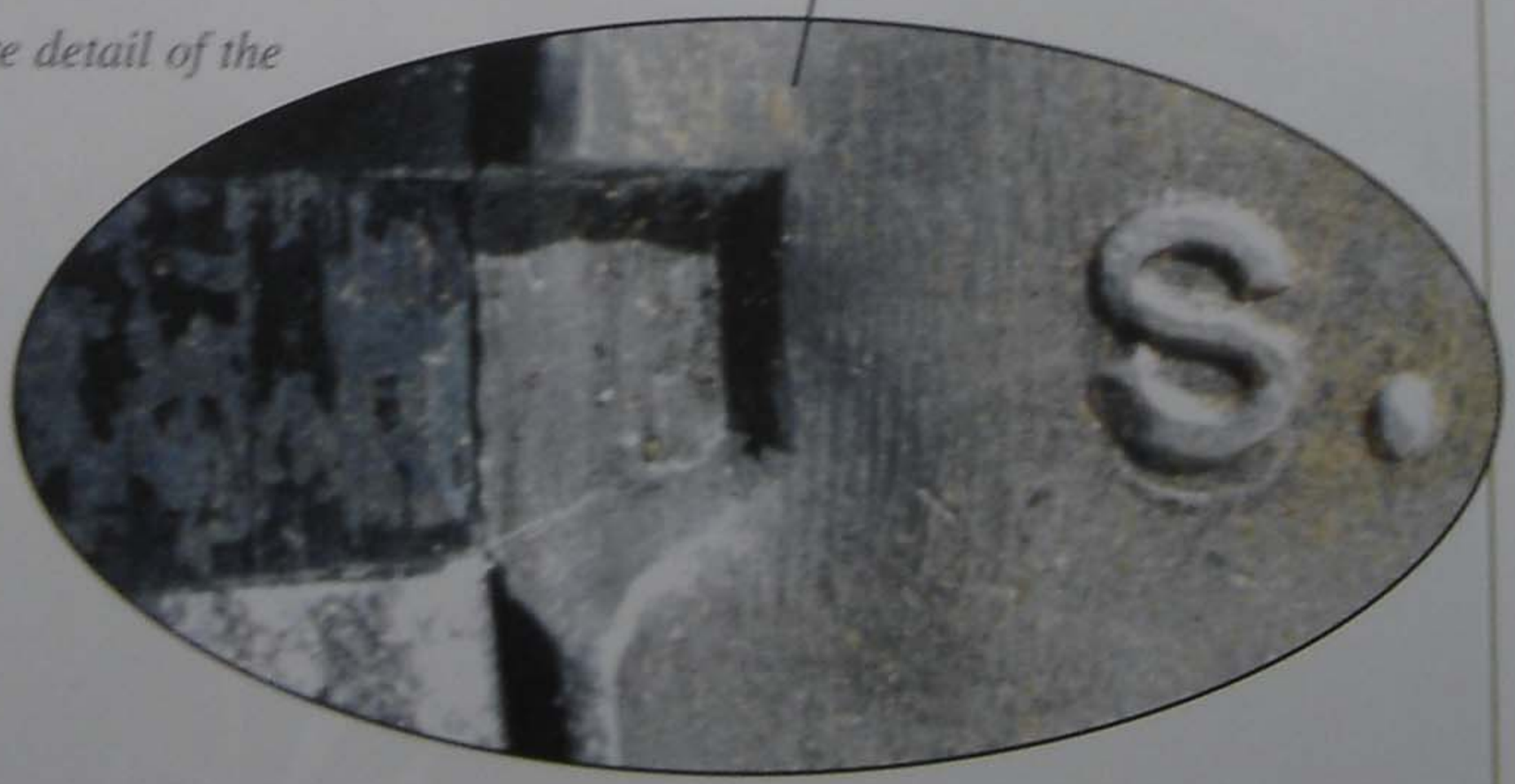
1939 1940 1941 1942 1943 1944 1945

Production Duration



Souval used a similar technique to that of Juncker for securing the backing plate. The letters "R" and "S" found on either side of the backing plate are always rounded (versus angular) in form.

(right) This close-up provides more detail of the crimping method used by Souval.



Generalmajor Otto-Ernst Remer wearing his Close Combat Clasp in silver.

A Close Combat Clasp in bronze found in its original cellophane package. Stamped in black lettering is "Nahkampfspange-Bronze" which translates to "Close Combat Clasp- bronze".

(right) The standard LDO guarantee is stamped on the reverse of the package. The Clasp is devoid of maker marks and has a hollow fluted attachment pin.

Nahkampfspangen
bronze
Nahkampfspangen
bronze

Looking as new as the day it left the factory this bronze Close Combat Clasp is shown with its original wrapping tissue and cardboard box. Because they were only considered protective containers, most cardboard cases were thrown away after the award they held was presented. This fact makes this duo extremely rare.

Wound Badge

Blood oozes from between his fingers as he applies pressure to the wound. A moment earlier he was advancing toward the enemy but now is completely immobile. Through the din of combat the platoon leader shouts "Medic!" Fighting continues around him as a man with the innocuous red cross hurriedly applies sulfa to his wound and begins the bandaging process. For the moment, the war is over for this soldier.

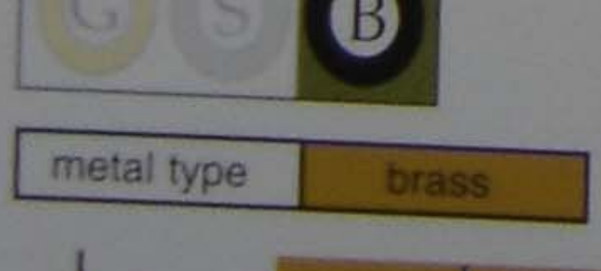
Lurking in the back of every soldier's mind is the thought of being wounded or worse. In spite of this, he must continue to complete the missions assigned to him and his unit. Then, one day, his worst fears are realized. In recognition of these sacrifices an honor was recalled that had served all too well in the war his father fought - the Wound badge. Although not sought by any soldier, the wreath, helmet, and crossed swords comprising the Wound badge represented the soldier's readiness to face the enemy and literally "give himself" for final victory. Even if left alive, such sacrifice could measure a lifetime.

SECTION 9

WEHRMACHT

Often called the 1936 Condor Legion Wound badge, this is an example of a first pattern 1939 Wound badge. These reworked First World War wound badges are characterized by their wide multi-leave wreath and asymmetrical pattern of background dots. Its worn highlights reveal brass beneath the black paint. Weight = .5oz.

Common to 1936 Condor Legion Wound badges, the openings between the arms of the swastika extend to the surface of the helmet.



metal type: brass

(above) Indented oak leaves form the outer edge of this die-stamped badge. Worn bare metal hardware contrasts sharply with the well-preserved painted surface of the reverse.

(right) Unlike other Wound badges, the catch is soldered on the edge of the badge causing the attachment pin to over-hang the end. Notice the unusual multiple die strikes to the dots and the deep impression of the swastika.

(far left) Not often seen on Second World War badges, this wrap-around style attachment pin was commonly used during the First World War.

(left) Minor wear can be seen on the top of the flat bottom "C" type catch and the end of the clipped attachment pin.

Tracing its origin and design heritage to the First World War, the Wound badge was re-instituted by Hitler during the Polish Campaign of 1939. Choosing not to re-introduce the World War I Naval Wound badge, Hitler combined both the Army and Navy types into one award. The badge comprises two broadswords placed diagonally across an oval oak leaf wreath overlaid by an M35 style helmet. As with the First World War badge, the Wound badge was awarded in three classes – black, silver, and gold. The following criteria were used to determine the class:

Black Class= 1 or 2 wounds received in hostile action.
Silver Class= 3 or 4 wounds received in hostile action
Gold Class= 5 or more wounds received in hostile action.

All military and paramilitary organizations were eligible to receive the badge provided they met the requirements. If the loss of a limb or eyesight was incurred during combat, the silver grade of the badge was automatically bestowed. Death or total disability of the soldier entitled him to the gold grade with the award being sent to the soldier's family in case of death. Frostbite was the only non-hostile condition for which the soldier could receive the award. A notation was made in the soldier's Soldbuch and an Urkunde (award document) was presented with the badge.

In March 1943, at the request of Dr. Josef Göbbels, civilians employed in war-related work exposing them to danger became entitled to receive the Wound badge. Thus, civilians could receive the badge if wounded while working in military associated occupations near the front lines or in bombed cities and factories.

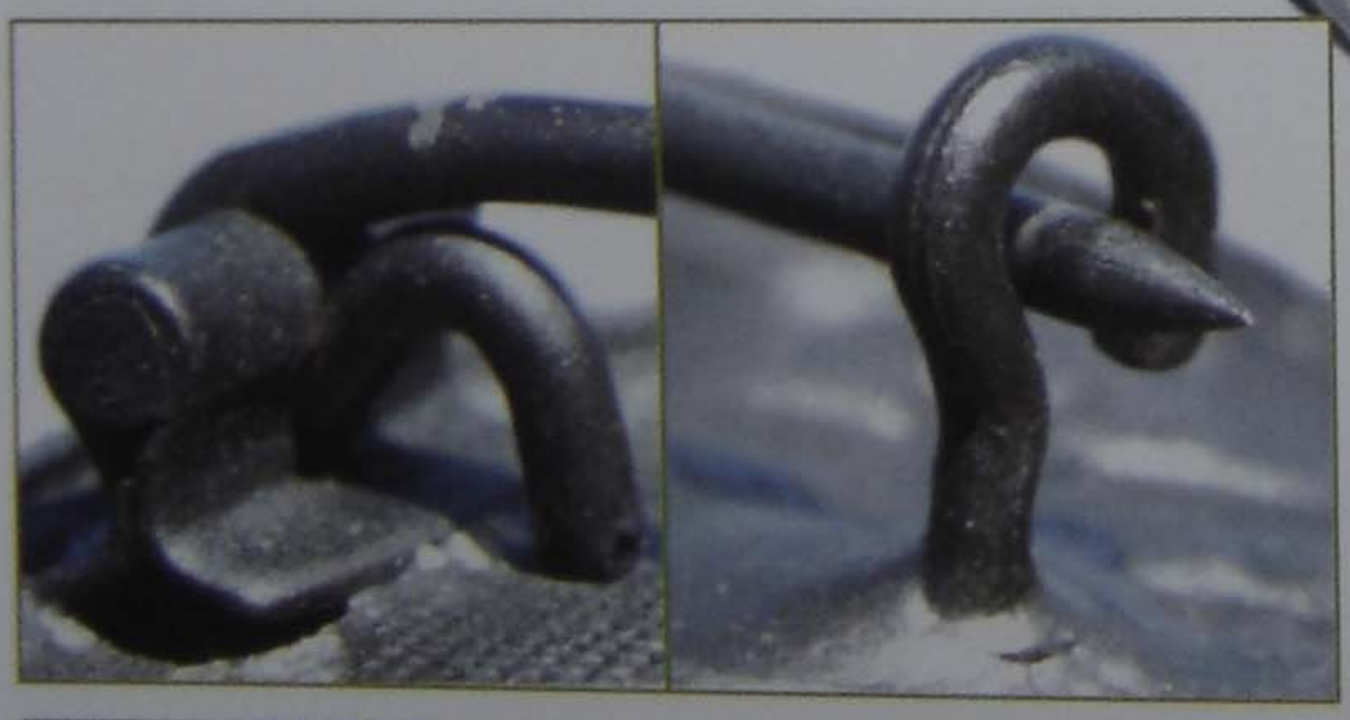
The Black grade of the badge is most often found in the hollow-back form and die-stamped from brass or steel. Hinge and catch assemblies are almost always separately affixed components and needle type attachment pins are used exclusively. Silver and Gold grades were solid-back badges die-stamped or die-cast from brass or zinc with an integrated hinge and catch. Occasionally, separate hinges and catches were utilized.

Although overshadowed by his silver Infantry Assault badge, the serrated edges and the World War I style helmet on this soldier's black Wound badge clearly indicate it is the first pattern variety.

The second pattern Wound badge was used throughout World War Two with little variation of design between manufacturers. Weight = .5oz.

Although some solid zinc badges can be found with a painted black finish, almost all black grade Wound badges are die-stamped.

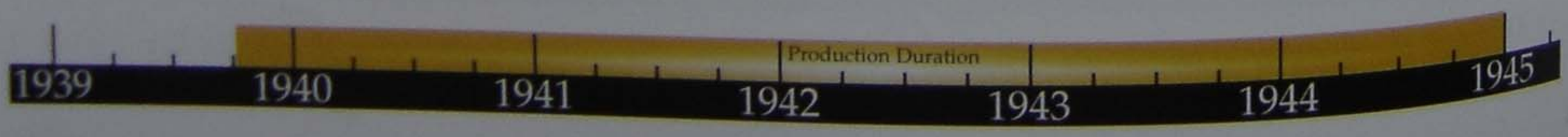
(below, left) The flared base of this hinge is soldered directly to the surface leaving a wide triangular gap. The oversized hook has created a bend in the attachment pin.



The soldering of the catch and tapered end of the attachment pin are first rate.

G S **B**

metal type | steel



At the beginning of the war the Black grade was packaged in a paper envelope while the Silver and Gold grades were awarded in hard-shell presentation cases. As the continuing war propagated tighter economic conditions, use of cases decreased and the Silver and Gold grades could be found presented in paper packets along with the Black.

The Wound badge was worn on the tunic's left breast pocket, below any combat awards. Since additional wounds could lead to a higher grade, subsequent awards always replaced those previously issued.

Following the failed July 20, 1944 bomb plot against him, Adolf Hitler created a special Wound badge in three grades. There were twenty-four recipients, including both civilian and military personnel. The firm C.E. Juncker made approximately one hundred of these special badges. Because of multiple grades awarded to individuals perhaps forty-seven were presented.

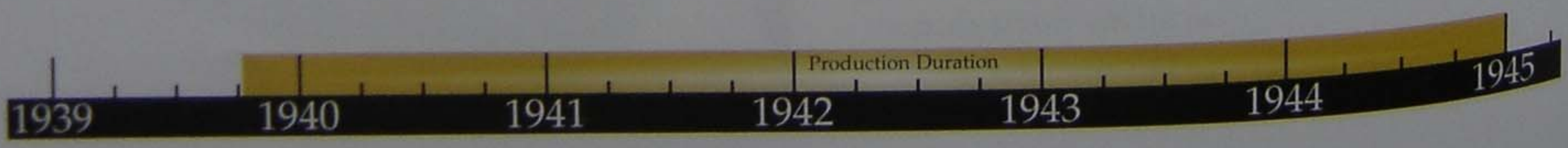
A crystal clear photographic moment in history does justice to all the subtle features of this soldier's silver Wound badge.

(above) When compared to first pattern badges, three differences become evident – a smooth outer edge lacking any indentations, a M35 style helmet, and a symmetrical horizontal pattern of dots. Weight = .4oz.

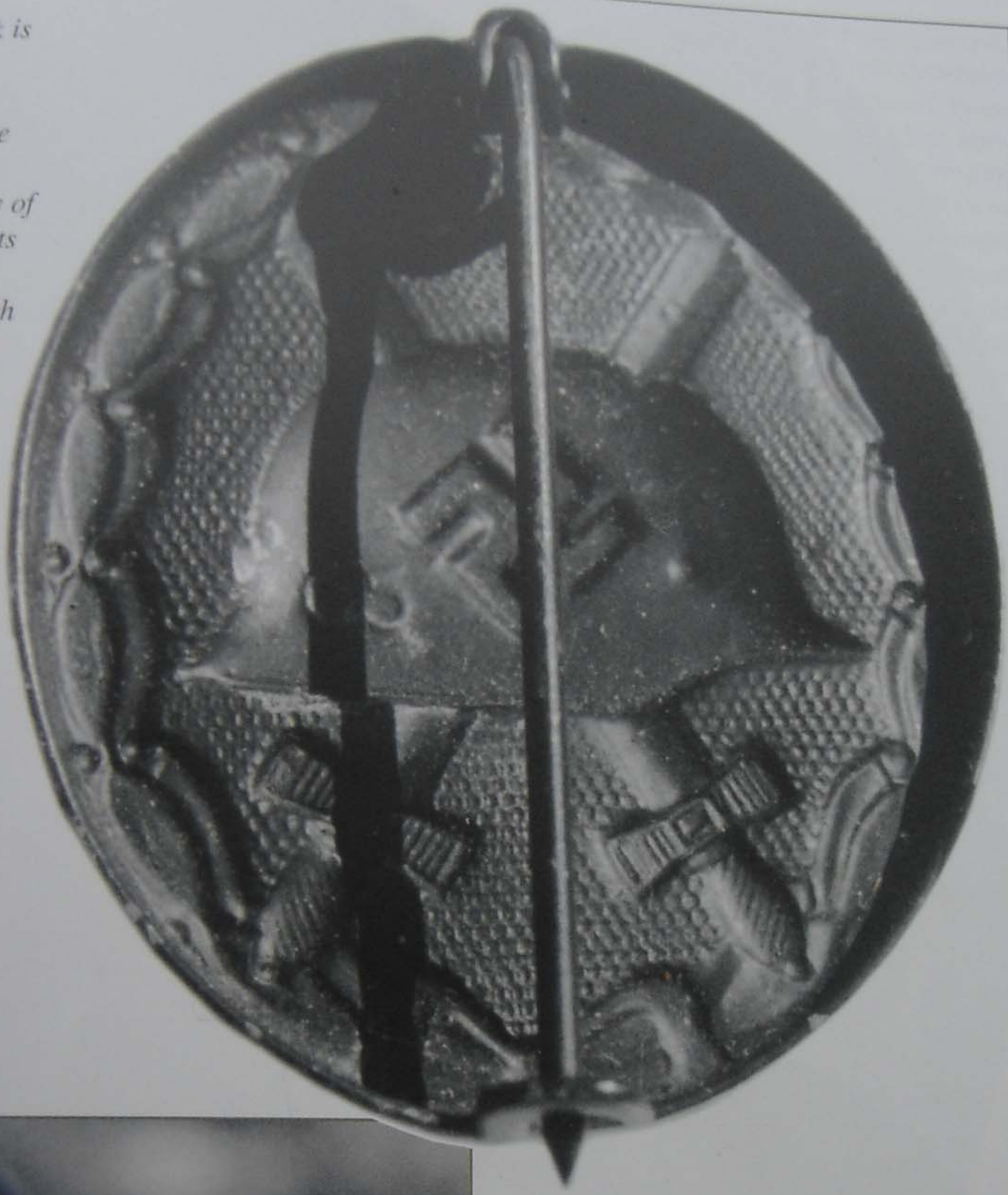
(right) Resting completely on the rim, no part of the hinge touches the surface of the badge.

G S B

metal type | steel



When a maker's mark is found, it is almost always placed in the same location – on the helmet and left of the swastika. This variety of Wound badge manifests integrated hinge and catch components, both pieces being stamped into the rim.



Although larger than normal, this one-piece catch securely holds the attachment pin in place. Seen at the base are stress marks caused when the catch was bent to its upright position.

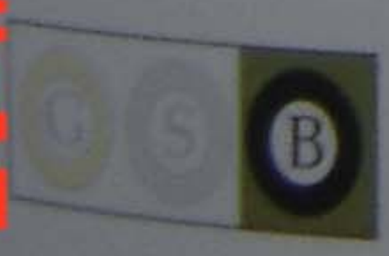
Second pattern Wound badges exhibit smaller outer leaves along its edge and a flatter swastika when compared to its first pattern cousin. Made from steel, this badge is beginning to show signs of rust around its outer edge and swastika. Occasionally, brass was used in the construction of these hollow-backed badges.

Except for the hinge and catch assembly, there is little difference in construction between most hollow-back badges.

(top) "Tombstone" shaped metal tabs soldered directly to the surface form the sides of this hinge.

(above) Showing small amounts of rust, this heavy-duty steel catch is as thick as its attachment pin.

A raised lip surrounds a well-defined reverse.



The fine detail of this badge is the result of die-stamping. This detail extends to the rivet on the back of the helmet and the swirl pattern of the sword handles. Weight = 1.20z.

G S B

metal type | brass

Production Duration

1939 1940 1941 1942 1943 1944 1945

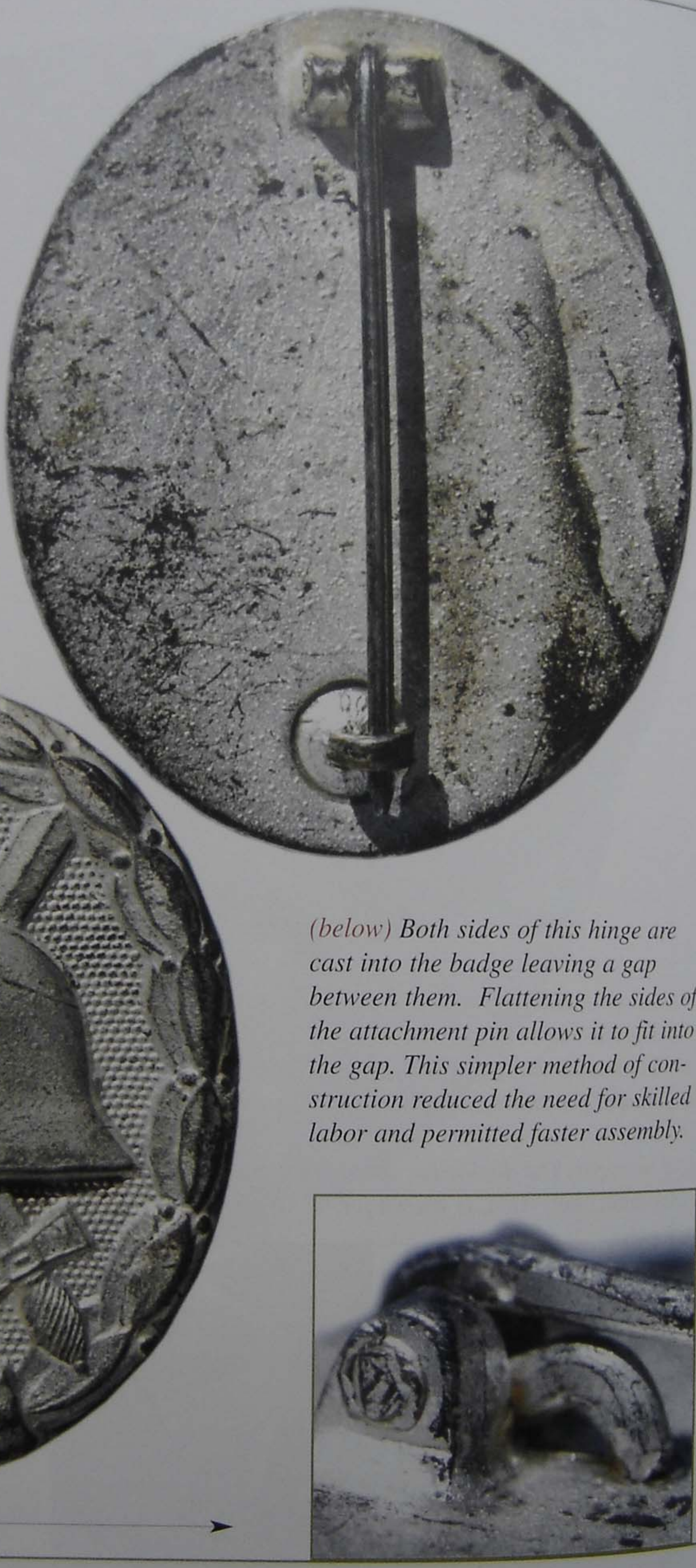
This unmarked example has lost much of its finish revealing the brass beneath. Hauptmünzamt, Wien, occasionally marked their Lieferant number "30" in the center of the badge.

(below) *The reverse of an ancient Greek shield? Almost. A 3/4 view reveals the breadth of the badge as well as its unique hinge and catch assembly.*

(below, left) *Hauptmünzamt, Wien, used a square "tombstone" style hinge similar to the one shown on the previous badge. Plier marks on the attachment pin show evidence of handiwork.*

(below, right) *The distinctive squared-off catch Hauptmünzamt, Wien, is known for.*

The overall lackluster appearance of this zinc badge, especially the sword's handles and cross guards, is a consequence of mediocre die-casting. Five berries at the top of the wreath are spaced further apart than usual. Although appearing flat, the reverse is slightly concave. Portions of the silver finish are lifting from the pebbled surface. Weight = .7oz.



(below) Both sides of this hinge are cast into the badge leaving a gap between them. Flattening the sides of the attachment pin allows it to fit into the gap. This simpler method of construction reduced the need for skilled labor and permitted faster assembly.

metal type	zinc

(above) Crimped into a circular depression, this battered catch holds a thin attachment pin.

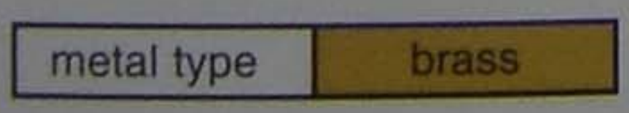
As the brass catch was crimped into the badge, simultaneously the raised maker mark "100" was added. "100" is the Lieferant number for the firm of Rudolf Wächtler & Lange.

This officer is wearing a fine example of the first pattern Wound badge, only this time in silver. Comparing both grades of the first pattern badge disclose only minor differences.

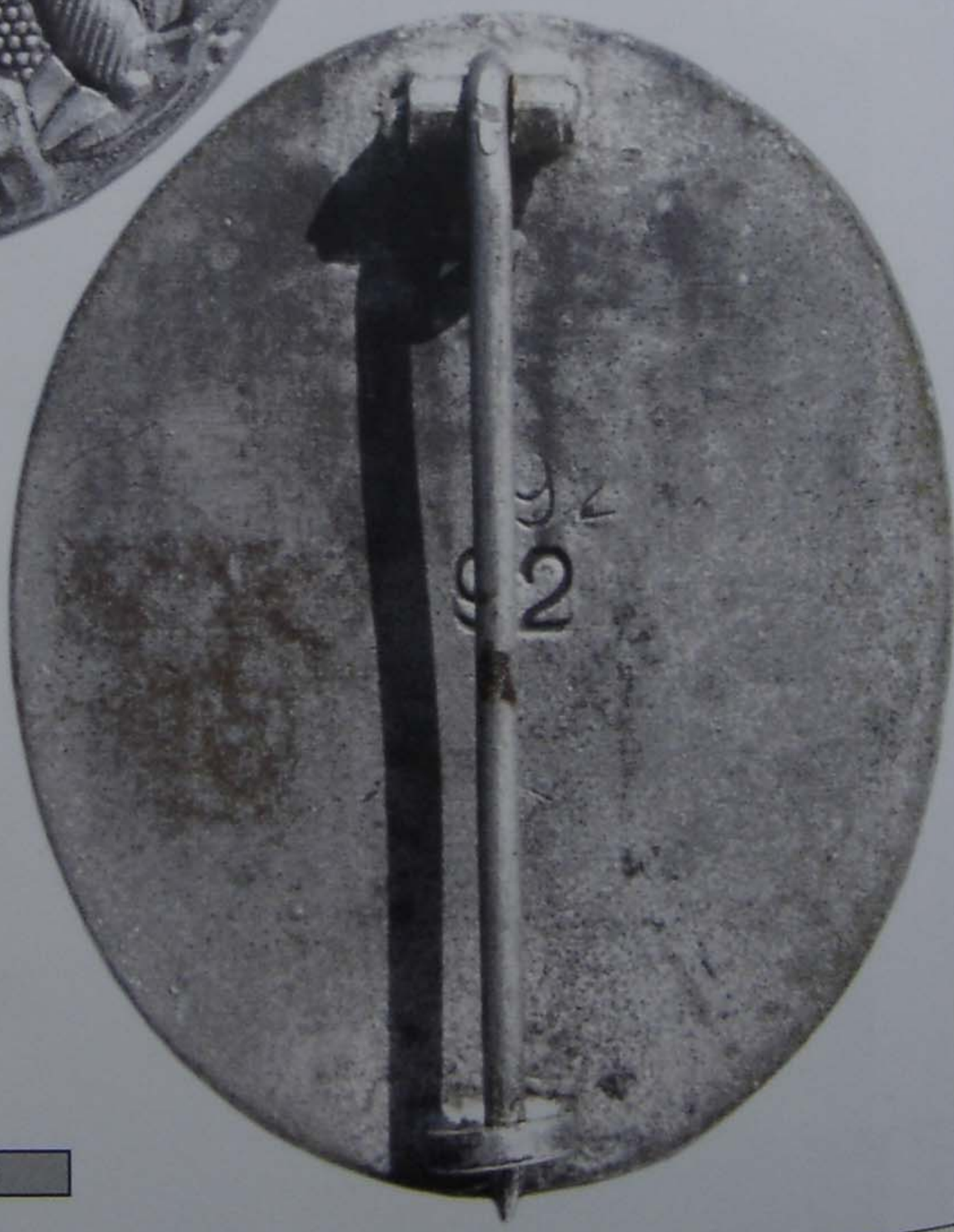
(obverse) What was once a silver finish on the raised areas of this Wound badge is now purplish-blue. The cause of this is unknown. (reverse) All components are constructed from a single metal, a condition seldom found on German military badges. In this case the metal chosen is brass. Number "13" represents the firm of Gustav Brehmer.

This tall hinge, similar to ones seen on Infantry Assault badges, is rarely found on Wound badges. The horizontal hinge pin is larger in diameter than the attachment pin.

Sitting in a small mound of solder, this flat bottom catch is attached directly to the badge. The indentation directly below the end of the attachment pin is the incuse-relief manufacturer's Lieferant number.



Small variations in detail separate one maker's Wound badge from another. In this example, both sword pommels are larger than normal and the right sword has a fatter handle. In addition, the helmet's visor touches the badge's wreath.

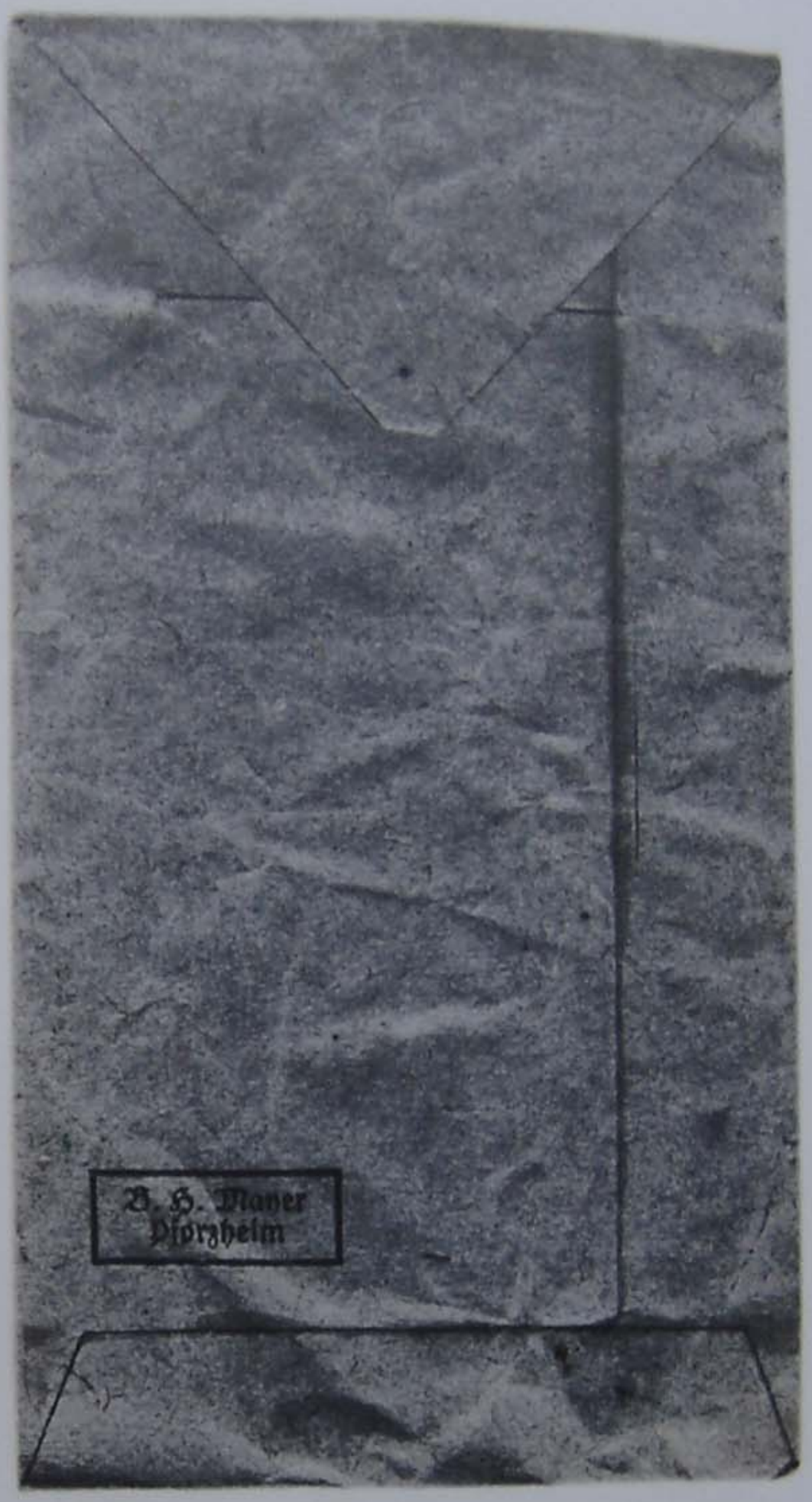


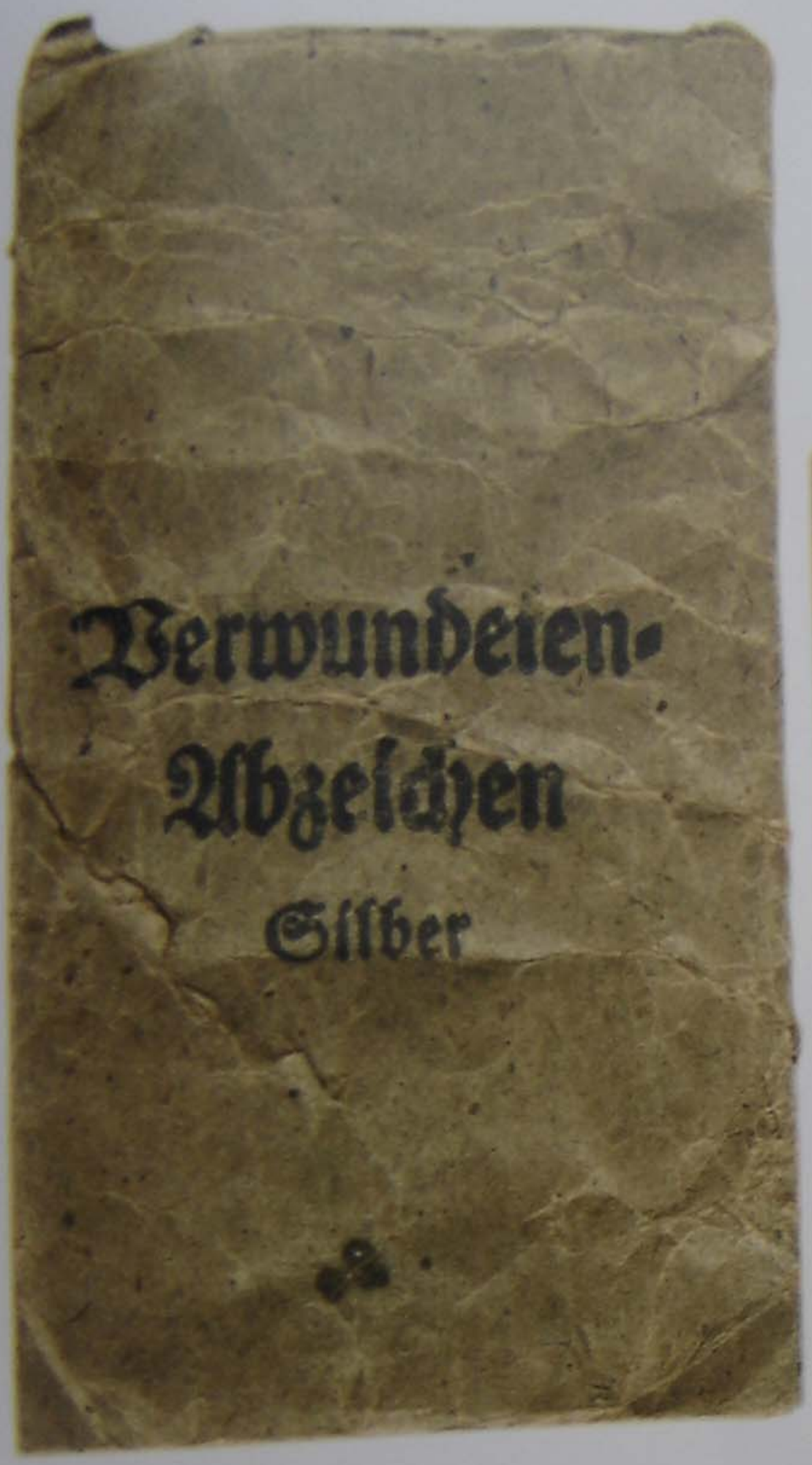
The reason the number "92" was struck twice is unknown but it most likely happened by a worker applying the mark incorrectly. "92" is the Lieferant number of the company Josef Rückert & Söhne.

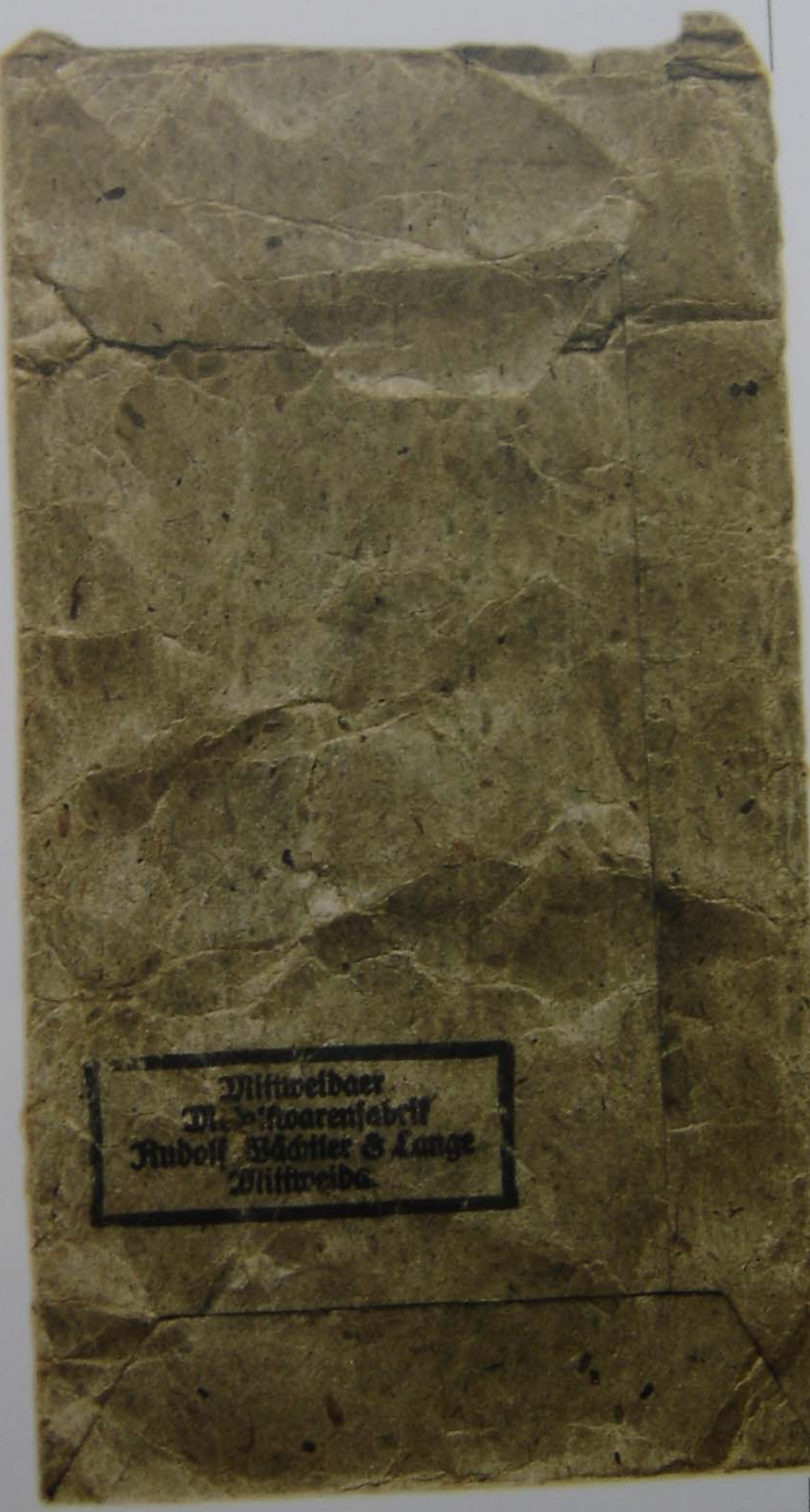
metal type	zinc

This SS officer displays his second pattern black Wound badge lower, and to the left, of his General Assault badge.

Rough textured paper forms the packet used to protect the Wound badge. This wrapping tissue and packet for a silver Wound badge is seen with its maker's mark printed on the reverse. Originally blue in color, the obverse of the packet has faded, probably the result of exposure to sunlight.







Note the similarities of this paper packet to the one previously shown. Although the letter style is different, placement of the title and manufacturer's name on the envelope are in the same locations. This packet retains its original brown color.

While all grades of the Wound badge can be found with paper packets, hard shell cases such as this were reserved for the silver and gold grades. The case is devoid of markings and lacks a fastening button to secure the lid. Red leatherette paper covers the case and also forms its hinge. Inexpensive flocking lines the bottom of the case.

BESITZ-ZEUGNIS

DEM

Zugwachtm. d. Schp.
Gustav B r a n k o
ᛋᛋ-Pol.-Regt. 24

IST AUF GRUND

SEINER AM 21. April 1944 **ERLITTENEN**
1 MALIGEN VERWUNDUNG ODER BESCHÄDIGUNG

DAS

VERWUNDETENABZEICHEN

IN Schwarz

VERLIEHEN WORDEN

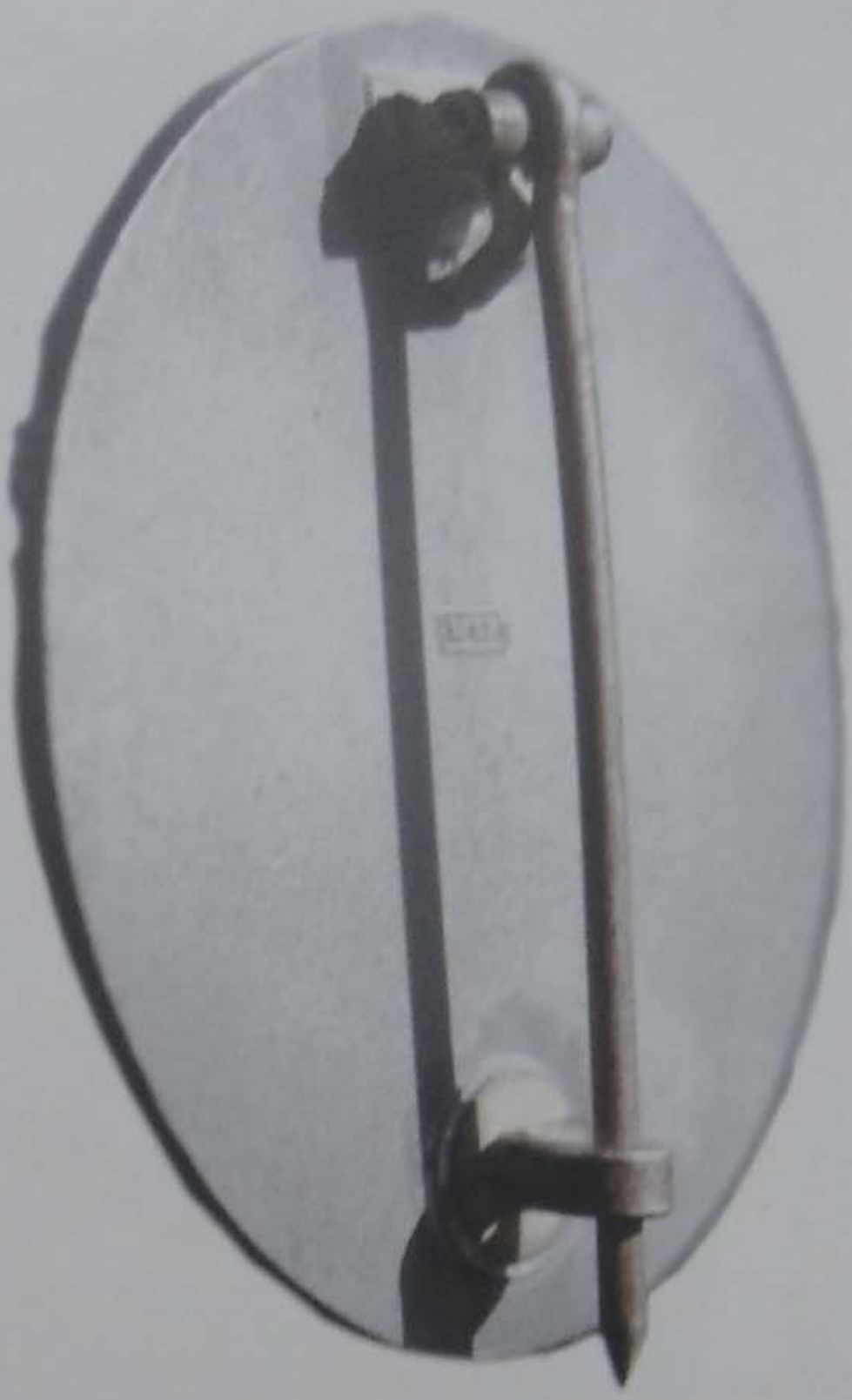
O.U., **DEN** 1. November **19** 44

Der Höhere ᛋᛋ- und Polizeiführer Russland-Mitte u. Weissruthenien

H. Prützmann.
ᛋᛋ-Obergruppenführer
u. General d. Polizei

Illustrated here is a typical example of the Wound badge award document.
It translates "Evidence of Possession that Gustav Branko on account of suffering one wound or injury on 21 April 1944 is awarded the Wound badge in black, this day, 1 November 1944."

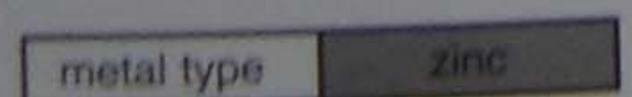
Shadows cast from prominent details like the swastika bear witness to the incredible depth and relief that could be achieved by die-forging. Weight =.9oz.



Raised guide ridges for the hinge and catch, as seen here, were seldom used on Wound badges. Centered on the smooth reverse is the LDO number "L/53" given to the firm Hymmen & Co.

(far left) Notice how the harder ferrous attachment pin has embedded itself in the softer zinc.

(left) This catch's circular mounting plate is a model for the art of delicate soldering. Its clean lines function to hold the tapered end of the attachment pin.



Although holding its silver finish well, the roughness and bubbling of the metal beneath the finish stems from the badge's poor casting. Weight=.90z.

Recessed areas of the hinge and catch served a dual purpose. As well as guiding the placement of the hinge and catch, they provided a larger surface area for soldering the respective components. The raised mark of Carl Wild, "107", is seen clearly from this angle.

Located below the hinge is the capsule shaped logo of Carl Wild. The numeral "107" and the background of horizontal lines are raised.

metal type	zinc

Showing the same coarseness as the obverse confirms the badge's late war derivation.

Before it was bent into its curved shape, the ferrous metal hinge was cut with a die, which left a serrated edge on its end. After assembly, the entire badge was given a silver finish.

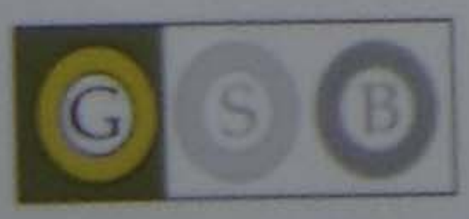
Knight's Cross with Oak Leaves winner Oberfeldwebel Hubert Pilarski prepares his men for a reconnaissance mission on October 26, 1944. His silver Wound badge is apparent, as well as the Close Combat Clasp in silver of the man to his right.

Compare the bow, the sword pommels, and the size of the berries to the previous Carl Wild badge. Although made by Wild, this gold Wound badge was cast from a different mold.

A cast hinge and catch separate the reverse of this badge from the previous Carl Wild badge. Although lacking the fine horizontal lines beneath the numeral, maker marks on both badges are in relief.

metal type	zinc

The following series of images provide a close look at the typical zinc Wound badge. While the integral cast hinge and catch are conventional, the use of a Lieferant number on the badge and attachment pin is not.

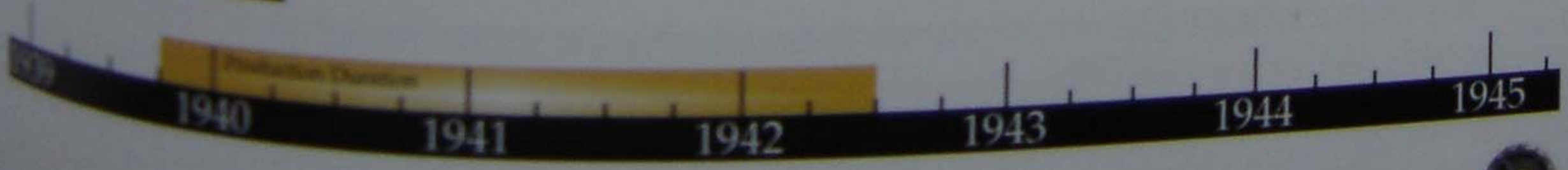


metal type	zinc

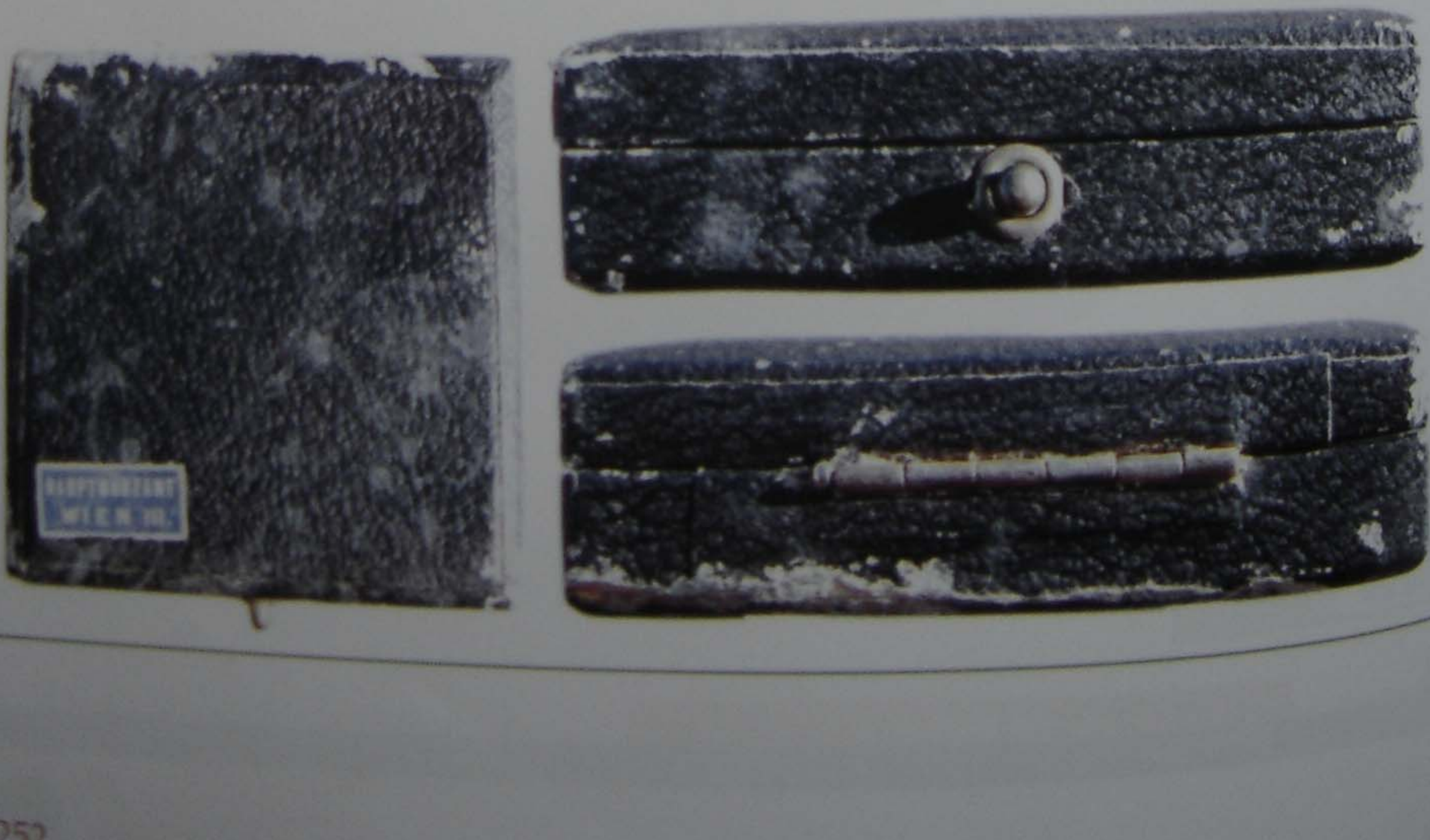
26

Made from brass and gold finished, this Wound badge is of the highest quality. The large dot on the rear of the helmet represents one of three rivets that hold the helmet's liner in place.

When a Wound badge is found with a wide attachment pin, it is the type shown here and not the "coke bottle" shaped variety. This badge is marked "30" representing the Hauptmünzamt in Wien.



This series of images provide a closer look at the hard-shell case supplied early in the war for the silver or gold grade of the Wound badge. Notice the manufacturer's printed-paper stamp applied to the bottom of the case.



With the plethora of decorations for bravery illustrated, the gold Wound badge almost escapes our attention. Almost. Treated to an entire chapter devoted to this perilous achievement, we now come to understand that the gold Wound badge was a highly esteemed recognition unto itself.

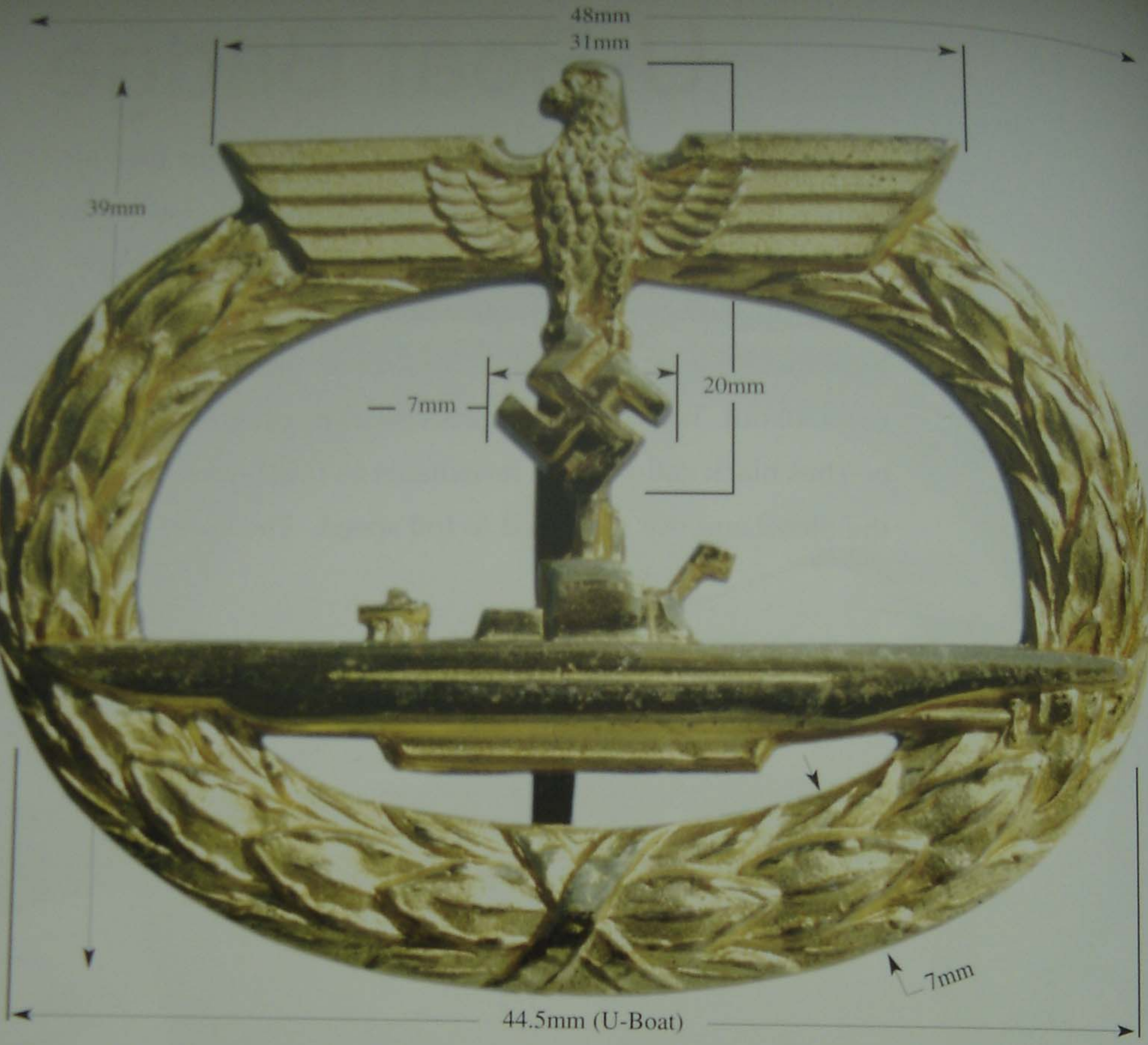
SECTION 10

KRIEGSMARINE

U-Boat Badge

A fine mist from the breaking waves sprays over the men on watch. The smell and taste of salt is ever-present. Lashed to the conning tower to keep from being thrown overboard by the tossing sea, the crew scans where sky meets water for any indication of enemy shipping. "Smoke on the horizon!" hollers one lookout. Turning in the direction of its prey, the U-Boat belches black smoke from its exhaust as the Captain orders the diesel engines increased to full speed. The chase begins.

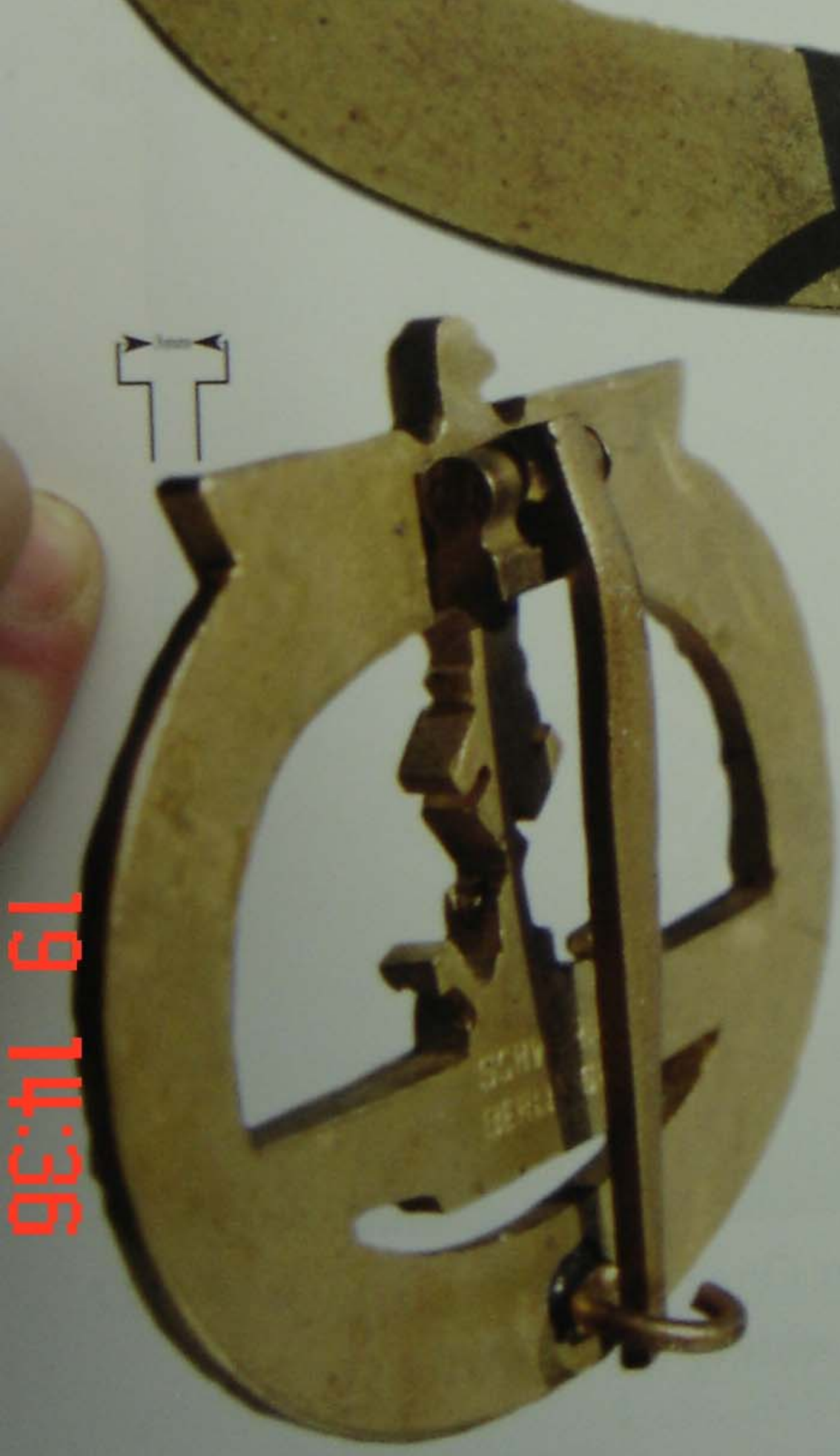
Almost single-handedly carrying the fight to the Royal Navy, the U-Boat force was Germany's only real hope to paralyze Allied shipping at the beginning of the war. Greatly out-numbered, U-Boats pursued and attacked British convoys regardless of weather or the number of enemy vessels they faced. In 1939 Admiral Raeder recompensed these efforts by establishing and awarding the U-Boat badge. Based on a laurel leaf wreath – the emblem of victory – captains and crews capable of finding and destroying enemy shipping uniquely qualified for this distinction.

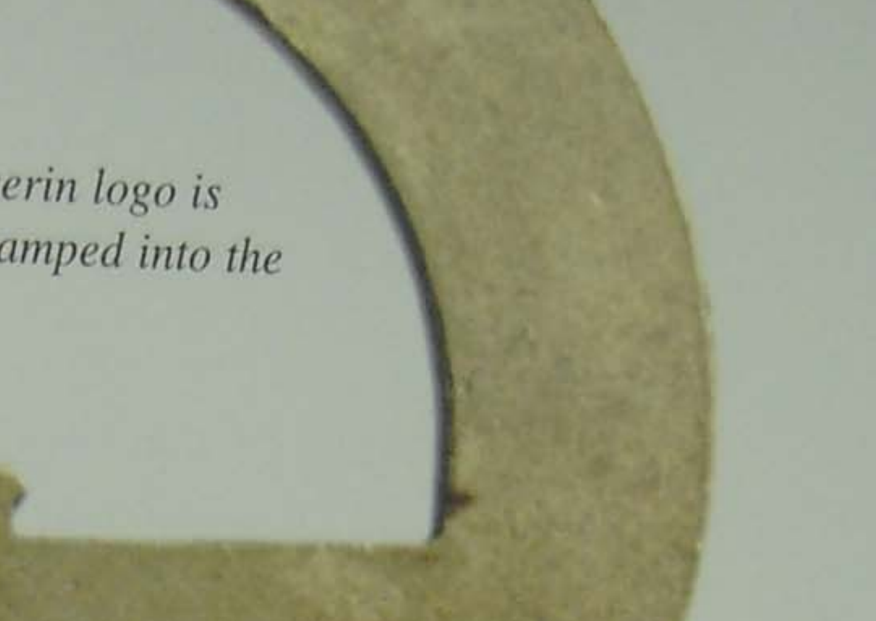


It would be hard to find a nicer example of a U-Boat badge. Of note are the cut out arms of the swastika and the burnished highlights that contrast with the yellow-gold of the fire gilt finish. The round head and thin body of the eagle are two characteristics that separate Schwerin of Berlin badges from other makers. Weight = .90z.

(right) Both sides of the hinge are revealed in these images. The hinge pin is capped allowing an easier and more secure fastening of the attachment pin. Notice the slight bend in the attachment pin before it joins the hinge.

The Schwerin logo is always stamped into the badge.





Although lacking the same fire gilt finish as the obverse, the gold finish on the flat reverse is still attractive and of high quality.

(left) As seen from this angle, the delicate design of the obverse belies its breadth. The wide vertical attachment pin with its tapered end is also characteristic of Schwerin U-Boat badges.

This is a typical "C" style brass catch. Used to affix the catch is a dark colored solder, which is frequently found on early U-Boat badges.

Summoning his Commander-in-Chief of the Navy in the summer of 1938, Adolf Hitler ordered the expansion of the German Kriegsmarine in preparation for a conflict against England that would take place sometime after 1944. This plan was a complete surprise to Admiral Dr. Erich Raeder, for Hitler had been reassuring him since 1933 that Germany would never go to war with England. Although posing considerable problems for Navy staff, a rapid growth program – the "Z-Plan" – was devised and presented to Admiral Raeder in the fall of 1938. Unfortunately for the Germans, World War II began in 1939 leaving the Kriegsmarine woefully under strengthed to confront the Royal Navy.

The weakness of the German Navy was even more evident in its U-Boat arm. At the beginning of the war, 57 U-Boats were available for service, and of these, only 26 were suitable for Atlantic operations. Amazingly, in only four months this small force sank 215 merchant ships totaling 748,000 tons. It was during this incredibly optimistic period of Kriegsmarine successes that Admiral Raeder, on October 13, 1939, introduced the U-Boat War badge. Criteria for the award were:

1. To serve on U-Boats sortied against the enemy and to have distinguished oneself on two or more of these sorties.
2. To be actively involved in the completion of a successful operation against the enemy.
3. To be wounded during a combat sortie.

At the U-Boat commander's discretion, all officers, NCOs, and enlisted personnel were eligible to receive the award provided they met one or more of the above prerequisites. Only one grade of the badge was authorized. A sailer was presented the recognition along with an Urkunde. In instances where a sailor lost his life at sea performing in a combat situation the award document and badge were sent to the next of kin.

Basing the new U-Boat badge on its World War One counterpart, Paul Casberg's reworked design consists of a modern U-Boat resting horizontally upon an

continued on page 265

Although appearing young and inexperienced, this submariner has already faced combat, indicated by his U-Boat badge and Iron Cross 2nd class ribbon.

This badge has no maker's mark but was most likely manufactured by Schwerin. Only the recessed areas have retained their fire gilt finish. Notice the deck gun's sharper detail when compared to the previous badge.

(below, detail) Another noteworthy trait of Schwerin examples is a flattened rather than rounded periscope face.

Instead of brass, a white metal is used to form the attachment pin and catch.

When compared with the previous example it becomes evident the hinge here is placed upside down. This configuration necessitated the attachment pin be bent ninety-degrees before it was fastened to the hinge. This allows the pin to make contact with the surface of the badge, providing the tension necessary to keep it in its catch.

Flat wire made from white metal was utilized in the making of this catch. Here again we see dark solder used in construction.

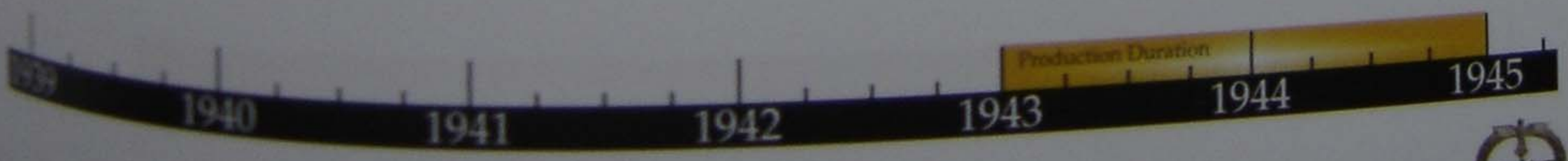
(above) The triangular shaped chest of the eagle and the non-segmented swastika of this Rudolf Souval badge stand in sharp contrast to those of Schwerin. Straighter laurel leaves also give this badge a flatter appearance. Poor quality control is evident from the uncut metal between the deck gun and conning tower. Notice the small rim around the inner edge of the wreath.

Die-forged from zinc, this badge exhibits little of its gold finish. Placement guides can be seen around the hinge and catch. The raised lettered logo of the firm Rudolf Souval is shown at left.

(right) Placement guides were ignored in the positioning of this hinge. This, combined with the crude soldering and overhanging attachment pin, are examples of the poor workmanship.

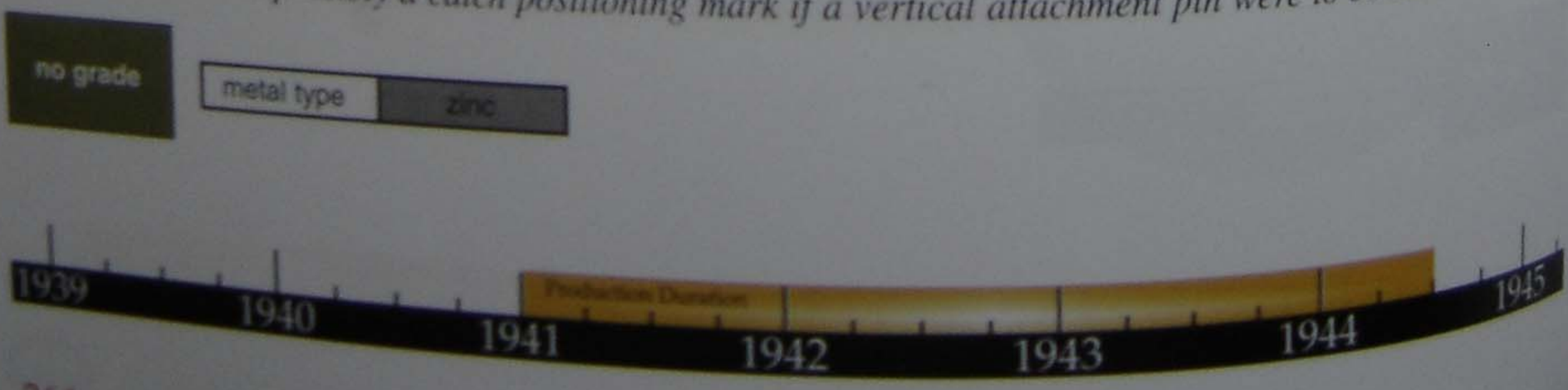
(far right) Using the raised placement guide, a circular plate was first soldered to the badge, allowing more surface area to attach the catch.

metal type: zinc



Three characteristics separate this Friedrich Orth U-Boat badge from others – its grimacing eagle, smaller tie bands at the base of the wreath, and a smaller rudder on the U-Boat. Weight = .6oz.

Common on U-Boat badges by Friedrich Orth, but rarely found on others, is this horizontal attachment pin. The periods between the raised "F" and "O" of Orth's logo are actually slash marks and not dots. Not found on all Orth badges but evident on this example is a stamped-in circle below the manufacturer's logo. It is possibly a catch positioning mark if a vertical attachment pin were to be utilized.



oblong laurel leaf wreath. Surmounting the wreath is the National Eagle gripping a swastika in its talons, replacing the Imperial crown of the WWI badge.

On November 1, 1939 the firm Schwerin und Sohn of Berlin began preparing the new badge. The first badges, delivered on November 10, were constructed from tombak and given a beautiful fire gilt finish, enhancing their appearance against the Navy's dark blue uniforms.

Whether die-stamped from tombak or die-forged/-cast from zinc, all U-Boat badges have solid reverses with either broad blade or needle type attachment pins. At first, hinges and catches were separately affixed but as wartime conditions soon necessitated, were later cast directly into the badge. Finishes ranged from real gold (fire gilt) found on early production badges to the later use of artificial gold washes. A cloth form of the badge was manufactured from wool and cotton thread but few sailors chose to wear them.

Initially, U-Boat badges were packaged in hard-shell presentation cases having a metal hinge and latch. The interior top portion of the lid was lined with artificial silk while velvet covered the area supporting the badge. Later in the war, as a cost cutting matter, small cardboard cases and paper packets with the title "U.Boots Kriegsabzeichen 1939" printed on them were put into production. If no defects were found upon inspection, the badge was wrapped in tissue and placed into one of these containers.

The U-Boat badge was worn on the lower left breast of the sailor's service jacket, blue or white jacket, blue or white mess jacket, or his pullover.

Pictured are four Mediterranean U-Boat commanders in white uniforms, all having received the Knight's Cross. Their U-Boat badges are centered in the middle of their pockets except for Oberleutnant Zürn, who has correctly placed it below his Iron Cross.
Left to right are Kapitänleutnant Schon, Frauenheim, Kraus, and Oberleutnant Zürn.

Details of this late war zinc badge by Paul Meybauer are exceptional. Notice the features of the U-Boat are sharper than the Schwerin, Souval, and Orth badges.

(right) This reverse has the same finish as the obverse. Generally, only early Schwerin badges were known to have different gold finishes on each side.

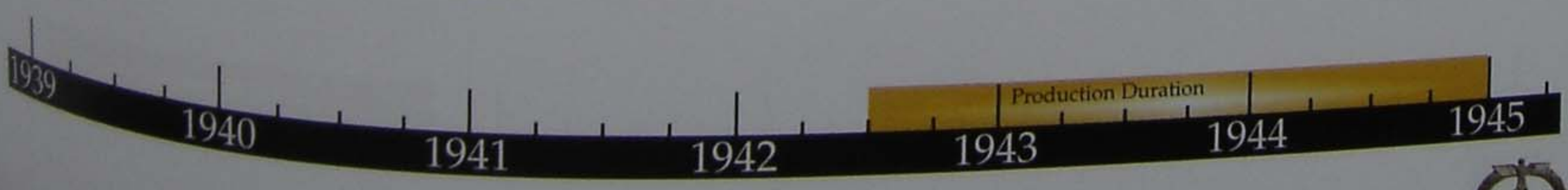
(below) A smaller hinge and attachment pin are used on this badge. Lack of finish is noticeable around the base of the hinge.

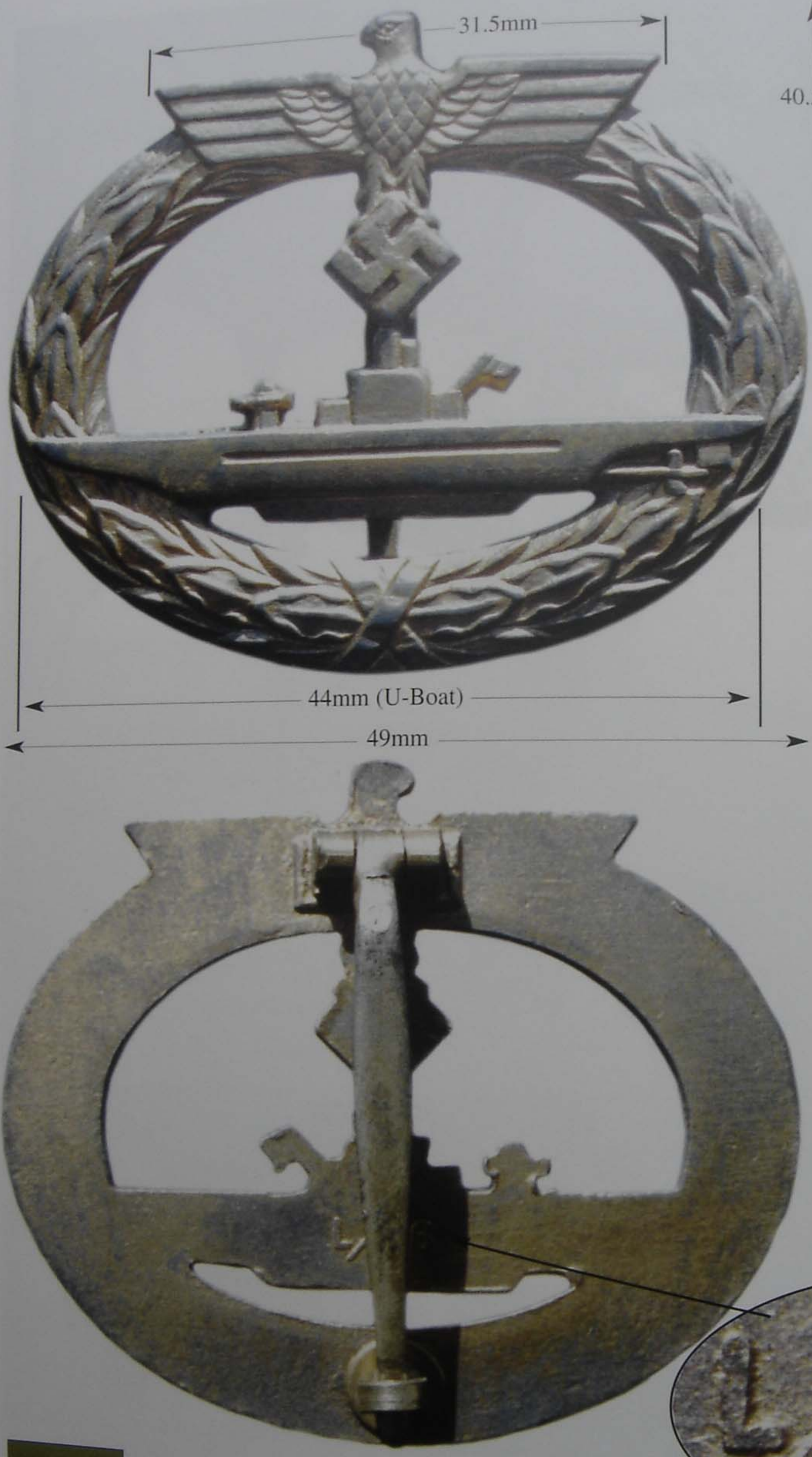
L/13 is the LDO number of the Paul Meybauer firm.

(far right) As with the hinge, no finish is visible around the soldered base of the catch. To save time in manufacturing, the end of the attachment pin was cut square rather than tapered. Meybauer used this technique on most of their U-Boat badges.

no grade

metal type | zinc

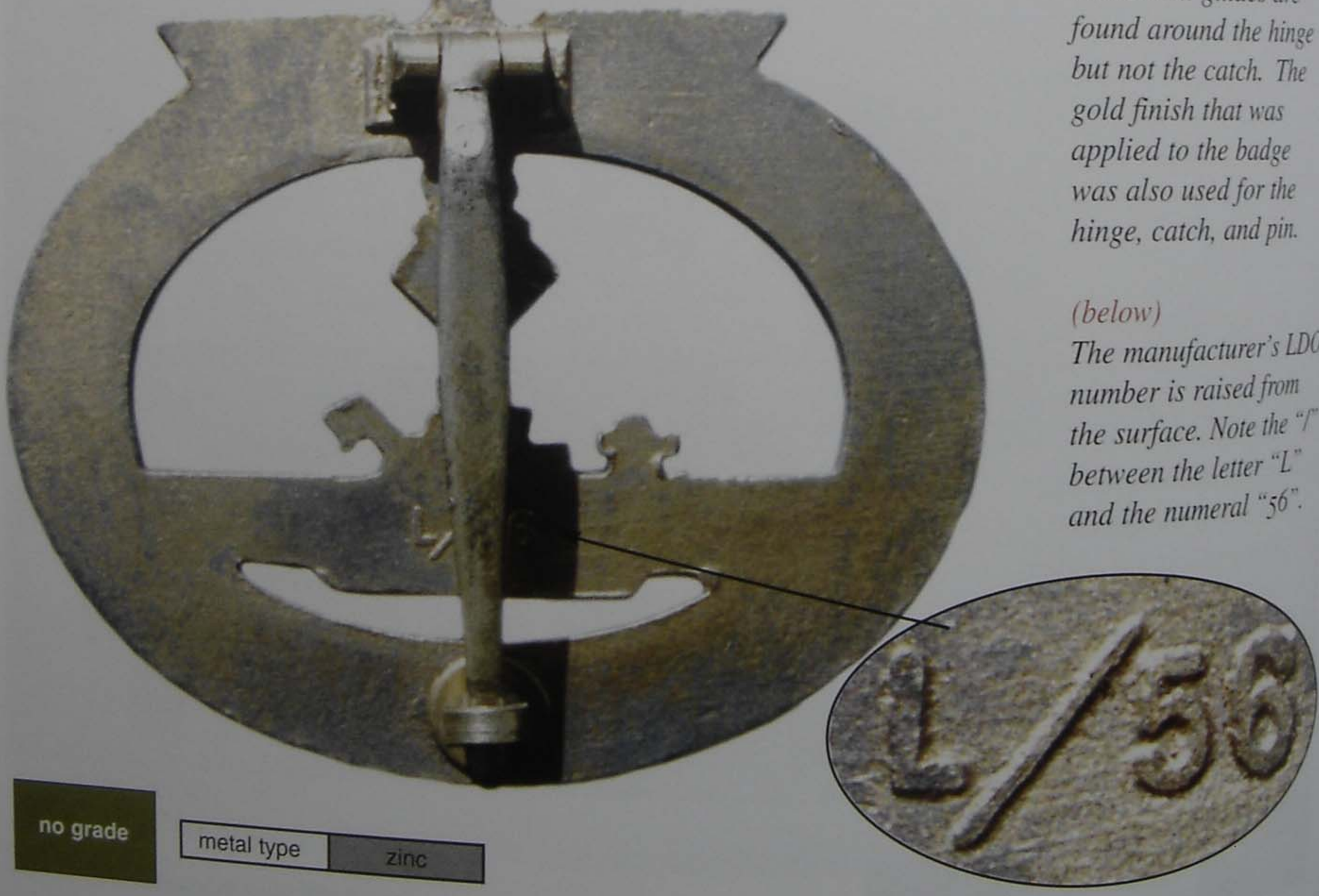




This Funcke & Brüninghaus badge, combines wreath features of Schwerin with the eagle details of other badges. The propeller blades and rudder of the U-Boat are generally larger on Funcke & Brüninghaus badges. Badge is 3mm thick and weighs .8 oz.

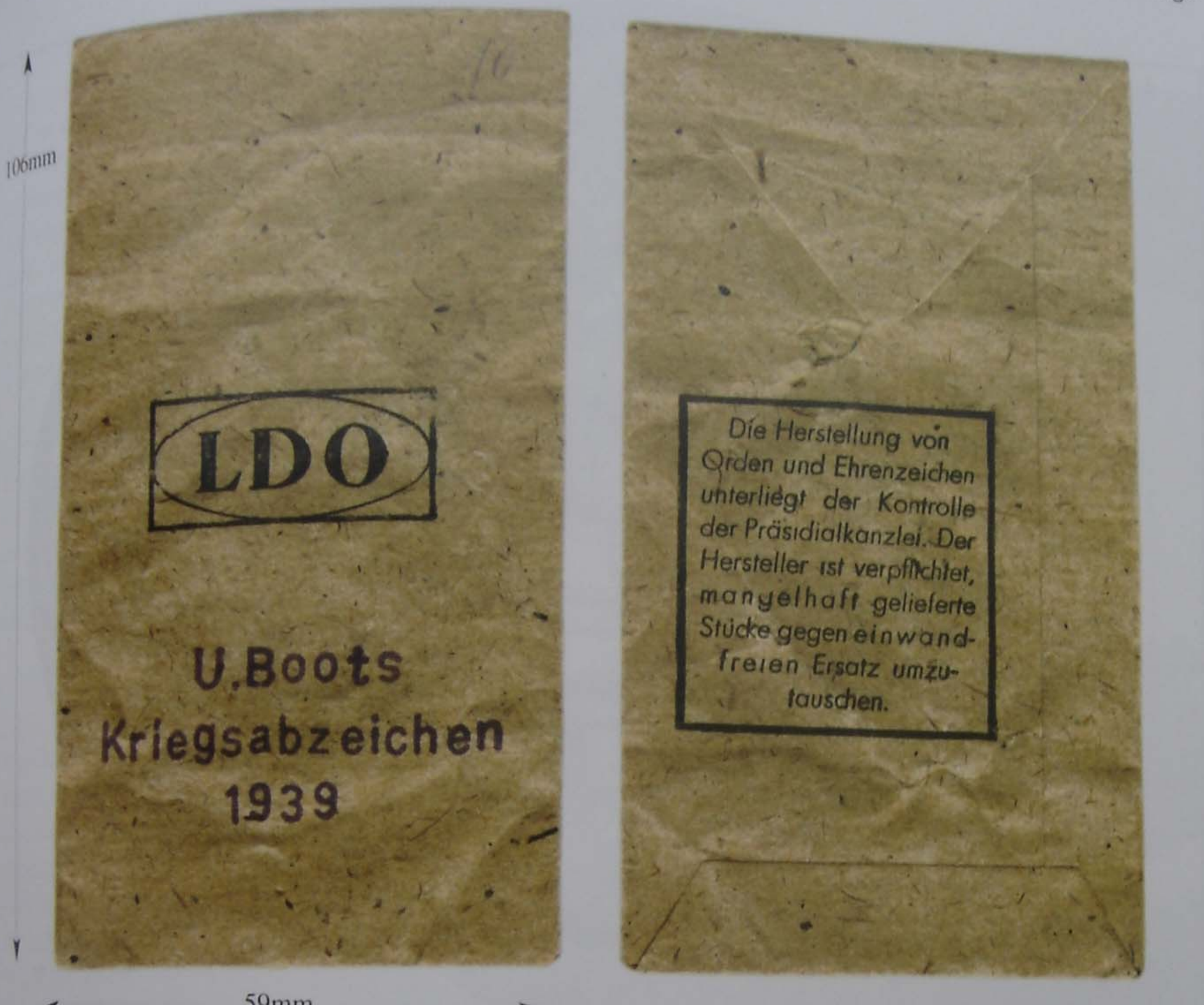
Placement guides are found around the hinge but not the catch. The gold finish that was applied to the badge was also used for the hinge, catch, and pin.

(below)
The manufacturer's LDO number is raised from the surface. Note the "/" between the letter "L" and the numeral "56".



no grade

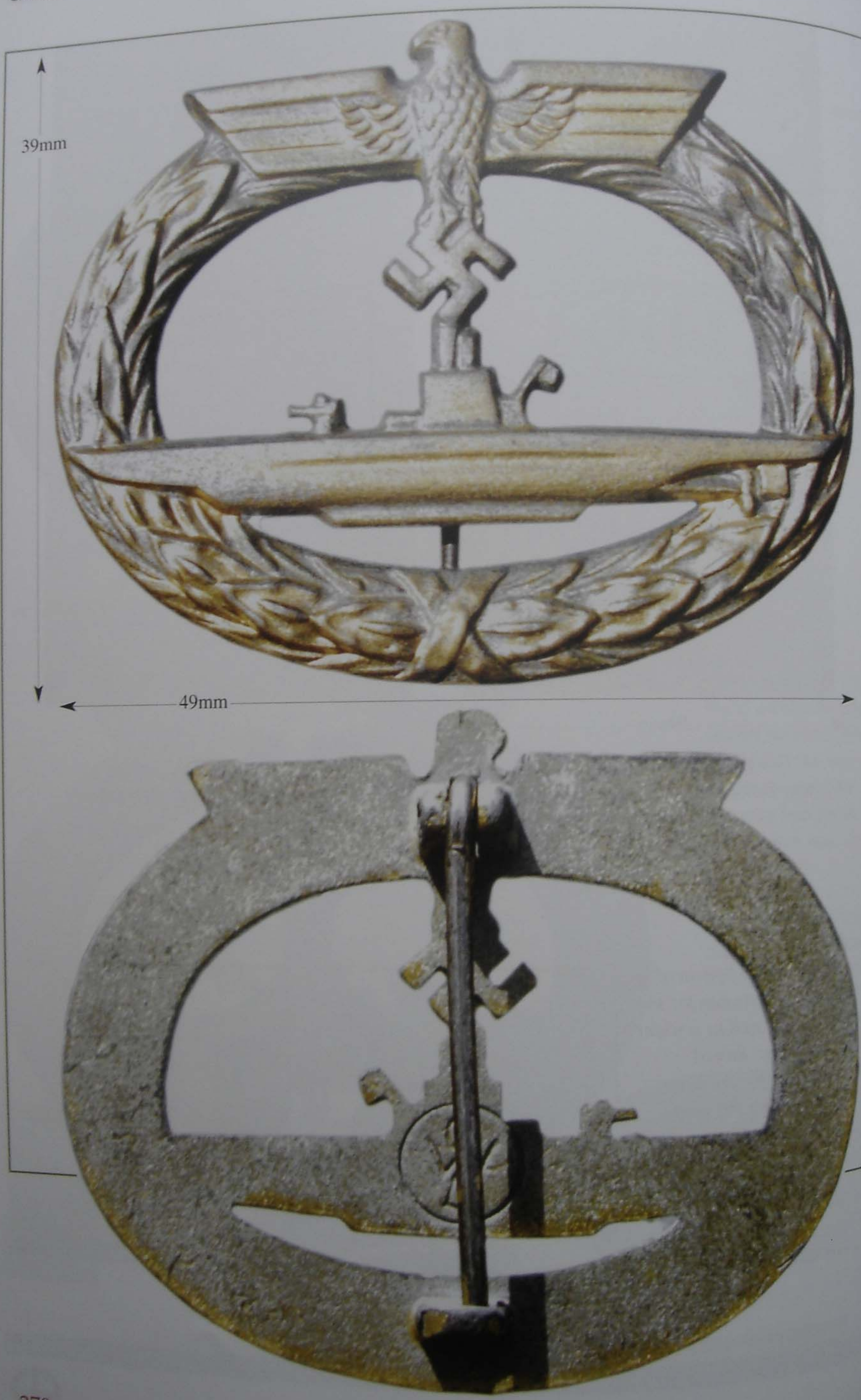
metal type | zinc



Using the same style paper packet as the Army badges, this LDO envelope for the Navy U-Boat badge has one important difference – the title was stamped onto the packet with blue ink rather than black.

(right) *The lip on the bottom of the hinge provides tension for the attachment pin as well as a wider base for soldering. Raised placement guides for the hinge are better seen from this angle.*

(far right) *A thick mounting plate is found beneath the skillfully soldered catch. This unusually tall catch is barely wide enough to secure the attachment pin.*


39mm
49mm

(opposite, top) Except for the eagle's head, this U-Boat badge is similar to those manufactured by Schwerin but uses a gold color wash rather than the early fire gilt finish. Thickness of badge is 3mm. Weight = .6 oz.

(opposite, bottom) Bereft of its gold finish, dull gray zinc is revealed on the reverse of this Gebrüder Wegerhoff badge.

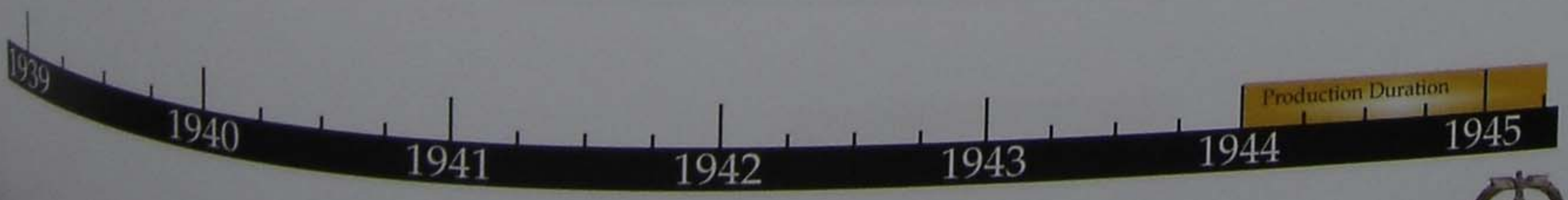
(right) Some Gebrüder Wegerhoff, Lüdenscheid marks, as shown here, have a die break in the circle at the 8 o'clock position. The base of the stamped-in letter "L" is curved on genuine "GWL" badges.

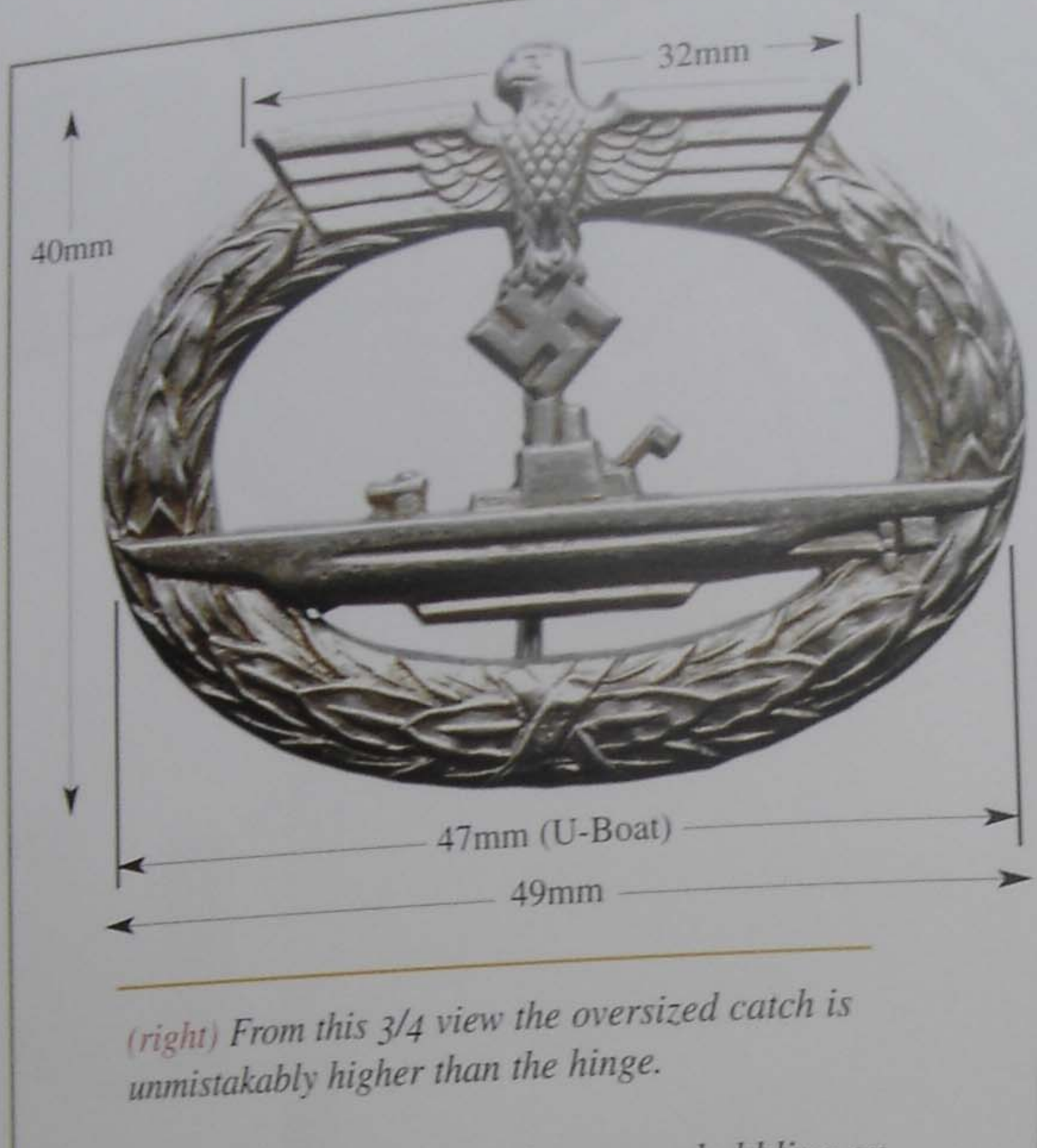
To complete its assembly, the cast hinge only required the attachment pin to be placed into its slot and fastened with the hinge pin.

Still retaining fragments of its gold wash, the catch is an integral part of the badge.

metal type | zinc

no grade





Looking more like triangles than leaf tips, the two leaves at the bow and stern of this U-Boat distinguish it as a Rudolf Karneth badge. Also note the two triangular slivers on either side of the eagle's chest. The area beneath the barrel of the deck gun was left uncut. Weight = .7 oz.

(right) From this 3/4 view the oversized catch is unmistakably higher than the hinge.

(below) Underlying corrosion causes bubbling on the surface of this reverse.

Wrapped in tissue paper and placed into a cardboard carton or paper packet, a U-Boat badge left the factory. Here we see an example packaged in a cardboard box. Notice that both sections of the cardboard container are reinforced with paper tape and that the badge title, (which is misspelled) is stamped in blue/black ink on the top of the lid. Weight empty = .1 oz.

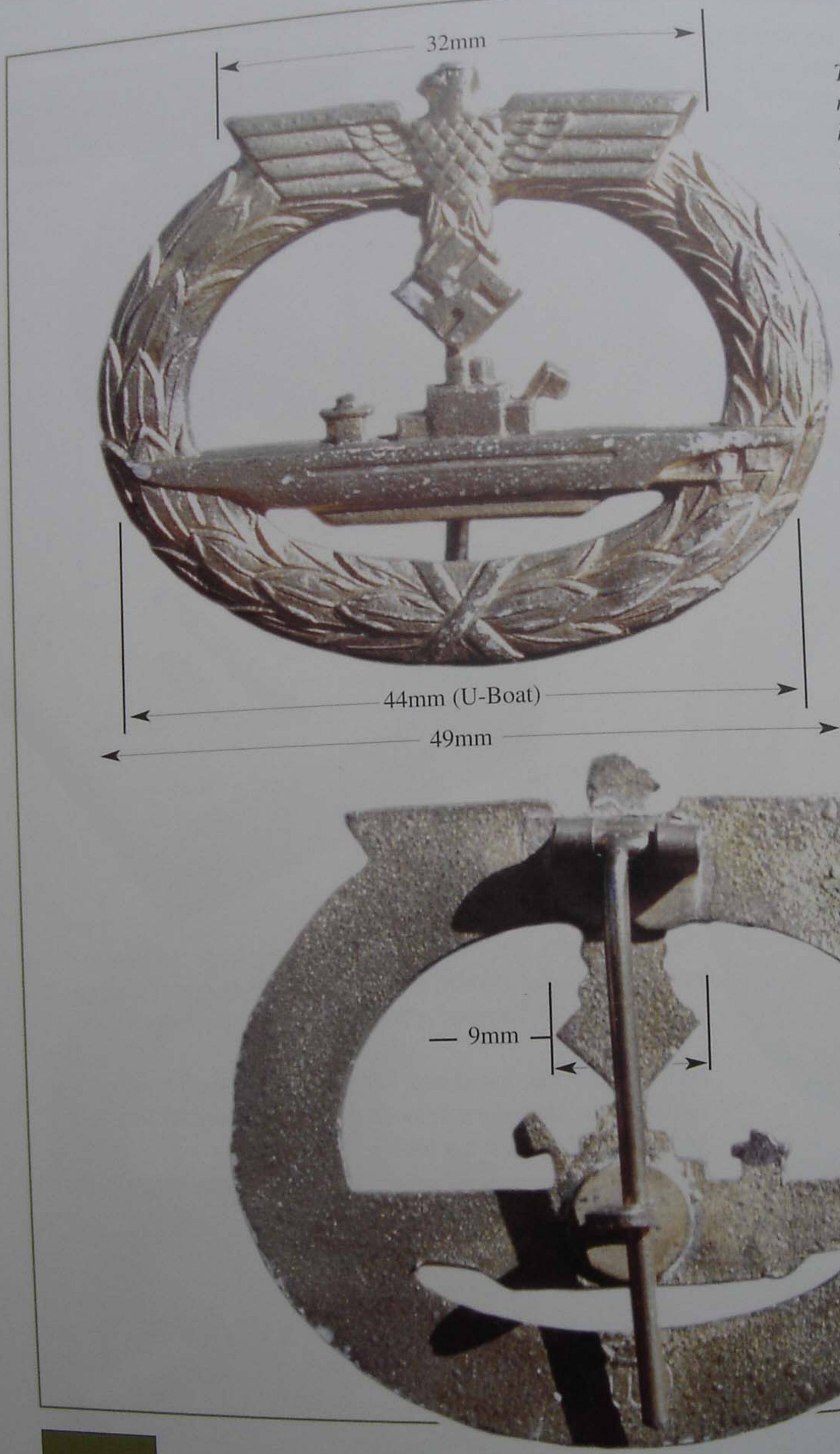
(opposite, bottom) Enclosed in a circle, the letters "RK" represent the company of Rudolf Karneth. Compare this logo to that on the numbered General Assault badge, page 128.

(below left) As with the "GWL" badge, the hinge was cast as part of the badge. Oddly, the curved end of the attachment pin is soldered to a flat piece of metal fastened to the hinge.

(below right) The round wire catch has been loosely crimped into position allowing it to move slightly. Poor cutting technique gives the end of the pin a broken appearance.

no grade

metal type | zinc



This series of images reveal the unusual pin, hinge, and catch utilized by Hermann Wernstein, whose mark is rarely found on U-Boat badges. Of interest is the location of the catch and maker mark, which is in reverse order to that usually seen. A typical Wernstein hinge is found, with a curved, cutout section at its base that compares favorably with that of the Condor Legion Tank badge (pages 94-95). Weight = .7oz.

no grade

metal type | zinc

20mm
40.5mm

Somewhat controversial, the French firm Baqueville created this pattern of U-Boat badge for the German Navy. Noticeable design differences include extra leaf veins, a short-bodied eagle, and squared-off lower portion of the U-Boat. An abnormally large groove forms the water line on the side of the U-Boat. Double die-stamping gives the illusion of multiple flags. Weight = .6 oz.

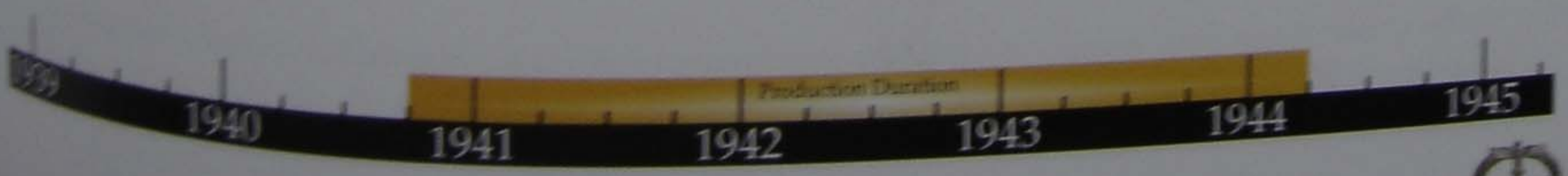
(left and opposite) All French made German Navy badges utilize this unique style of hinge made of high quality metal and soldered to a mounting plate. The bolt-like hinge pin assures a lasting attachment.

No maker marks are found on the reverse of this zinc badge. A uniform gold finish was applied to both obverse and reverse.

(far right) Covering the complete assembly, a gold finish was applied after the brass catch was soldered to its mounting plate. Normal wear is evident on the catch and end of the attachment pin.

no grade

metal type	zinc



Occasionally sailors would personalize their badges by adding their names or the names of their ships. Here we see an early fire gilded badge with the sailor's name "R. Rassmann" stamped into the reverse.

no grade

metal type | brass

Production Duration

1939 1940 1941 1942 1943 1944 1945

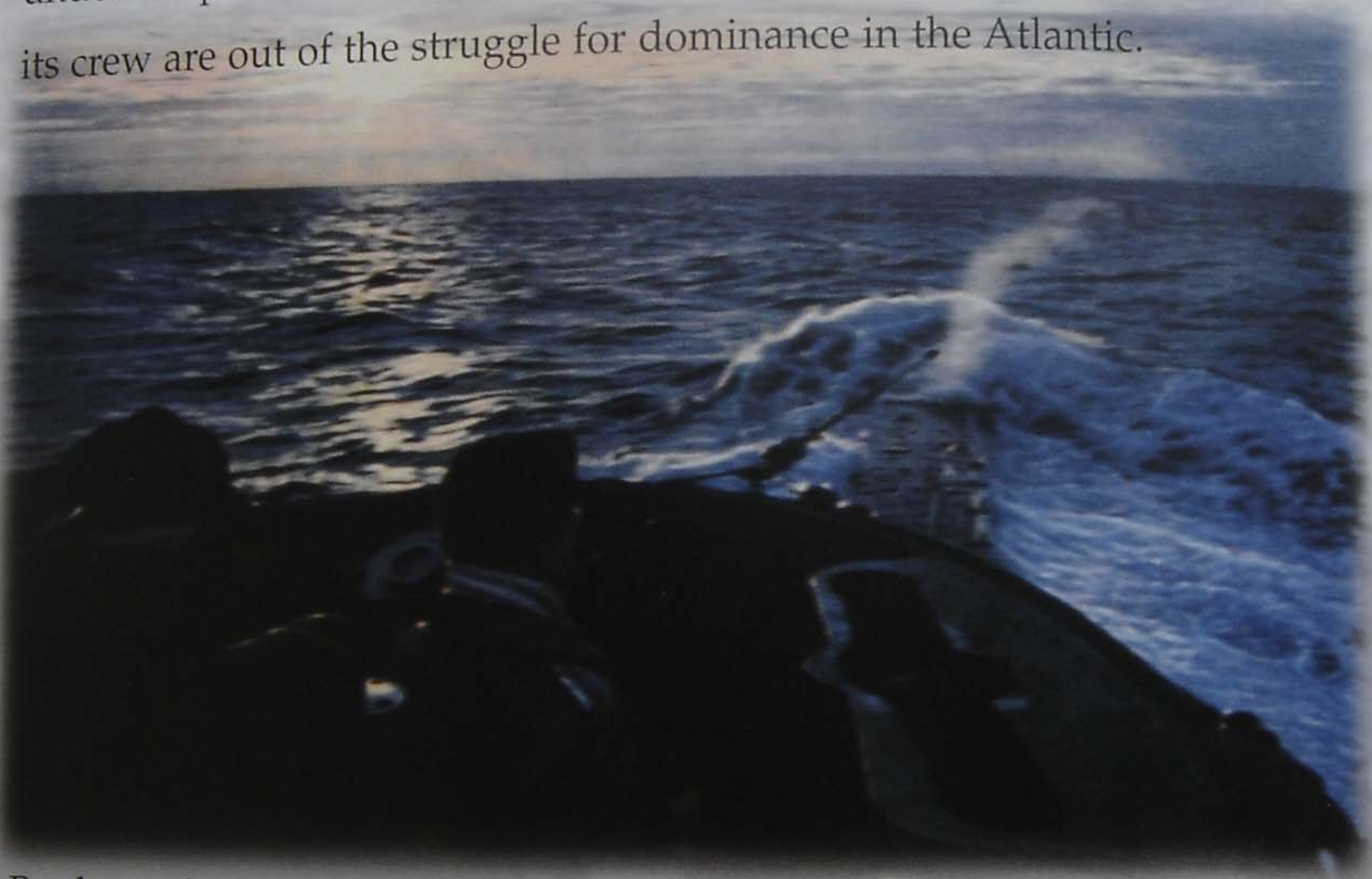
Having just returned to Germany, Kapitänleutnant Witte and Strelow discuss their engagements off the southern coast of Madagascar, February 3, 1943. Since the U-Boat and Destroyer badges had only to be worn below the Iron Cross 1st class, variations in their placement on the uniform were common.

Kapitänleutnant Rolf Thomsen receiving the Knight's Cross on January 4, 1945. Wearing his U-Boat badge below the Iron Cross 1st class – as set by regulations – Thomsen was commander of U-1202. The interesting device above his left breast pocket is a U-Boat Combat Clasp, which will be discussed in the following chapter.

Made but seldom worn is the cloth version of the U-Boat badge, stitched in yellow cotton thread on a dark blue wool background. It was positioned on the uniform in the same fashion as the metal badge.

U-Boat Combat Clasp

"Alarm!" Scrambling through the small hatch, the last sailor off the bridge closes the cover as the sea sweeps over the conning tower. Moments later explosions send a shock through the U-Boat, slamming men and equipment against its hull. The blackness of night had only provided an illusion of safety. Three attacks in twice as many hours necessitate a return for repairs under the protection of its U-Boat pen. For now, this U-Boat and its crew are out of the struggle for dominance in the Atlantic.



By the end of 1943, the chance for a successful conclusion to the war in the Atlantic was over for the German U-Boat fleet. Losses were staggering and the Allies were building vessels faster than the U-Boats could sink them. Because of this situation, an award was rendered to the few who continued to sail, survive, and distinguish themselves – the U-Boat Combat Clasp. Not many of the sailors it was meant for would live to wear it. The Second World War was a conflict of massive human suffering, and no branch of any service in any nation witnessed its fury like those of the German U-Boat forces.

SECTION 11

KRIEGSMARINE

Instituted late in the war, all U-Boat Combat Clasps were die-cast from zinc. A brown finish gives the look of patina bronze. Overall details of the badge are crude, especially the oak leaves, which have a flat, rounded appearance. Weight = .6oz.

(right)
Common to the U-Boat Combat Clasp is the fluted attachment pin – wider at its center than its ends. Beneath this pin are the designer and manufacturer's names stamped in relief. Notice the flared base of the hinge.

(left) Always cast into the badge's surface, the hinge holds the one-piece attachment pin, the end of which has been bent into a "shepherd's" hook. This hook makes contact with the surface of the badge providing tension for the attachment pin.

(below) One of the many features used to determine authenticity of these badges is the unusually shaped letters "E", "W", and "S" in "Entwurf Peekhaus". Notice the dropped "F" that is not aligned with the other letters. These raised letters should look the same on every U-Boat Combat Clasp.

19 1937

metal type	zinc

Oberbootsmannsmaat Rudolph Mühlbauer sits for a formal portrait displaying his many decorations, which include the U-Boat Combat Clasp. Mühlbauer served aboard U-170 and received his Knight's Cross on December 10, 1944. Previously, Mühlbauer served as a seaman aboard U-123 during its first-thru-ninth long-distance voyages from September, 1940 to May, 1942.

By 1944, the "gray wolves" that had stalked the Atlantic Ocean for three and a half years had now become the prey. Because of Allied technical advances in radar and code breaking, more and more U-Boats were sunk or returning to port severely damaged. In the year preceding the Normandy invasion, U-Boats sank only 92 Allied ships. The Americans alone were building ships at a rate of 140 a month.

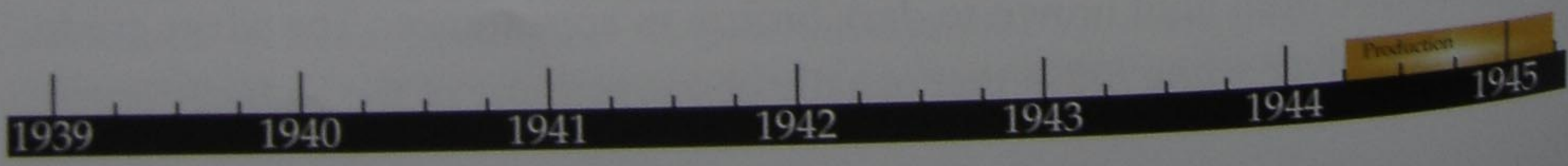
Although losses were mounting, U-Boat crews continued to take to sea in an attempt to sink Allied shipping. Because of their continued bravery and at the urging of Admiral Dönitz, OKM (Oberkommando der Kriegsmarine) introduced the U-Boat Combat Clasp in bronze on May 15, 1944. The award did not have a formal set of criteria for determining its bestowal but was left to the discretion of each U-Boat commander.

Before sending a recommendation for award to Admiral Dönitz, a commander based his proposal upon the number of sorties a sailor had accumulated, the sailor's performance and bravery during these missions, and the level of danger involved. On November 24, a higher grade of the award in silver was introduced for continued acts of courage. According to Horst von Schroeter (U-123), 90 days were required to receive the bronze award, 180 days for the silver, and although never created for awarding, 300 days were proposed for the gold Clasp.

The U-Boat Combat Clasp was designed by Ernst Peekhaus and utilized the familiar shape of a U-Boat badge motif for its central design. Six oak leaves extend laterally on either side of this motif. Examination reveals a lengthened U-Boat, curved eagle's wings, and a set of crossed swords at the base of the laurel wreath. Both bronze and silver grades of the badge are die-cast in zinc and have fluted, "coke bottle" shaped attachment pins. Although two patterns exist, first pattern badges are extremely rare and seldom encountered. A central hollowed-out area on the reverse differentiates the first pattern from the second, while both exhibit a cast hinge and crimped catch. Finishes for the bronze grade range in tone from light brown to dark bronze in appearance. The silver grade has a thick silver-white finish that usually obscures some of the badge's details.

Having a lighter shade of finish enhances the details of this badge when compared to the previous example. Gray zinc beneath the finish is beginning to show to the left of the swords.

Vertical alignment of the lettering is askew on U-Boat Combat Clasps. The letter "C" in the word Schwerin is always cast smaller than its neighbors. Under magnification, a rough beaded texture to the zinc is apparent.



Except for its finish, the reverse of this badge is identical to the previous example. Die-casting has left a small lip around the opening below the attachment pin.

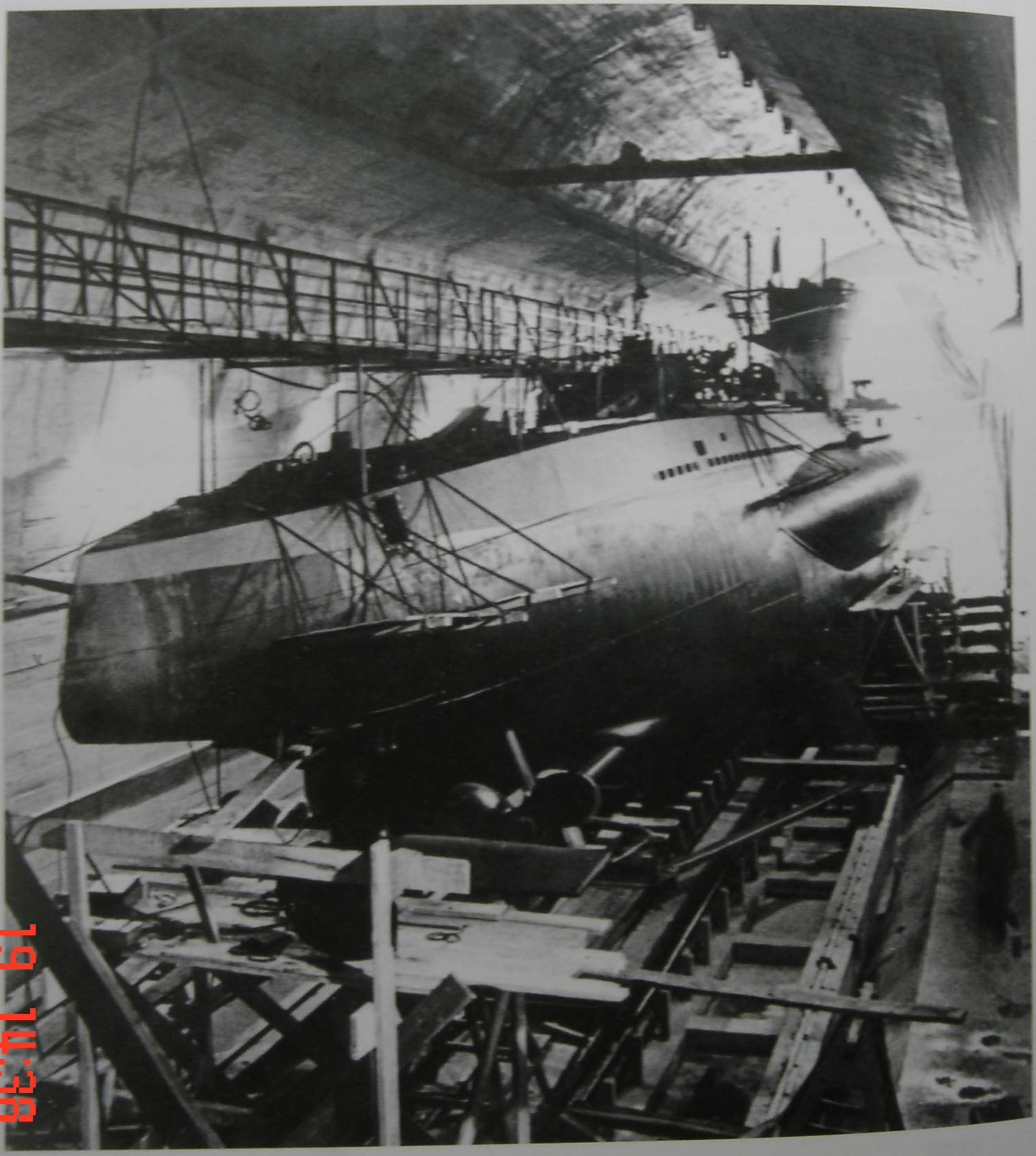
Authentic U-Boat Combat Clasps have a small gap at the base of the catch where it enters the badge. In addition, a lip formed around the catch as it was crimped into place.

S B

metal type zinc

Since the badge was introduced late in the war, the U-Boat Combat Clasp was contained in a blue paper packet with the name of the badge printed on it.

The Clasp was worn above the left breast pocket of the uniform and higher than the ribbon bar.



Protected in its submarine pen by yards of concrete, repair workers freely move about preparing this U-Boat for a return to the hunting grounds of the Atlantic.

After taking command of U-123 from Reinhard Hardegen, Oberleutnant zur See Horst von Schroeter went on to sink seven ships totaling 38,625 BRT (Brutto registertonne) and one British submarine of 683 tons. He is wearing the U-Boat Combat Clasp in silver, having been awarded the Clasp on February 19, 1945, and finally receiving it on March 15, 1945.

A thick silver finish masks the smaller details of this U-Boat Combat Clasp. Portions of gray zinc can be seen on the U-Boat where the silver finish has worn.

(below) Another close-up clearly shows the thickness of the silver finish. This angle also furnishes us with a better view of the ridges extending from the sword pommels as mentioned on the opposite page.

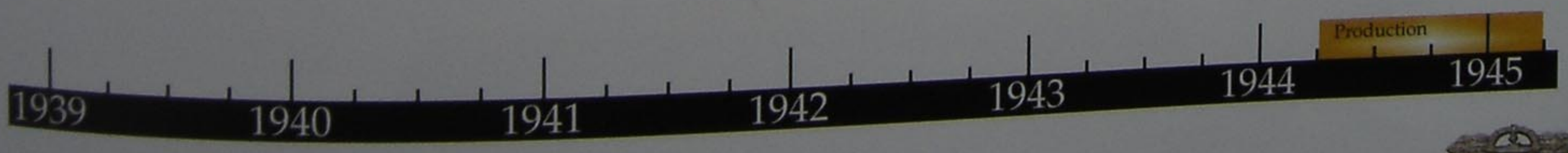
S B

metal type	zinc

(top) *Common to all U-Boat Combat Clasps are the integral cast hinge and the indentation in the zinc caused by the end of the attachment pin.*

(above) *Although not unusual, a large gap at the base of this catch distinguishes it from other U-Boat Combat Clasps. The end of the catch on most of these badges is cut square.*

(right) *Protrusions at the bottom of the wreath are the reverses of the sword pommels on the obverse.*



SECTION 12

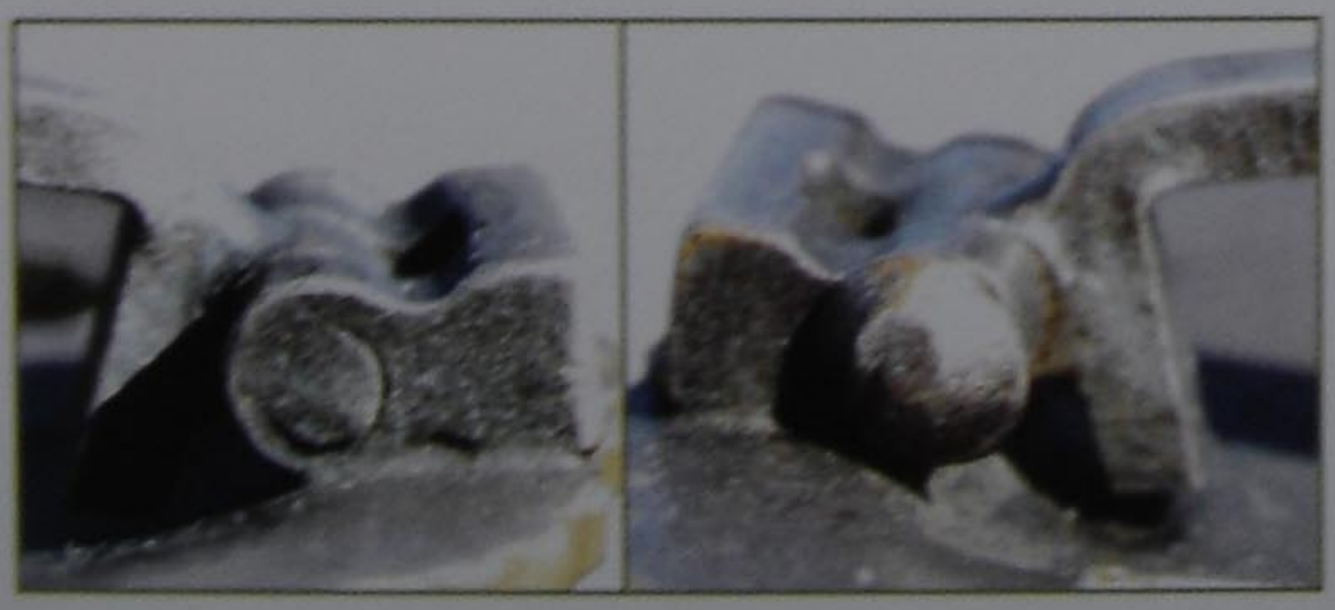
KRIEGSMARINE

S-Boat Badge

Enemy gunfire begins to pepper the water in front and to their side. The Captain orders evasive action as he calculates attack angles for the torpedo run. Spraying plumes of water from its bow, the *Schnellboote* "S-Boat" maneuvers for its final approach to the target. "Torpedoes los!" yells the Captain, as their prey grows larger before them. Lightened of its load, the S-Boat turns hard starboard and heads for home as the crew hear torpedo detonations in the distance.

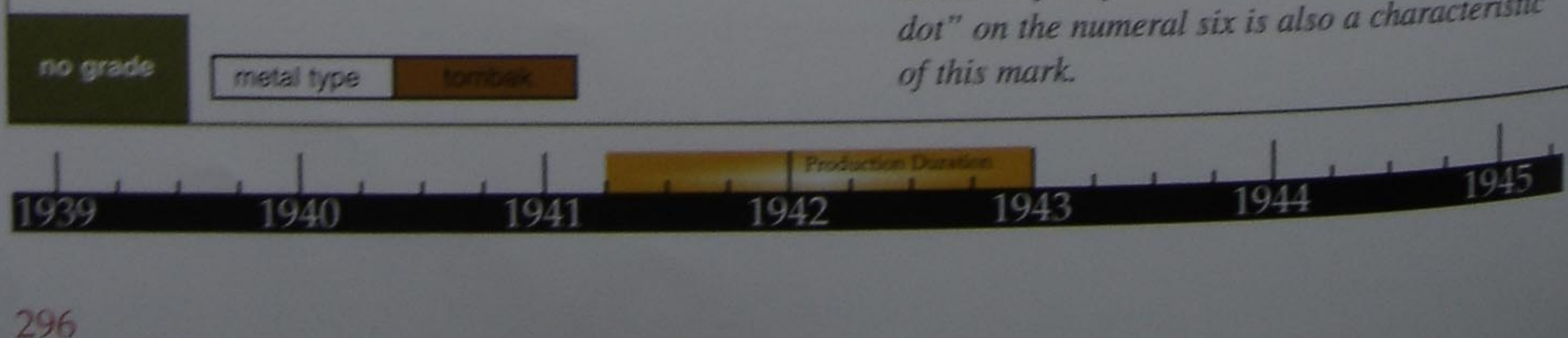
Coming close enough to their targets to see the faces of the enemy, German S-Boats faced immense danger. Although fast and maneuverable, many boats were lost in this naval close combat. Despite the hardships of combat, the men of the S-Boat Flotillas never wavered in their devotion to duty. The badge these men earned and wore, the S-Boat badge, depicts their exploits in dramatic fashion – an attacking S-Boat slicing through the waves surrounded by an oak leaf wreath representing their valor and resoluteness.

This first pattern S-Boat badge demonstrates the high quality craftsmanship German industry was capable of early in the war. Subsequent to die-stamping from nickel silver or brass, three finishing processes were used to complete the obverse. After fire gilding and silver-plating of the wreath and S-Boat, a chemical oxidizer was applied to the waves to create a dark finish. Notice that some of the oxidizer inadvertently overlaps portions of the wreath. The ill-defined features of the eagle and wreath – common to Schwerin – contrast with the sharper details of the ship and waves. Weight = 1.1oz.



(left, both) Since the flared end of the hinge pin keeps it from being inserted any further than necessary, assembly of the hinge and attachment pin is both easier and quicker. The box style hinge has been placed on its side and then soldered. A ninety-degree bend was formed at the end of the attachment pin before it was soldered to the hinge.

(opposite, inset detail) The design of the raised letters "S", "W", and "E" are unique to the Schwerin first pattern S-Boat badge. A "hanging dot" on the numeral six is also a characteristic of this mark.



(top, left, right) Overlapping of the various finishes on the reverse is common. Here we see fire gilding on the eagle's wing and silver to the right of the catch. The area behind the S-Boat is slightly concave on Schwerin badges with the maker's mark always in the same location. The gap to the left of the eagle's head is wider and deeper than the one to its right. Die-stamping has left a prominent ridge along the center of the badge.

(right) This flat wire catch has been formed into a circle, minus the gap for the attachment pin. Superior quality metal allows the catch to be affixed to the badge with minimum solder.

(far right) The top hook was used to keep the badge from falling forward while being worn. Commonly the hook is soldered directly to the badge.

At the beginning of the 1930's German Naval Command was hamstrung by the Versailles Treaty and sought innovative ideas to offset its numerical inferiority of men and ships. Drawing from its experience during World War I, the use of torpedoes was considered a legitimate part of a solution to bring about equality with foreign services. The Schnellboot, or S-Boat, was developed to be a small, fast, well-armed craft capable of delivering torpedoes to the enemy.

Fabricated by the shipyards of Lürssen in Vegesack and Schlichting of Travemüde, S-Boats ranged in size from 70 to 115 feet in length and displaced from 23 to 105 tons. Three 2000 horsepower Maybach diesel engines turning three propeller shafts gave the boats a top speed of 42 knots with an operational range of 700 nautical miles. Having a complement of two officers and eight men, the S-Boat was armed with two 21-inch torpedoes and carried two 2 cm guns that were primarily used for anti-aircraft. By the end of the Second World War, 249 S-Boats were built and commissioned by the Kriegsmarine.

The Royal Navy's first encounter with German "E-Boats" (the name given to Schnellboote by the British to indicate "enemy boat") was on May 9, 1940. Although only damaging one British ship of the eight encountered at the Skagerrak during the Norwegian campaign, the four craft of the 2nd S-Boat Flotilla proved an effective threat against larger vessels. From here, S-Boats went on to see service from the English Channel to the Mediterranean Sea.

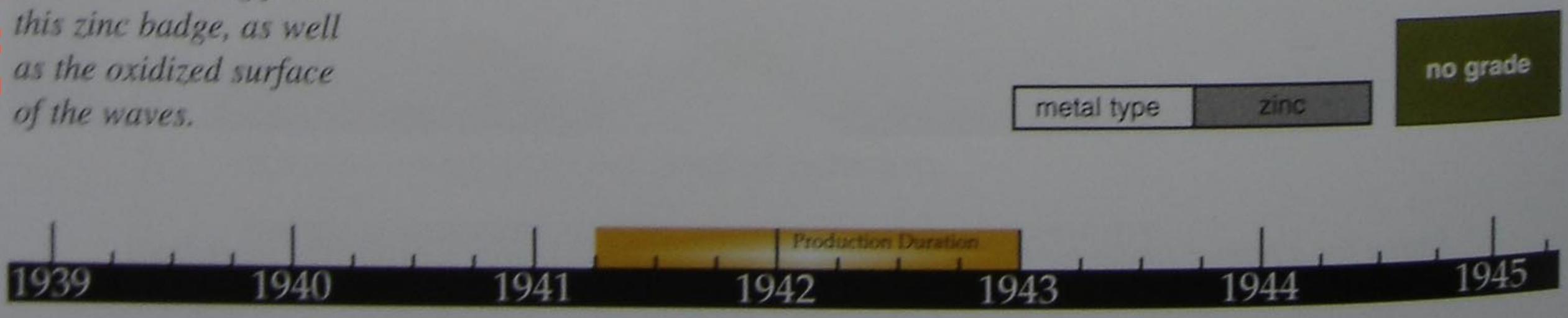
Until May 30, 1941, meritorious service aboard an S-Boat was recognized by bestowal of the Destroyer War badge. After this date and the introduction of their own decoration, the S-Boat badge, crewmen had to fulfill new requirements. Derived and modified from the Destroyer War badge qualifications, they were:

1. Twelve sorties against enemy vessels or installations.
2. An uncommonly successful mission.
3. Being wounded while engaged with the enemy.
4. Displaying outstanding leadership in the face of the enemy.

Sitting for a formal studio portrait, Oberleutnant Kurt Fimmen is seen wearing the short-lived first model S-Boat badge. Fimmen received his Knight's Cross on August 14, 1940.

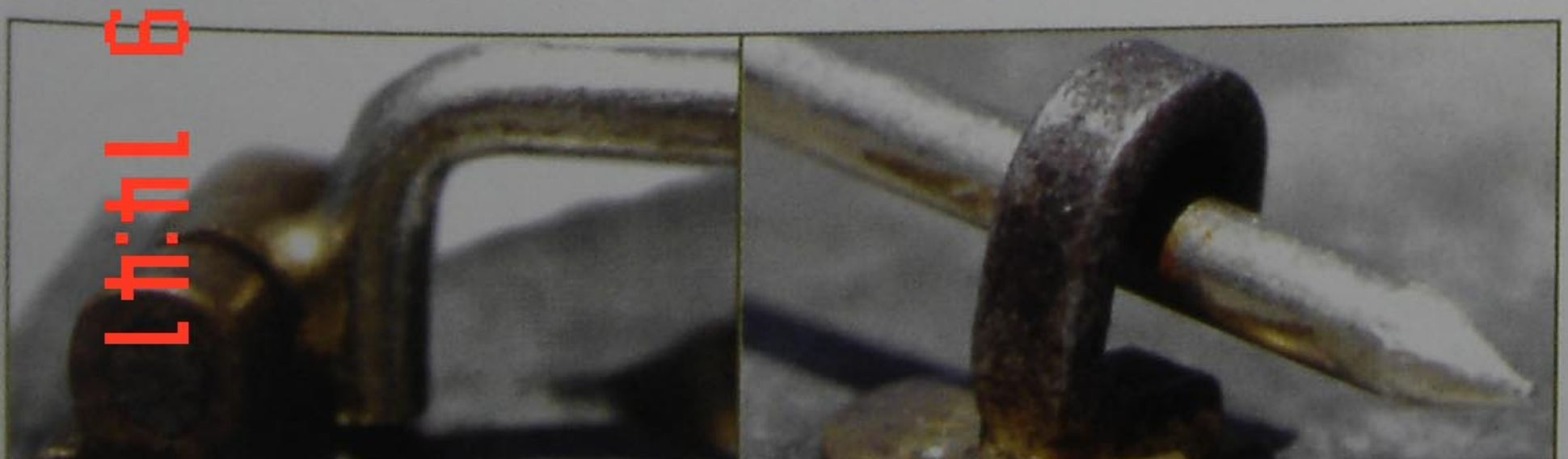
While similar to the previous Schwerin badge, the manufacturer of this first pattern S-Boat example is unknown.

Details of the eagle's chest and talons are finer here as when compared to the preceding example, although the waves appear thicker and not as refined. The silver finish of the S-Boat is missing from this zinc badge, as well as the oxidized surface of the waves.



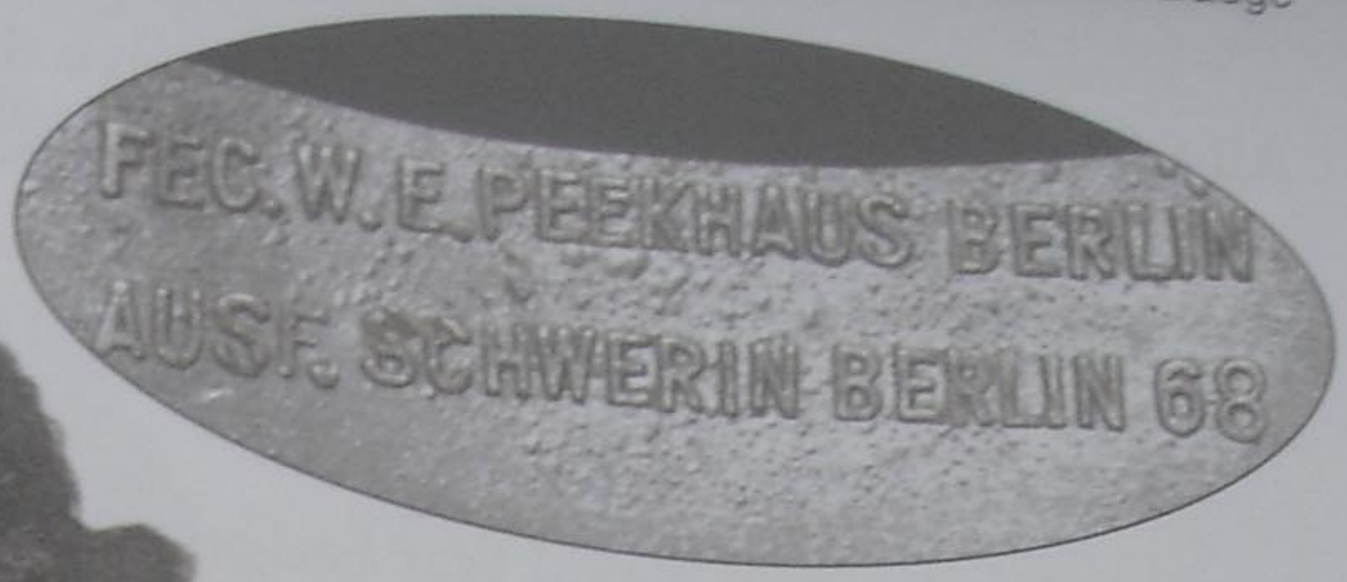
Devoid of finish and appearing flat, the reverse of this badge is actually concave. The only traces of its former gold finish are on the catch plate and hinge.

(below) The flat bottom hinge rests in a substantial amount of solder. Affixed neatly is the silver attachment pin that curves gently away from the hinge.



A flat bottom wire catch securely holds the pointed attachment pin in place.

(right) A closer look at the details around the swastika. Width of swastika is 10mm.



(above) The raised maker mark of Schwerin is shown. Bubbling of the finish around the lettering is apparent.

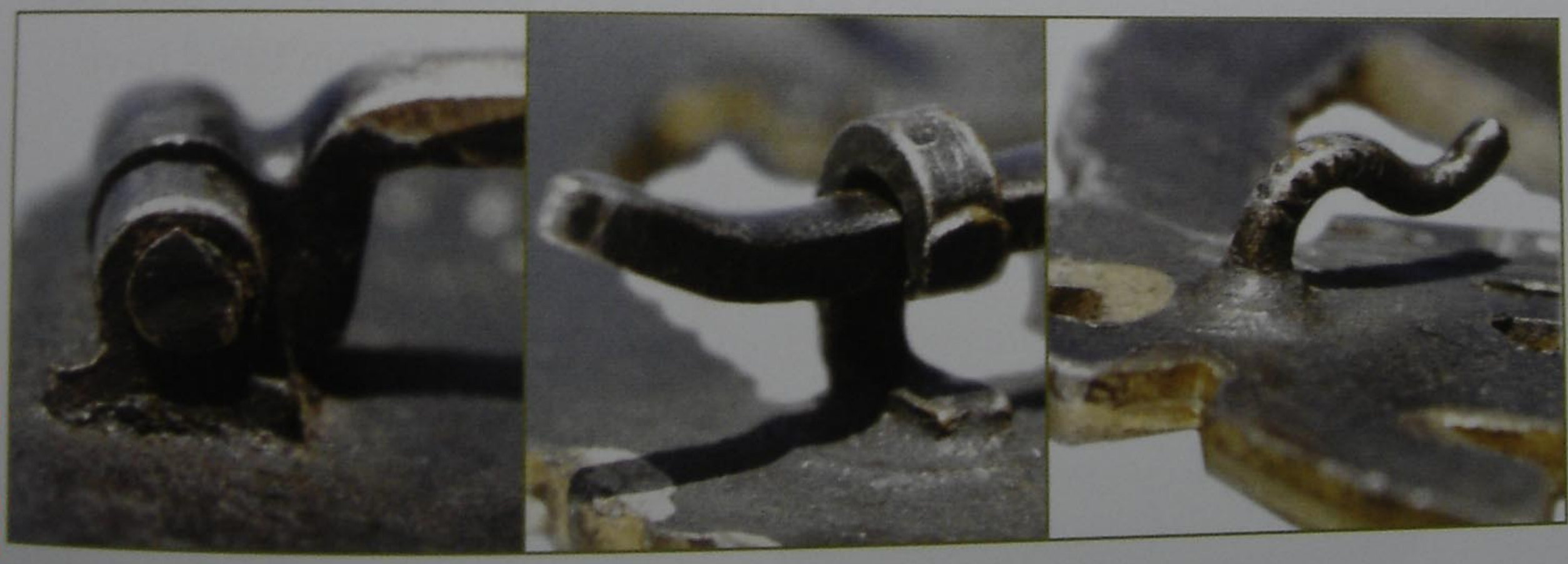
(left) Once again we see overlapping finish on the reverse. From this perspective, the cut out swastika and flag are silhouetted.

(below, left) The mashed head of the hinge pin secures it in place.

(below, middle) The gently upturned arm of the attachment pin is gripped by a catch that is soldered to a circular mounting plate.

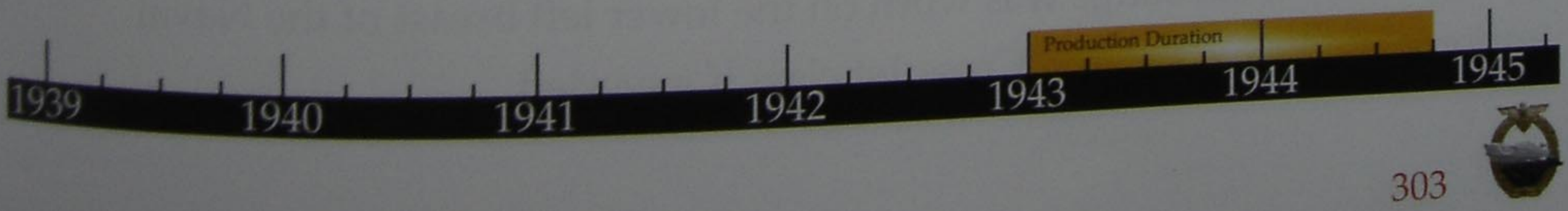
(below, right) Notches on this retaining hook grab the thread loops holding the badge to the uniform.

(opposite) Presenting a more streamlined S-Boat and larger eagle, this second pattern badge is encountered more often than the first. It now has three waves receding from the S-Boat's bow and the outline of the swastika and flag have been cut out. The same finish techniques used for the first pattern Schwerin badge apply here although this badge is die-forged rather than die-stamped. Notice the hull below the waterline has a gold finish. Weight is 1.1oz.



no grade

metal type | zinc

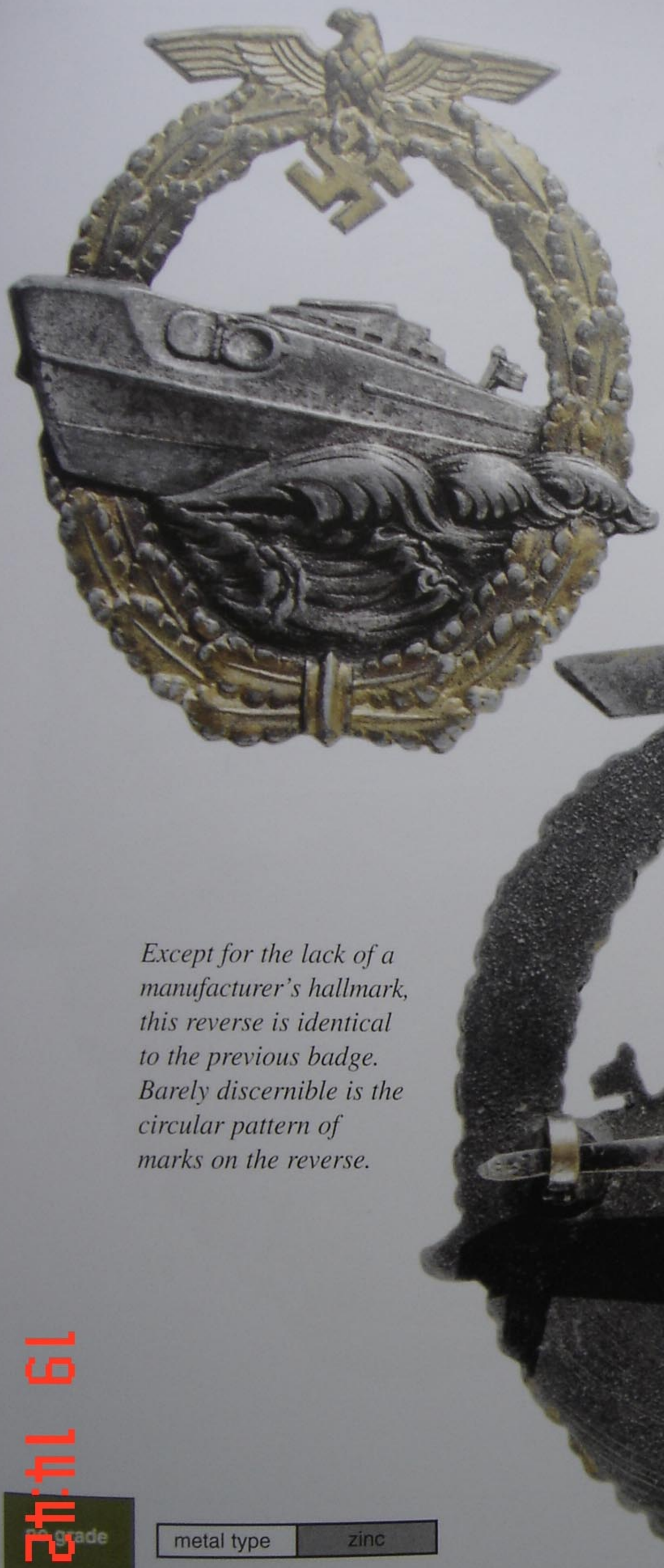


All four criteria were not required to receive the award; only one was necessary to qualify a crewman for the S-Boat badge. When a sailor was recommended and approved for the award, an entry was made in his Soldbuch after which he was presented with the award document and badge.

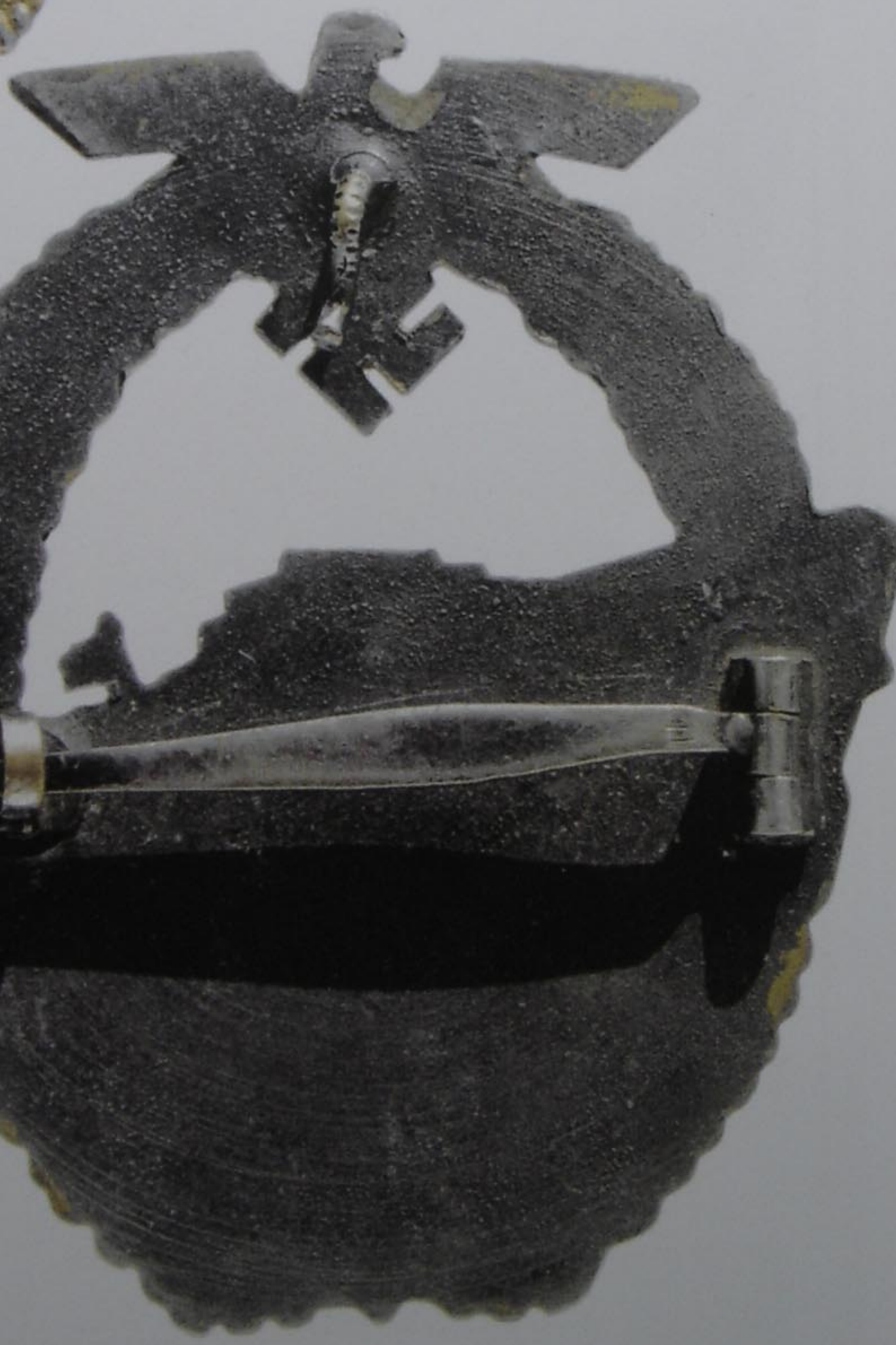
Unlike other German Naval War badges, the S-Boat badge was produced in two distinct patterns. Wilhelm Peekhaus of Berlin designed both patterns based upon an S-Boat set inside an oval oak leave wreath surmounted by the national eagle. These badges were die-struck from nickel silver or brass with examples by Schwerin having a hollow area behind the S-Boat. Some manufacturers die-forged first pattern badges were from zinc and, when encountered, display a slightly concave, flat reverse. Horizontal "coke bottle" shaped attachment pins, box hinges, and flat wire catches are found on the majority of first pattern badges. When needle type attachment pins are used, they are placed vertically. Early first pattern badges utilized fire gilding on the wreath and eagle, silver-plating on the S-Boat, and a chemical process that blued the waves beneath the S-Boat.

In January 1943, the second pattern S-Boat badge was introduced and replaced the first pattern, although the earlier badge continued to be worn by some of its recipients. This new badge was slightly larger overall, having a larger eagle and swastika, smaller oak leaves, a flat reverse, and an S-Boat whose bow extended beyond the edge of the wreath. Badges die-struck from brass have either a horizontal "coke bottle" or horizontal needle style attachment pin. Horizontal "coke bottle" or vertical needle pins are found on badges die-forged from zinc. Badges made from brass have fire gilt wreaths and silver plated S-Boats while the later zinc badges used gold and silver washes for their finishes. A chemical oxidizer was used to darken the waves of both badges. Occasionally late war zinc badges can be found with both the waves and S-Boat oxidized.

As with other Navy awards, badges were packaged in blue hard shell cases or various colored paper packets with the title of the badge printed on the outside. The S-Boat badge was worn on the lower left breast of the Naval uniform and below the Iron Cross 1st class if awarded.



Although not marked, this is another example of a Schwerin second pattern badge. Of interest is the silver finish below the boat's waterline and the slight droop of the eagle's wings.



Except for the lack of a manufacturer's hallmark, this reverse is identical to the previous badge. Barely discernible is the circular pattern of marks on the reverse.

24th 1942

metal type	zinc

no grade

metal type | tombak

Production Duration

1939 1940 1941 1942 1943 1944 1945

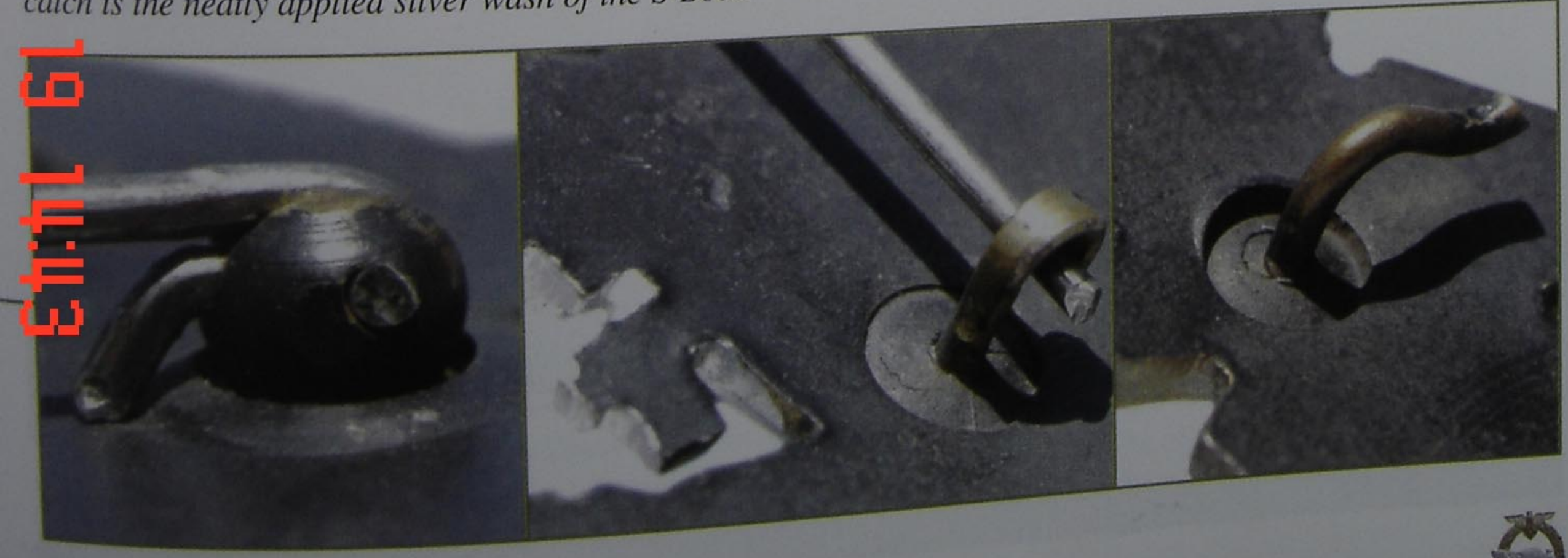
(opposite) This pristine example of a second pattern S-Boat badge has a solid swastika yet retains the cut out flag. The head and chest of the eagle are somewhat smaller than previously shown badges, and the waves have a bluer hue. Flatter, smoother oak-leaves comprise the wreath. Weight = 1.4oz.

(right) The original finish is retained on the reverse of this badge. When a horizontal attachment pin is found, it is seldom of the needle type seen here but rather the broad-blade style. The fine serrated detail of the wreath is seen clearly from the reverse.

(below, left) The ball hinge was crimped neatly into place before the finish was applied. Setting the attachment pin in the hinge was the final step.

(below, center) Considering the fine craftsmanship of the badge, it is odd that the end of the attachment pin is crudely snipped. To the left of the catch is the neatly applied silver wash of the S-Boat.

(below) As with other Schwerin first pattern S-Boat badges, the top-hook lacks thread-loop grabbing notches.



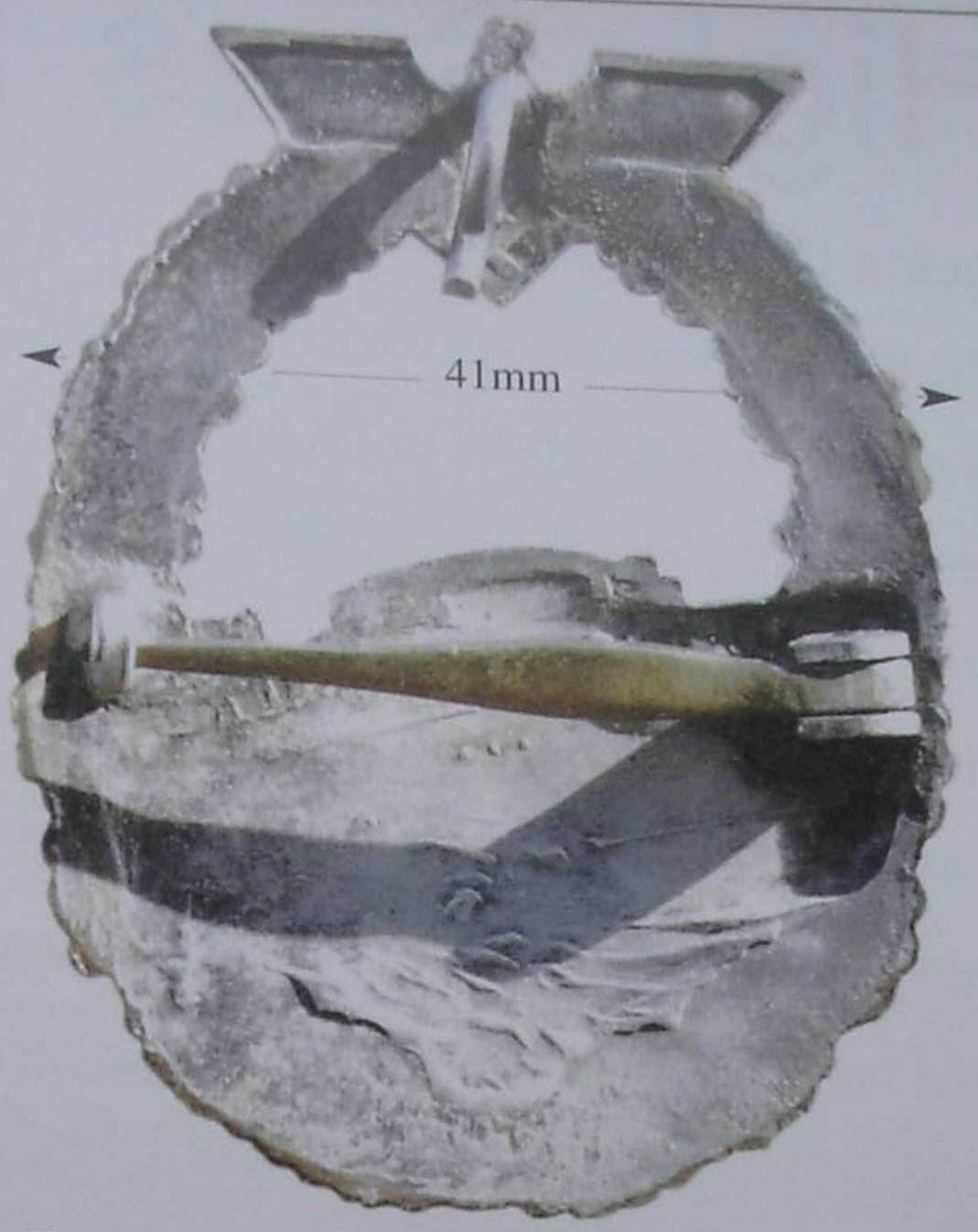
In the final stages of the war a less refined variety of the S-Boat badge came into production. Lacking definition, this badge appears flat and heavy when compared with its earlier manufactured counterparts. Using a thin gold wash and oxidizing both S-Boat and waves, this variety of badge allowed for expedited production but sacrificed quality.

Faring no better than the obverse, the thinning gold wash reveals spots of zinc. Placement guides for the hinge and catch were cast into the badge to facilitate faster assembly and lower costs.

As Commander of the 1st Schnellboot Flottille, Oberleutnant Werner Töniges received his Knight's Cross on February 25, 1941 and the Oak Leaves on November 13, 1942. Since he is wearing the second model S-Boat badge, this photo had to have been taken sometime after January 1943.

Oberleutnant (Ing.) Peter Völckers of the 3rd Schnellbootflottille wears the 2nd pattern S-Boat Badge. At the time of this 1944 photo the 3rd Flotilla operated out of Dobrovnik, Yugoslavia on the Adriatic coast. Notice the Kriegsmarine supplemented their uniforms with those of the Luftwaffe.

A French version of the S-Boat badge from the firm of Baqueville. Although similar in design to its German counterparts, there are unmistakable differences in such details as the eagle, waves, and leaves of the wreath. Weight = .9oz.



The top hook and horizontal attachment pin's placement have been copied from German applications. All hinges and catches on French versions of German Naval badges are identical. Notice how die-forging betrays the obverse's design.

Compared to the German version, wider gaps exist between the eagle's upper body and its wings. Simple crosshatching was used to simulate breast feathers.

metal type: zinc

no grade

Production Duration

1939 1940 1941 1942 1943 1944 1945

High Seas Fleet Badge

Tracing their origins to the Dreadnaughts of the First World War, the battleships constructed by Germany in the 1930's advanced this weapon to its highest level. Incorporating the latest technological advantages in radar, range finding equipment and diesel propulsion systems, Germany possessed a distinct tactical edge over her chief naval rival, Great Britain. German battleships, with their massive armor and long-range firepower would now dominate the seas and project Teutonic might well beyond the Fatherland's territorial borders.

The High Seas Fleet badge symbolizes both the power of these ships and the prowess of the sailors who wore it. A massive battleship is depicted advancing through rough seas surrounded by a golden oak-leafed wreath representing strength and steadfastness. Sitting atop this wreath, the national eagle peers out resolutely as if searching for prey. All sailors mastering the complexities of their duties during combat operations aboard these formidable ships proudly wore this emblem of merit – the High Seas Fleet badge.

SECTION 13

KRIEGSMARINE

The designer of the High Seas Fleet badge is able to draw your attention to the battleship motif by contrasting its sharp features with the softer details of the wreath and eagle. Of particular note are the searchlight, five distinct bridge windows, and the sharply defined gun barrels of the forward turrets. This early tombak badge by Schwerin has maintained its beautiful fire gilt finish for over sixty years with little deterioration. Additional statistics: Height of eagle and swastika = 14mm, width of bridge with windows = 10mm, diameter of searchlight = 3mm, width of swastika = 6mm, weight = 1.2 oz.

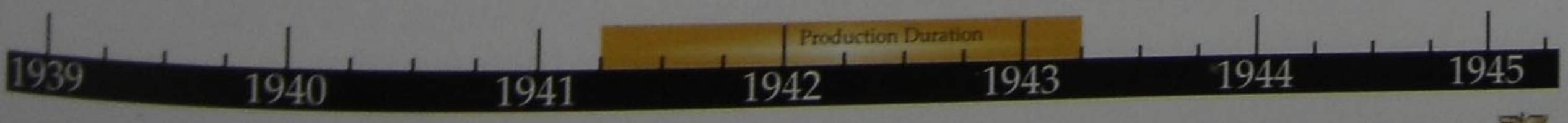
no grade

metal type | tombak

Before firing, an amalgam of gold and mercury was applied to the obverse of the badge. Small amounts inevitably found their way to the reverse, as shown here. The reverse is slightly concave with raised lettering of the designer, Adolf Bock, and manufacturer, Schwerin of Berlin.

Authentic hallmarks found on Schwerin High Seas Fleet badges feature a shorter right leg on the letter "A" in "Adolf" and a tilted "O" in "Bock".

Views of both sides of the hinge bring to light the solid metal hinge soldered directly to the badge's surface. Again we see the large, rounded end of the hinge pin found on many Navy badges.



At the outbreak of the Second World War, the number of capital ships in the German Kriegsmarine was woefully inadequate to combat the British Navy in a one-on-one decision for control of the Atlantic Ocean. This situation necessitated a plan for the effective use of the German surface fleet against England's vulnerable shipping lanes, which if successful would put Great Britain out of the war. The plan was aided by a strategic situation in 1940 that the German Navy had never experienced in previous wars – German control of the European coastline from the North Cape in Norway to the Pyrenees Mountains in France. Because of this, German ships were no longer forced to run the North Sea gauntlet in making their way into the Atlantic to sink British convoys. Naval ports in Norway and France now provided the protection and logistical support the Kriegsmarine required for extended operations in the Atlantic. This, combined with Britain's thinly stretched naval defense forces, permitted Germany's strategic plan a promising future.

The end of 1940 saw the first implementation of the German plan with the Scheer ordered to the Western Atlantic and the Hipper to the North Atlantic, both encountering convoys, the Scheer sinking a number of enemy vessels. Battleships Gneisenau and Scharnhorst sailed into the Atlantic in February, 1941 breaking up several convoys and sinking thirteen ships. In five months these four battleship/battlecruisers had sunk or captured nearly 270,000 tons of enemy shipping.

As successful as the operations were, the amount of tonnage sunk by these surface ships was equaled every month by a small number of U-boats requiring fewer men and supplies. The days of large surface ships dominating the high seas had already come to an end.

While German capital ships would continue to operate throughout the war, they became more of a potential threat to the enemy than an actual one. Although not accomplishing their goal of destroying British merchant vessels, the hulking German surface ships did succeed in tying down a significant amount of British Naval resources that could have been used in other theaters of war.

Posing in dress uniform complete with brocade belt, this Officer's High Seas Fleet and Minesweeper badges stand out nicely against his dark jacket.

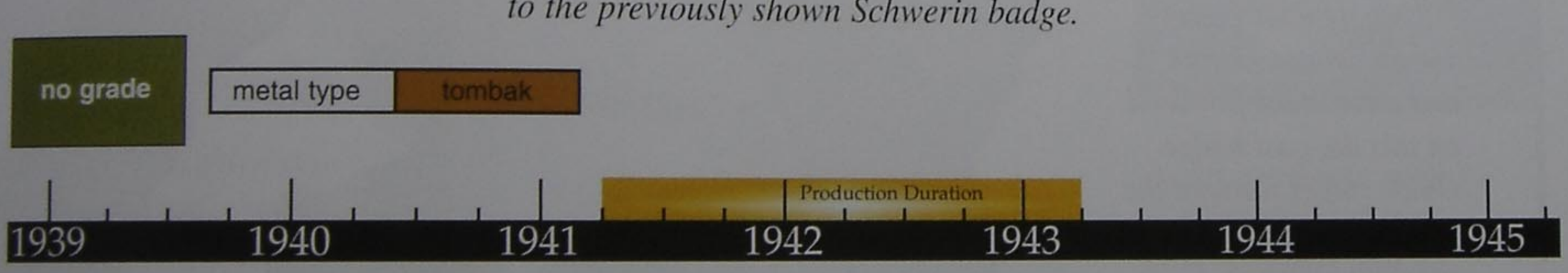
On April 30, 1941 the High Seas Fleet badge was commissioned to acknowledge the achievements of the crews who served aboard capital ships in the Kriegsmarine. To be awarded the badge, a crew member must have participated in one or more war cruises outside the coastal approaches of Germany and the occupied territory for a minimum of twelve weeks. However, in the Kriegsmarine Baltic Sea District daily order of October 28, 1941, "separate conferment prerequisites" for the High Seas Fleet badge were given as follows:

1) Complete minesweeping operation = 1 point.
2) A military foray through the North Sea with a Cruiser = 1 point.
3) Participation in the attack on Norway, April 1940 = 1 point.
4) Occupation of Norway and participation in connected combat action = 4 points.
5) Successful return under difficult conditions to port of a ship damaged by enemy gunfire = 2 points.
6) Successful repelling of large scale enemy attack of bombers and torpedo aircraft = 4 points.
7) Artillery exchange at sea with enemy shore defenses = 4 points.

Each point awarded in the above list of conditions translates as one week of the needed twelve for awarding the badge. The High Seas Fleet badge could also be presented to any crew member wounded in combat or who participated in a successful naval action regardless of the amount of time served at sea.

The design proposed by Adolf Bock and presented to Admiral Raeder for his approval depicts a powerful head-on image of a battleship breaking through rough waves and surrounded by an oak leaf wreath. Early High Seas Fleet badges were die-struck from tombak, finished with a fire gilded wreath and a chemical bluing of the battleship. The reverse of the badge is slightly concave and utilizes a "coke bottle" shaped attachment pin. As the war progressed, badges made from zinc and finished with gold washes became the norm. Late war badges can be found with cast-in hinges and catches that made use of a needle attachment pin as a replacement to the curving "coke bottle". Even with the reduction in material quality, late war High Seas Fleet badges still retain

Occasionally, High Seas Fleet badges by Schwerin can be found with an indistinct window on the left side of the bridge. It is believed that a damaged die is responsible for this irregularity. The flaw is not to be confused with a convincing reproduction completely lacking the first bridge window. The reverse is identical to the previously shown Schwerin badge.

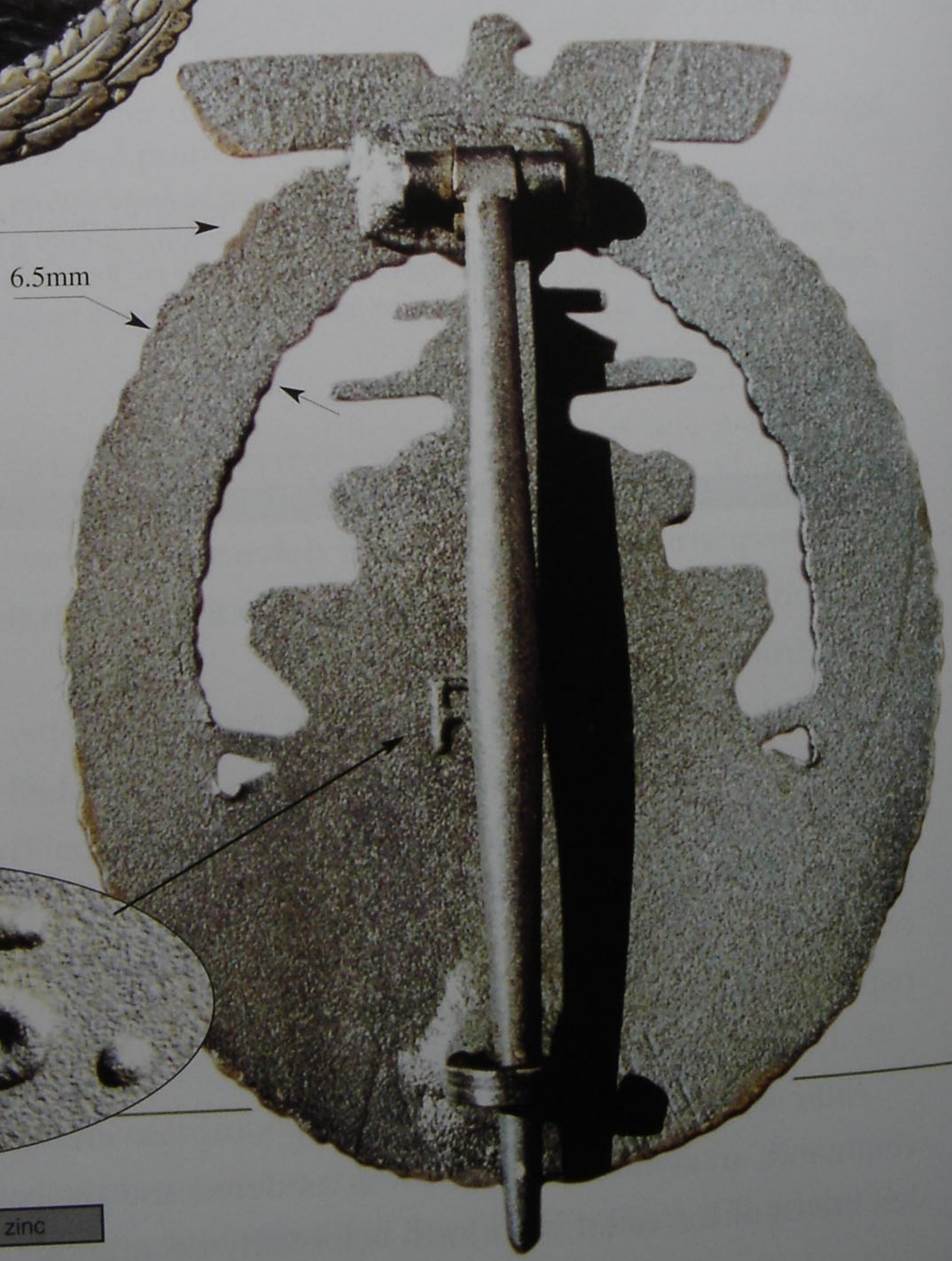


their concave reverse and are consistently found with the manufacturer's name raised from the surface of the badge.

Cases for the High Seas Fleet badge are of the hard-shell variety having a dark blue exterior complimented by a lighter blue interior. The case lid is devoid of any title lettering. In addition to the hard-shell case, a two-piece cardboard container with "Flotten-Kriegsabzeichen" printed on its lid or a standard titled paper packet could house the badge as well.

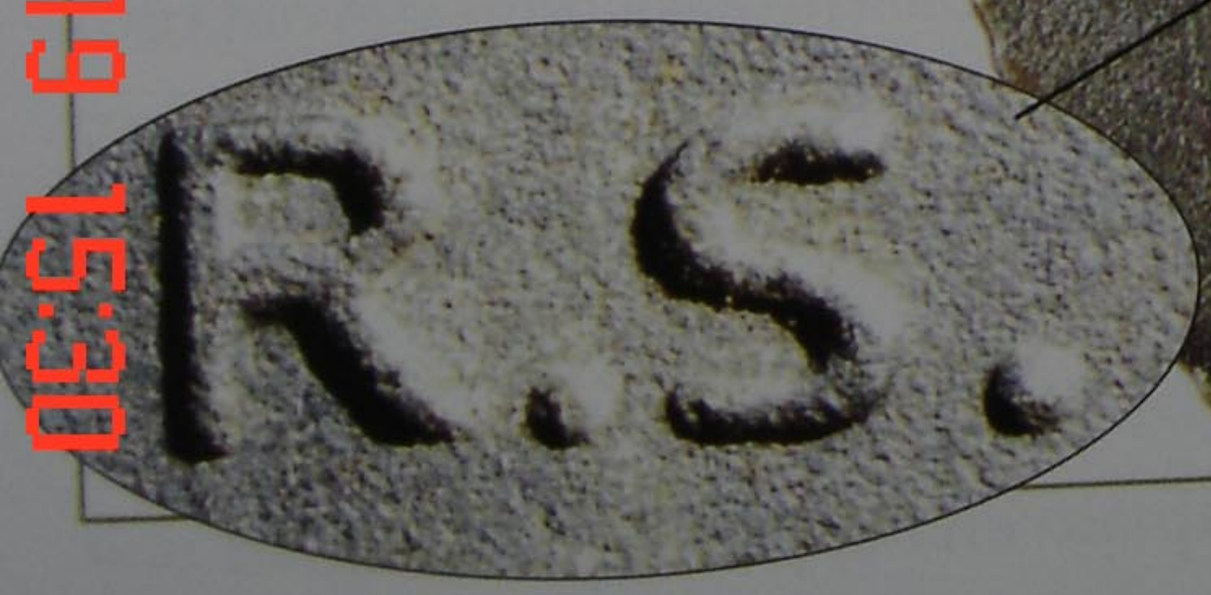
After recommendation from the ship's captain and approval from higher command, an award document was rendered and the badge was placed on the left breast of the sailor's uniform below any decorations for valor.

Minor design differences can be found on this Rudolf Souval High Seas Fleet badge when compared with those of Schwerin. Most noticeable are the searchlight and the ribbed edges of the gun turrets. Although the badge retains much of its gold finish, the bluing of its waves and battleship has better endured the depredations of climate and time. Weight = 1.2oz.



(right) Here we clearly see the unusual hinge and attachment pin used on this die-cast badge. Guide ridges (around the hinge) helped workers correctly position hinges, catches, etc.

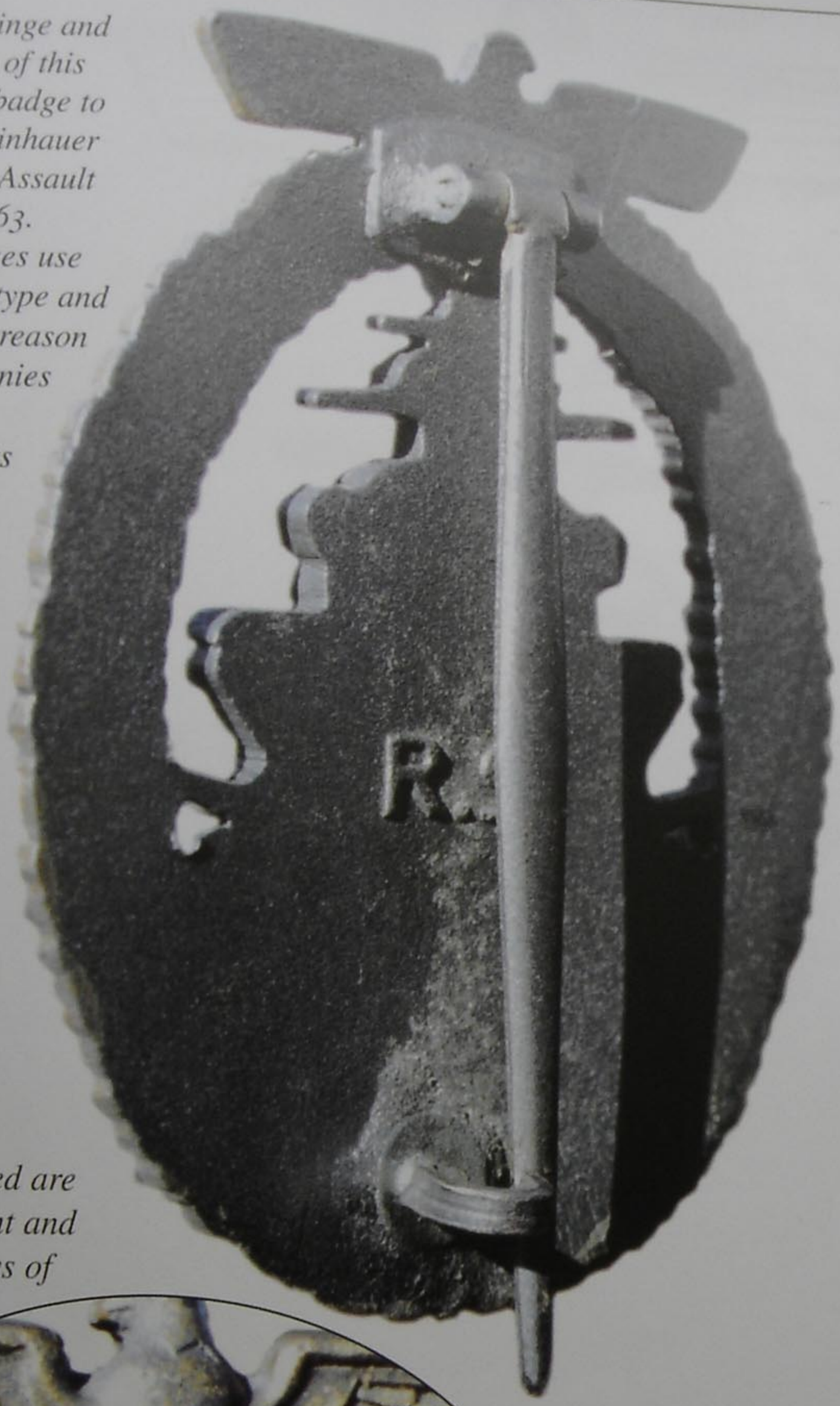
Rather than the usual angular letters found on most Rudolf Souval badges, this "RS" mark is softly rounded.



no grade

metal type	zinc

Compare the hinge and attachment pin of this Rudolf Souval badge to those of the Steinhauer & Lück Panzer Assault badge on page 63. Since both badges use the same hinge type and pin, it stands to reason that both companies subcontracted these components from an outside supplier.



(below) Highlighted are the oval searchlight and the elongated claws of the eagle.

A.

B.

C.

A. *An inordinate amount of solder fills the area from the hinge base to the bottom of the hinge pin. A long groove can be seen on the side of the attachment pin.*

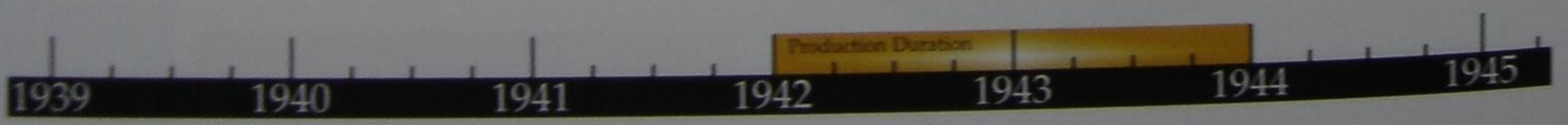
B. *In contrast to its hinge, this twisted flat wire catch required minimum solder to affix it.*

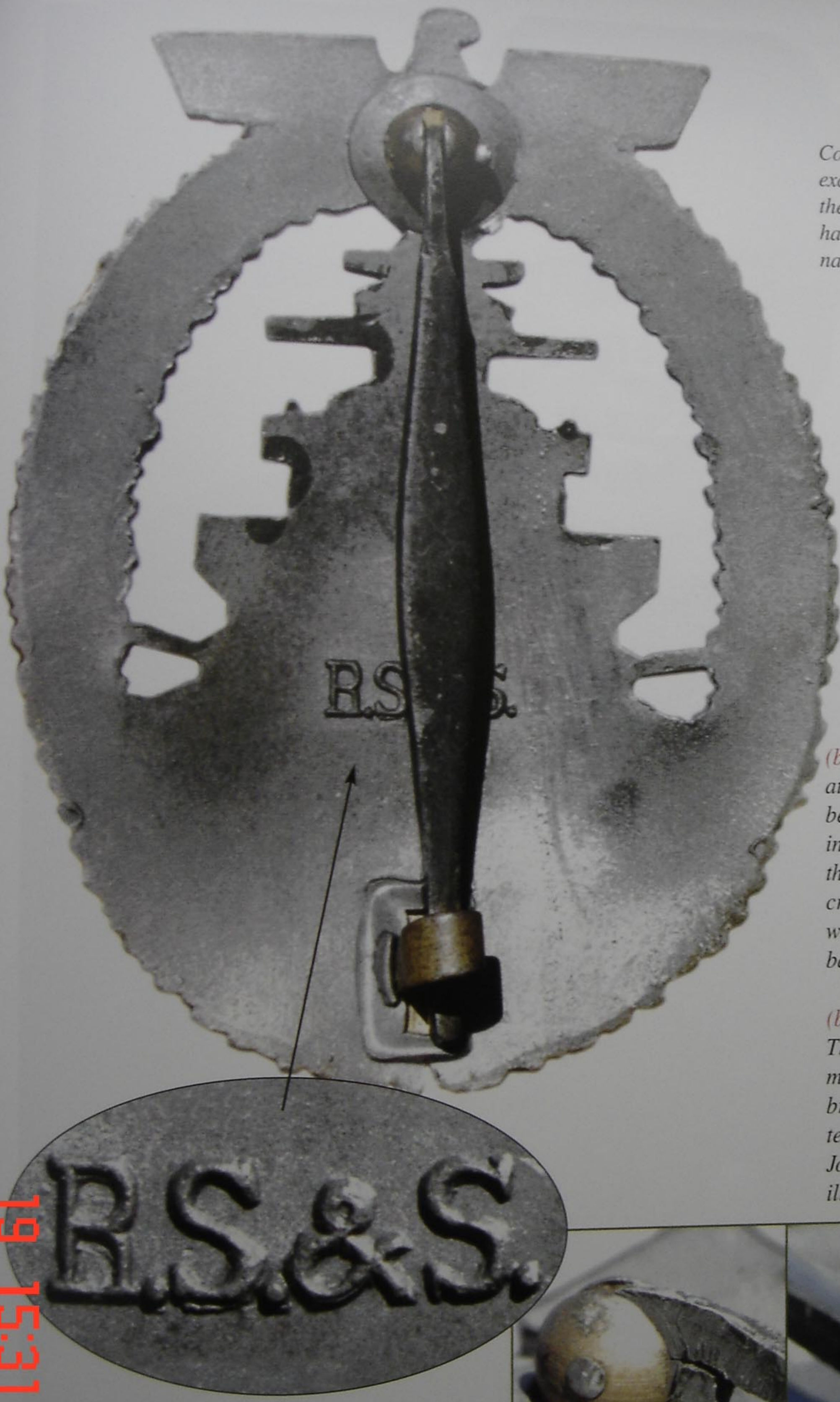
C. *An end-on view allows us to see more detail of the neatly soldered catch.*

Amazingly retaining all of its finish, this High Seas Fleet badge by Richard Simm & Söhne has several features not found on other High Seas Fleet badges. Most noticeable are the two points at the end of the deck below the searchlight, the outline around the eagle's chest, and the cylindrical object between and above the first and second window of the bridge. Weight = 1.1oz.

no grade

metal type | zinc





Contrasting the obverse's excellent finish, it appears the reverse of this badge has always had its natural gray zinc gloss.

(below, left) The steel attachment pin's end has been flattened for fitting into the vertical slot of the brass hinge. Standard crimping techniques were used to attach the ball hinge to the badge.

(below)
This unique crimping method for attaching the brass catch mimics a technique utilized by the Josef Feix Company and illustrated on page 18.

The raised maker mark of Richard Simm & Söhne.

The dark-toned battleship and pale gold wreath of the High Seas Fleet badge are clearly visible in this studio portrait.

Im Namen des Oberbefehlshabers der Kriegsmarine

verleihe ich dem

Btsmt.

Hermann Fricke

für die Teilnahme an den Kriegsfahrten des

Schlachtschiffes "Gneisenau"

das

Flotten=Kriegsabzeichen

Den 5. November 1942.

Kriegsmarine Flottenkommando 1

Admiral und Flottenchef.

Shown here is Btsmt. Hermann Fricke's High Seas Fleet award document, which he received on November 5, 1942 after having served aboard the battleship Gneisenau.

Unique among High Seas Fleet badges is a silver finish applied to the battleship, as on this version manufactured by Friedrich Orth.

The shadow cast by its gold colored attachment pin gently curves along the depressed areas of the reverse. Hinge and catch are die-cast as an integral part of the badge.

(top) The steel attachment pin, with its flattened top, wraps around the hinge pin. Why the base of the hinge has a slot cut into it is unknown.

(above) Endowed with a blunt tip, this attachment pin has ample room in its die-cast catch.

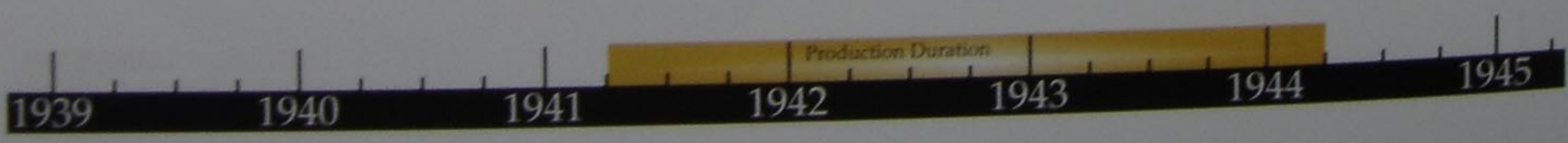
This underlined raised hallmark of Friedrich Orth remained unchanged throughout the war and features slashes instead of dots between the letters.

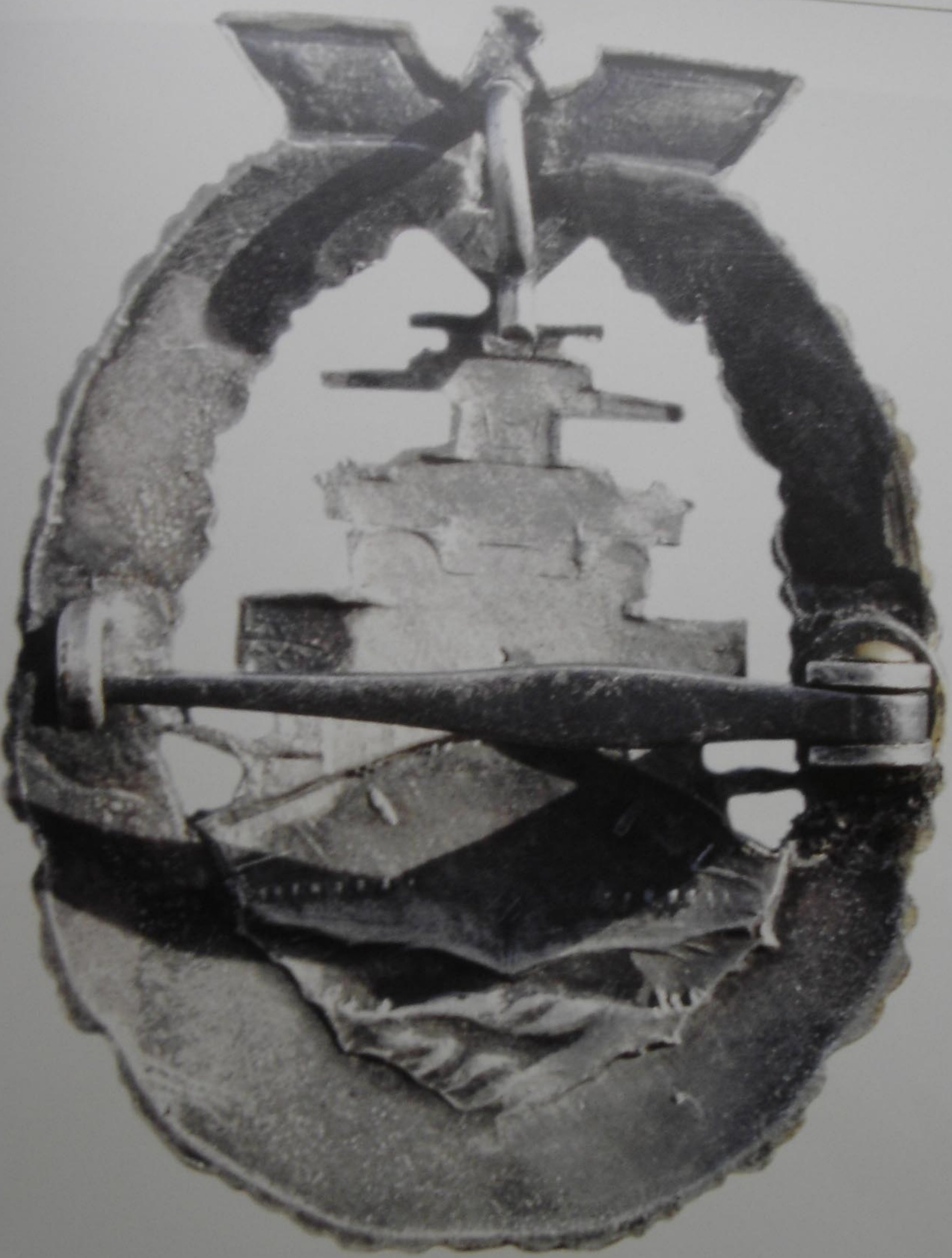
no grade

metal type | zinc

no grade

metal type | zinc





(spread) Characterized by its distinct eagle and wreath, this French High Seas Fleet badge is easily identified. Once again we find the typical French hinge and catch on the reverse.

Encircle this photograph with an oak leaf wreath and the High Seas Fleet badge comes to mind. This period image may have possibly inspired the badge's design.

A silver finished battleship on this sailor's High Seas Fleet badge identifies it as a scarce variant most likely manufactured by Friedrich Orth. Also of interest is the Spanish Cross in bronze worn on his lightweight tropical tunic.

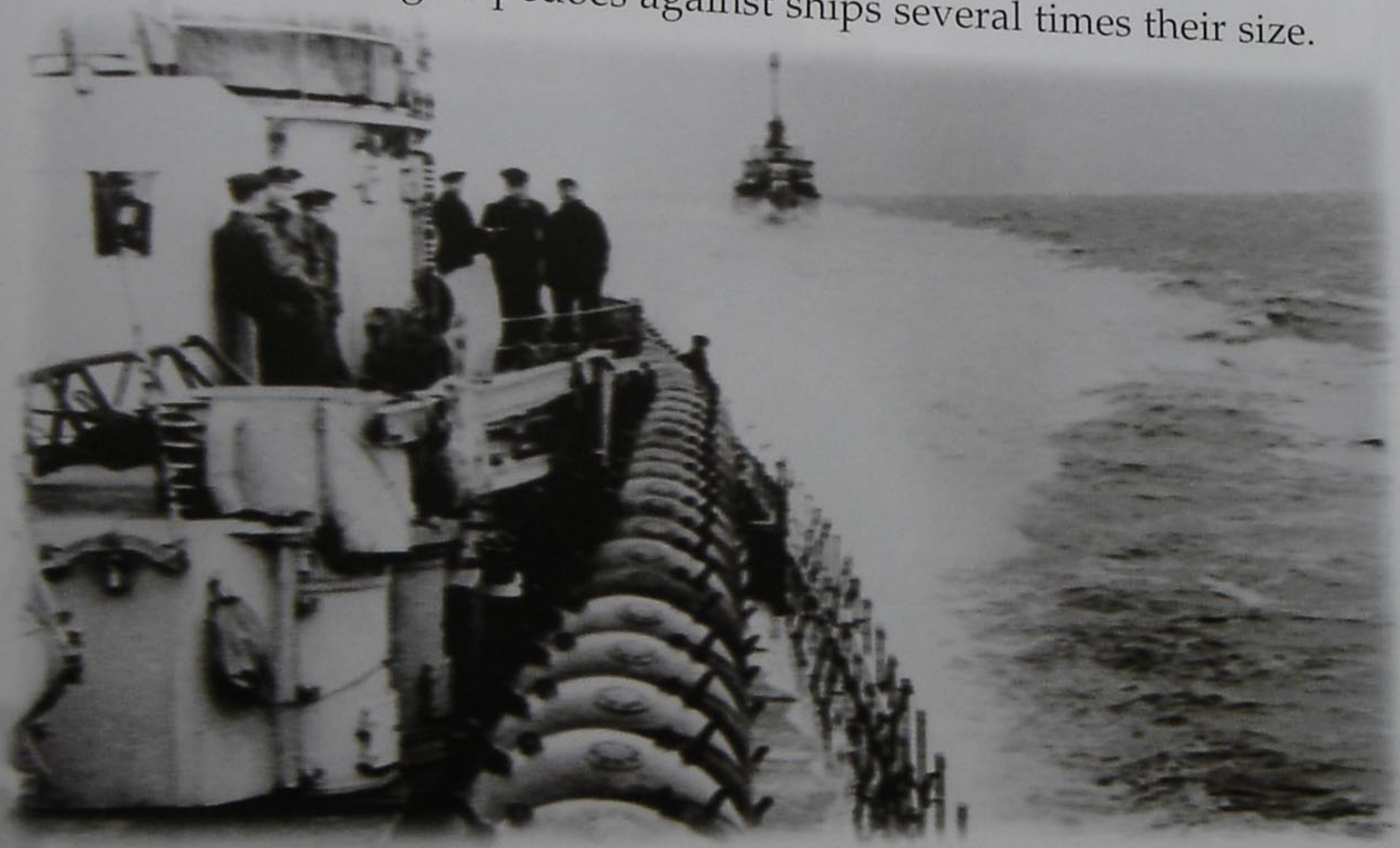
SECTION 14

KRIEGSMARINE

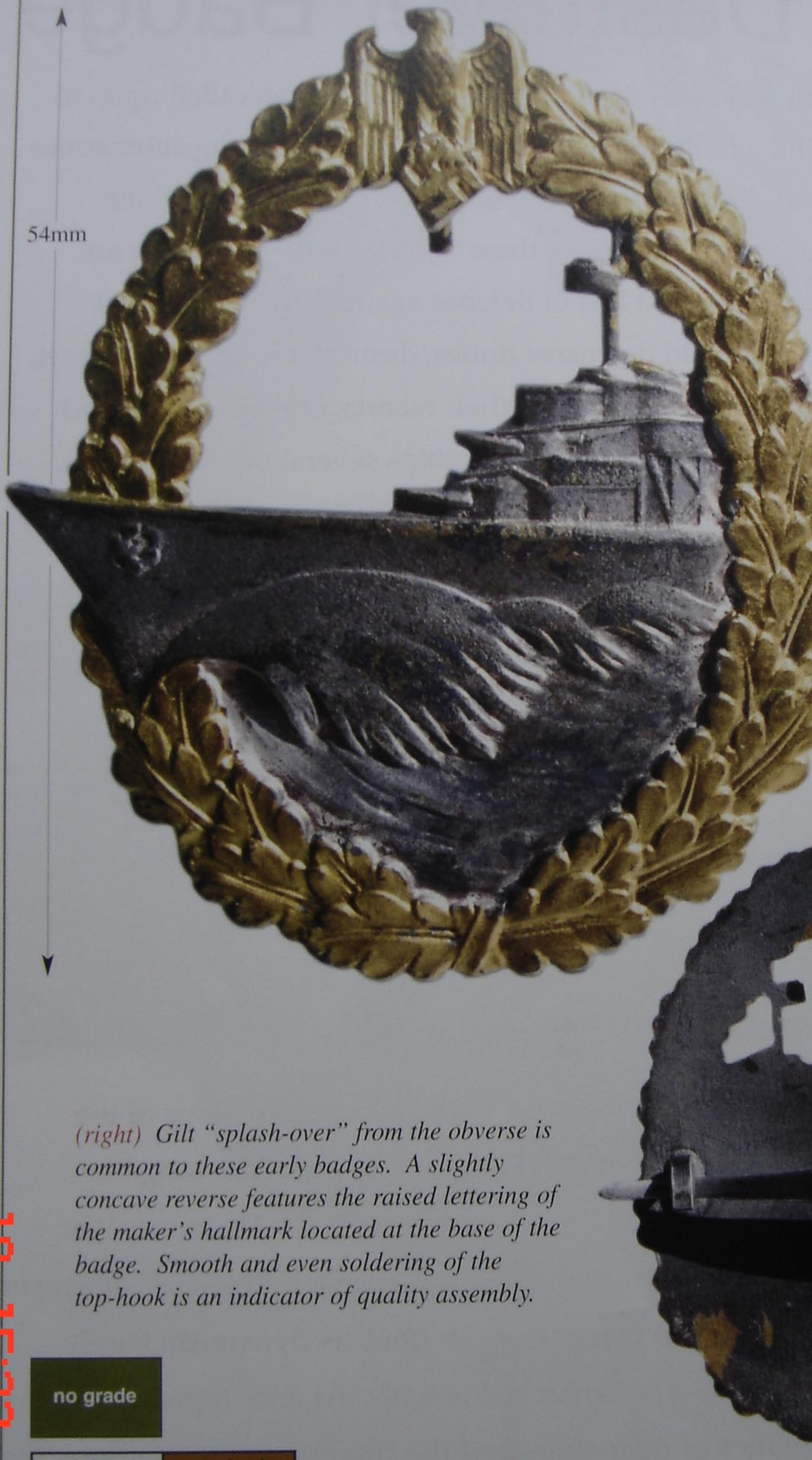
19 15:33

Destroyer Badge

Fast and agile, destroyers have always been called upon to fulfill a multitude of missions. Whether chasing submarines in open waters or escorting vessels capable of only one third their own speed, these "greyhounds" of the sea are usually the first line of defense against any naval threat. In addition to defensive duties, destroyers aggressively seek out enemy shipping and their escorts, often attacking and launching torpedoes against ships several times their size.

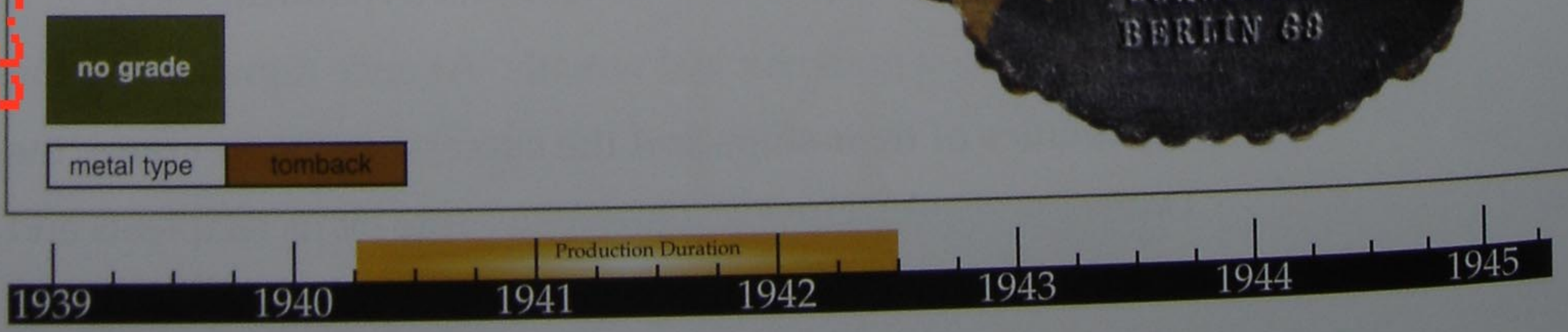


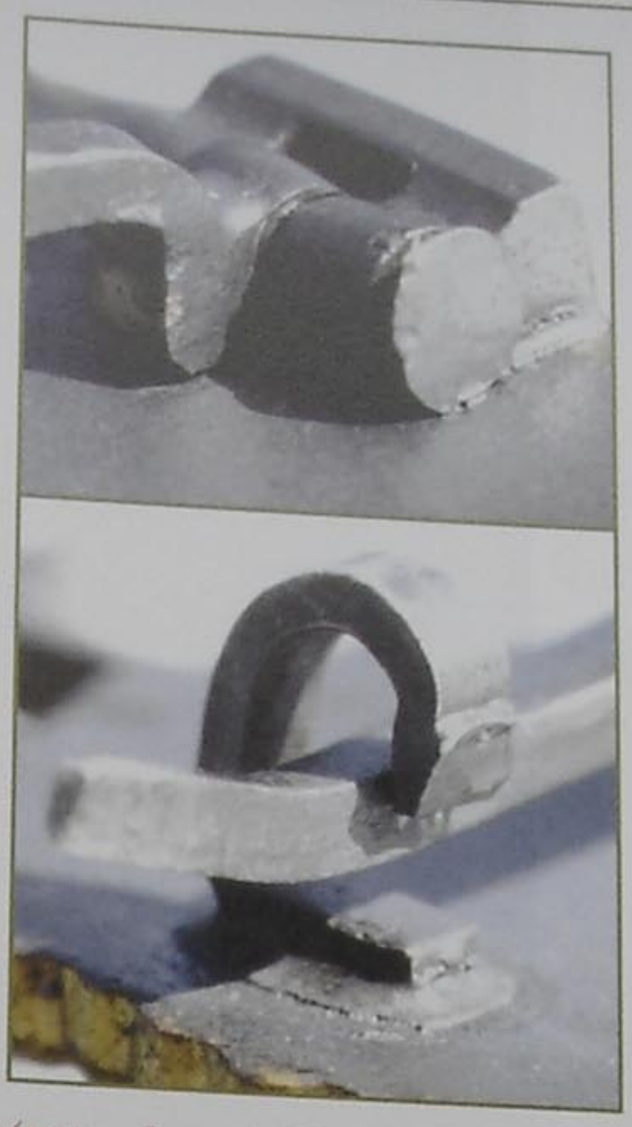
These actions exemplified the duties and missions of the Kriegsmarine Destroyer Fleet and its men. The tangible expression of their varied endeavors is the Destroyer War badge. Slicing through the sea at speed, a steel-gray destroyer tosses immense waves from its bow, its dynamism barely contained by a gold oak leaf wreath. At once representing the capabilities of their ships and the successes of their crews, the Destroyer War badge was worn with pride by its recipients and honored by those recognizing the effort necessary to obtain it.



A yellow-gold fire gilt finish highlights this Destroyer badge constructed by Schwerin of Berlin, the premier manufacturer of Kriegsmarine badges. An unusually long attachment pin can be seen protruding from behind the right side of the wreath. Weight = .8oz.

(right) Gilt "splash-over" from the obverse is common to these early badges. A slightly concave reverse features the raised lettering of the maker's hallmark located at the base of the badge. Smooth and even soldering of the top-hook is an indicator of quality assembly.





(top, above) *The solid block hinge, capped hinge post, and attachment pin have a uniform blue-gray finish that was applied after they were affixed to the badge. Expert soldering of the attachment pin to the hinge gives the appearance that a single piece of metal was used to form this component. The upturned end of the attachment pin helps keep it in its flat wire catch.*

Notice how the raised letters of Schwerin Berlin 68 are slightly misaligned.

Correctly positioned above his Wound badge, this sailor's Destroyer badge occupies a prominent position on his dark blue naval uniform.

In spite of the hurried implementation of the Z-Plan, the German Navy could send only twenty-two destroyers to sea in the first months of World War Two, six ships of the Diether von Roeder class and sixteen of the Leberecht Maass class. Although few in number, both classes of destroyer were of modern design and commissioned only a few years before the war, making them equal to, or better than, many of their British counterparts. Though their responsibilities included the screening of capital ships and escort duty, at war's beginning the Kriegsmarine's few available destroyers were confined mainly to mine laying operations.

April 10, 1940 saw the first large-scale use of destroyers by the Kriegsmarine in Operation Weserübung, the invasion of Norway. Commodore Friedrich Bonte commanded a force of twelve destroyers assigned the protection and landing of mountain troops at Narvik. However, the next three days saw the British Navy succeed in annihilating all twelve German destroyers with Commodore Bonte killed aboard his flagship, Wilhelm Heidkamp. Although Operation Weserübung brought the successful occupation of Norway by the Germans, the loss of more than half the German Destroyer Fleet was a pyrrhic victory at best.

After the invasion of Norway through early 1941, the reduced German Destroyer Fleet confined their activities to mine laying and escort duty in the North Sea and English Channel. The addition of seven new destroyers in 1941, with five more to follow, allowed the Destroyer Fleet to reinforce the Navy's capital ships and begin surface operations against Allied convoys in 1942. Providing escort for the larger ships, destroyers did manage to sink some convoy shipping but, as at Narvik, suffered as many casualties themselves.

While having minor successes against the British, the small number of destroyers in service never allowed the Kriegsmarine to implement large operations that, if successful, would have made an impact on the war. This, combined with their high rate of attrition, kept the German Destroyer Fleet from contributing to the war in a decisive manner despite their high level of training and morale.

Partially inspired by the actions of Commodore Bonte's destroyer crews at Narvik

Wider oak leaves with shallower indentations, a fiercer looking eagle, and a bridge with angular planes and turrets differentiate this badge by Foerster & Barth from the Schwerin. The cutout barrel of the forward turret helps create a more three dimensional appearance.

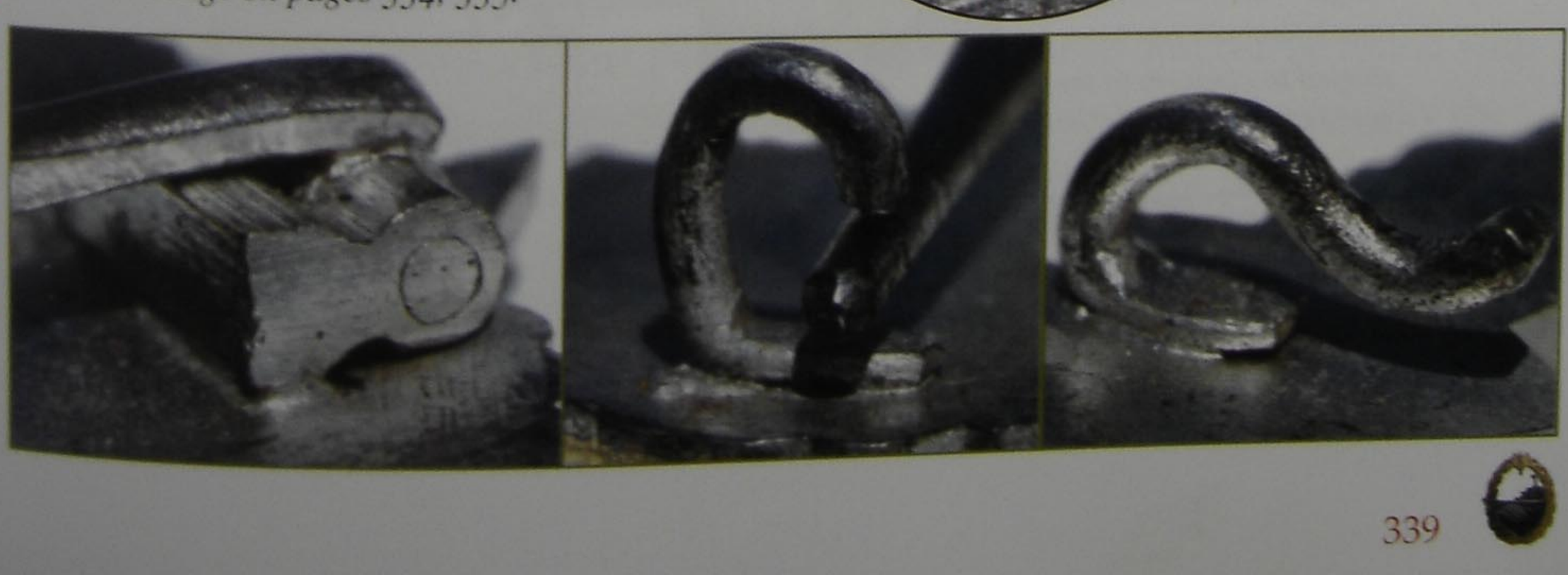
no grade

metal type: tombak

As shown here, some Destroyer badges were given a silver coating on the reverse instead of the more common dark gray finish.

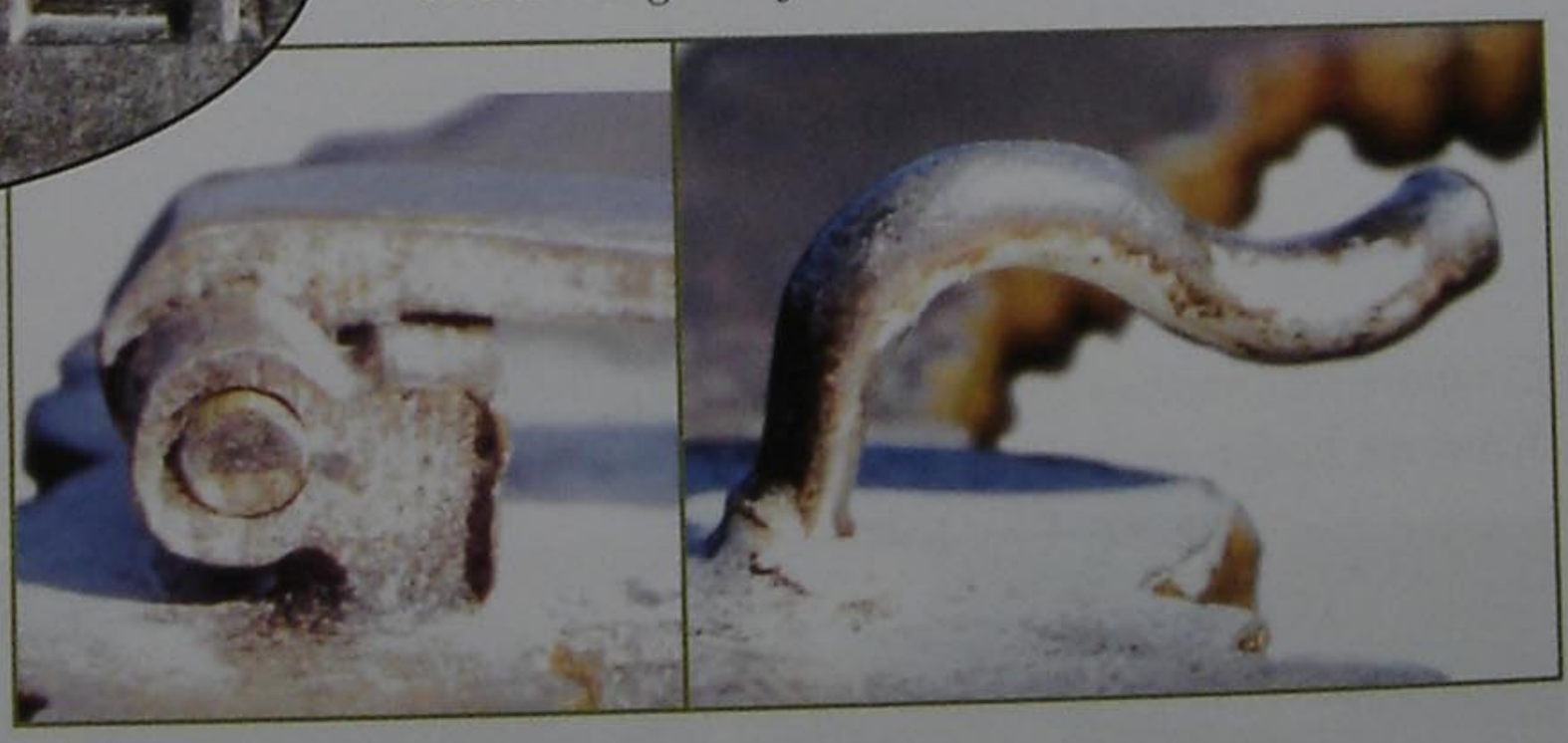
This relief-stamped LDO number "L/21" represents the firm of Foerster & Barth.

Compare this method of hinge attachment to the Schwerin badge on pages 334, 335.



Gebrüder Wegerhof is not known for naval badges, however this example conforms to their usual high standards. The wreath's dark gold finish is in excellent condition. Superstructure and anchor details of the sculpted destroyer are superb, as are the finely scribed elements of the eagle. On the reverse we see a superb example of normal wear patterns illustrating the loss of silver finish wherever the badge has rubbed against the uniform. Instead of their traditional encircled vertical characters, this Wegerhof Destroyer badge only displays the company initials. The use of a thick attachment pin is unusual. Weight = .9oz.

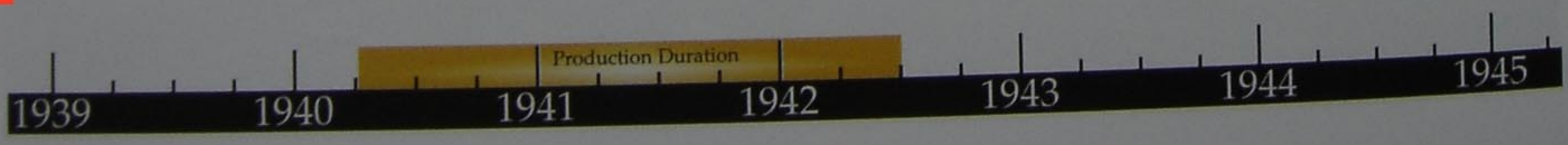
(below, right) Showing little of its former finish, the end of the top-hook has been directly soldered to the badge surface.



(right) Only the soldered flat side of this hinge makes contact with the badge. This end of the attachment pin has been shaped to conform to the curved hinge.

no grade

metal type | tombak



and elsewhere, Admiral Raeder sanctioned the Destroyer War badge on June 4, 1940. All surviving destroyer crew members of the combat at Narvik received the award automatically. Criteria to receive the badge after the operations in Norway included excellence in the performance of duties during the previous six months with overall good conduct and no detention throughout that time, or one of the following:

1) Participation in three engagements with the enemy.
2) Participation in three offensive mine laying operations.
3) Twelve operations against the enemy without contact.
4) The survivor of a ship lost through enemy action.
5) A single act of heroism for which no other award was given.
6) Wounded or killed in action.

Having no award for outstanding conduct under fire, the awarding of the Destroyer War badge was broadened to include crews of S-boats and torpedo boats on October 22, 1940. The same requirements had to be met to receive the badge until May 30, 1941 when the S-boat badge with its new set of criteria was introduced.

Renowned Berlin artist Paul Casberg, designer of the U-boat badge, was commissioned to concept and create the Destroyer insignia, with the firm of Schwerin assigned as manufacturer. Early badges are die-stamped tombak, having fire gilt wreaths and a chemically darkened blue-gray center. A wide horizontal attachment pin is generally found complimented by a small hook soldered above it. As zinc eventually supplanted tombak, inferior gold finishes and less substantial needle pins replaced the gilt and broad attachment pins. While these late war badges suffer in material quality, the detail of their striking is consistent with early war production. A cloth version of the badge was allowed but seldom worn, as period photographs testify.

Initial Destroyer badges were housed in dark blue hard-shell cases void of inscription on their lids. Various color paper packets replaced the cases and can be found with "Zerstörer-Kriegsabzeichen" printed in black ink on the obverse. Occasionally the manufacturer printed his name and address on the reverse of the packet.

After an entry was made in the sailor's soldbuch, a document was presented and the Destroyer badge was placed on the lower left breast of his uniform, below and to the right of any higher decoration received.

(left) Lacking the sharp features of earlier made badges, this zinc Destroyer badge appears flatter and less defined. A wider wreath results in a smaller cutout segment to the right of the mast. Surprisingly, most of the finish on the gold wreath and gray destroyer remains. Weight = .8oz.

(right) Identical crimping methods were used to fasten the hinge, catch, and top-hook on this badge by Josef Feix. Use of a horizontal needle pin is not as common as the "coke bottle" style.

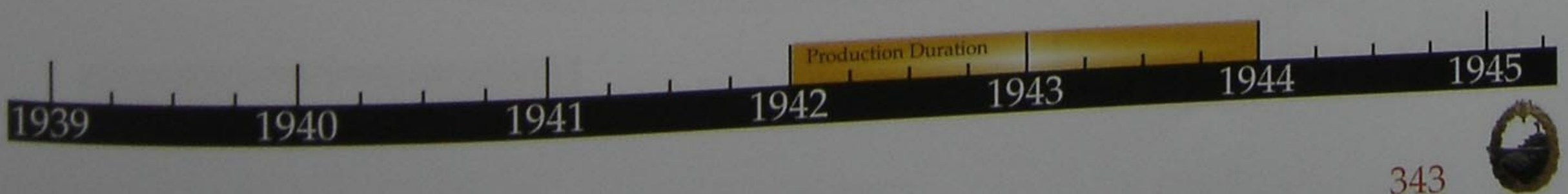
(below) A snug fitting hinge dowel holds the attachment pin in place. The slight depression at the base occurred as it was crimped into the badge.

(above) A deep gash mars the raised logo of Josef Feix Söhne.

(here and opposite bottom) Both catch and top-hook were set in place using the same technique. Wire used to form them was placed perpendicular to the badge and crimped. After crimping they were then bent by hand into their final shapes.

no grade

metal type | zinc



After sixty plus years, most zinc badges end up looking like the one shown here– bare metal with spotty areas of corrosion. Weight = .9oz.

(below, left) The orange coloring is rust that has accumulated at the base of the steel hinge.

(below, middle) Even late in the war, time was taken to carefully craft the end of this attachment pin to a precise point. Amazingly, the small amount of solder used to affix the catch still holds. Although appearing sturdy, joints between components on zinc badges usually become brittle with age and are easily broken.

(and right) Appearing to be soldered directly to the surface this top-hook was in fact inserted into a hole forged into the badge for its placement.

no grade

metal type | zinc

It comes as no surprise that the reverse finish is identical to the obverse. Die-forging gives the edges of the wreath a smooth, rounded aspect.

The raised maker mark of Sohni, Heubach & Co.

Rivaling its German counterpart for quality, this French Destroyer badge uses white metal instead of the usual zinc for its construction. The ship's anchor and the features of the eagle are unique to French manufacturing. Weight = .9oz.

The reverse is slightly dished, its filed edges showing minor spillover of gilt finish. A rough textured surface is typical of these French made badges.

(top, middle) The usual hinge and catch found on all German naval badges manufactured by the French. Notice the angled end of the flat wire catch.

Since the gilt overlaps the solder used to fasten the top-hook, the gray finish of the reverse must have been applied before the gold on the obverse. Interestingly, the end of the top-hook is not cut square as is found on most badges.

metal type	white metal

no grade

A cloth version of the Destroyer badge was authorized and worn on the lower left breast of the uniform. Navy blue wool comprised the base material with silver-gray and yellow cotton thread used to form the destroyer and wreath respectively.

This photograph illustrates the proper placement of the Destroyer badge and other awards upon a uniform that contains no pockets. Interestingly, his Spanish Cross is without swords.

Minesweeper Badge

Not receiving the glamour and attention that often surrounds larger ships, the crews of the minesweepers and escort vessels never deterred from carrying out their important missions – clearing dangerous minefields and protecting convoys from attack. Facing the violence of the enemy as well as the sea, these men performed their duties as courageously as their counterparts on the Navy's larger vessels, for rarely could these larger ships even get underway without advanced preparation of the sea-lanes by the smaller craft.

Recognizing the vital importance of undertakings many perceived as mundane, the OKM awarded the triumphs of these men with the Minesweeper badge. A dazzling silver water plume represents the successful detonation of an enemy mine and is framed by an oval of interlocking golden oak leaves and acorns. Obtained through diligence and repeated exposure to danger, the Minesweeper badge represented only a portion of the devotion to duty these men displayed.

SECTION 15

KRIEGSMARINE

As with early die-stamped Navy badges, the eagle and wreath of this Minesweeper badge exhibit a fire gilt finish. Normal wear to the silver water plume discloses the underlying tombak metal. The eagle's right claw is depicted in a stylized form resembling the letter "E". Weight = .90z.

(below) Smooth, rounded elements suggest rather than depict the anatomy of an eagle. Ten inner feathers can be counted on the faceless eagle's left wing with only nine on the right.

no grade

metal type | tombak

Silver as well as gold is commonly found overlapping the edges. The raised lettering provides us with the badge designer's name, Otto Placzek, and that of the manufacturer, Schwerin of Berlin.

Checkered patterns are occasionally found on naval badge hinge pins. Notice the rough texture of the hinge block. As a rule, Schwerin badges conform to higher standards than those illustrated in this particular case.

Surprisingly, considering the large gap surrounding it, the hinge pin remains in place after more than sixty years. The catch as well as the hinge were attached to the badge and given a dark gray finish before the gilt was applied to the obverse.

A studio-posed photograph reveals the clean lines of this sailor's formal uniform, his Minesweeper badge and Iron Cross 2nd Class ribbon awash in a sea of blue fabric.

As much as the German Navy in 1940 welcomed the opportunities created by the conquering of the European continent, the situation also brought with it inherent problems. That she could put ships to sea unencumbered by the British blockade was offset by her lack of vessels to defend the newly acquired coastlines. Removing minefields, searching for enemy submarines, and providing protection for merchant shipping along their protracted coast were missions the Kriegsmarine was not materially, and in some cases logistically, prepared for.

After the sinking of a large part of the German Destroyer Fleet in Norway, their traditional duties of convoy escort and coastal protection fell to the smaller craft of the Kriegsmarine. T-boats (Torpedoboote-craft smaller than destroyers and armed with sets of multiple torpedo tubes), R-boats (Raumboote-small craft used for coastal mine laying/sweeping, rescue of downed aircrew, and convoy protection) S-boats, and the minesweeping vessels were now responsible for this mission. With this maritime activity now taking place along both coasts of the English Channel, a cat-and-mouse game developed as each side tried to out-maneuver, surprise, and destroy their opponent's coastal shipping.

Appreciating the contributions these sailors were making to the war effort, Admiral Raeder announced the introduction of the Minesweeper, Submarine Chaser, and Escort Vessels War badge on August 31, 1940. Although instituted, formal award qualifications for the Minesweepers badge (its title shortened here for convenience) were not put forth until September 11. The qualifications included excellence in the performance of duties throughout the previous six months with overall good conduct and no detention during that time, or:

1. Participation in three combat operations.
2. An outstanding individual act of bravery.
3. Participation in an outstanding operation determined by the commanding Admiral.
4. Wounded or killed during a combat operation.
5. The sinking of the ship to which assigned.
6. 60 days at sea with the fulfillment of the assigned offensive mission.

7. Removal of live mines on 10 different days.
8. The laying of 10 mine fields.
9. Participation on 25 passages in mine infested waters.
10. 25 days of convoy duty.

The academically trained sculptor and commercial artist Otto Placzek designed the Minesweeper badge, consisting of a silver-colored water plume exploding from a sea of waves and surrounded by a gold oak leaf wreath. The Reichsadler sits atop the wreath that is held together by a three-band tie at its base.

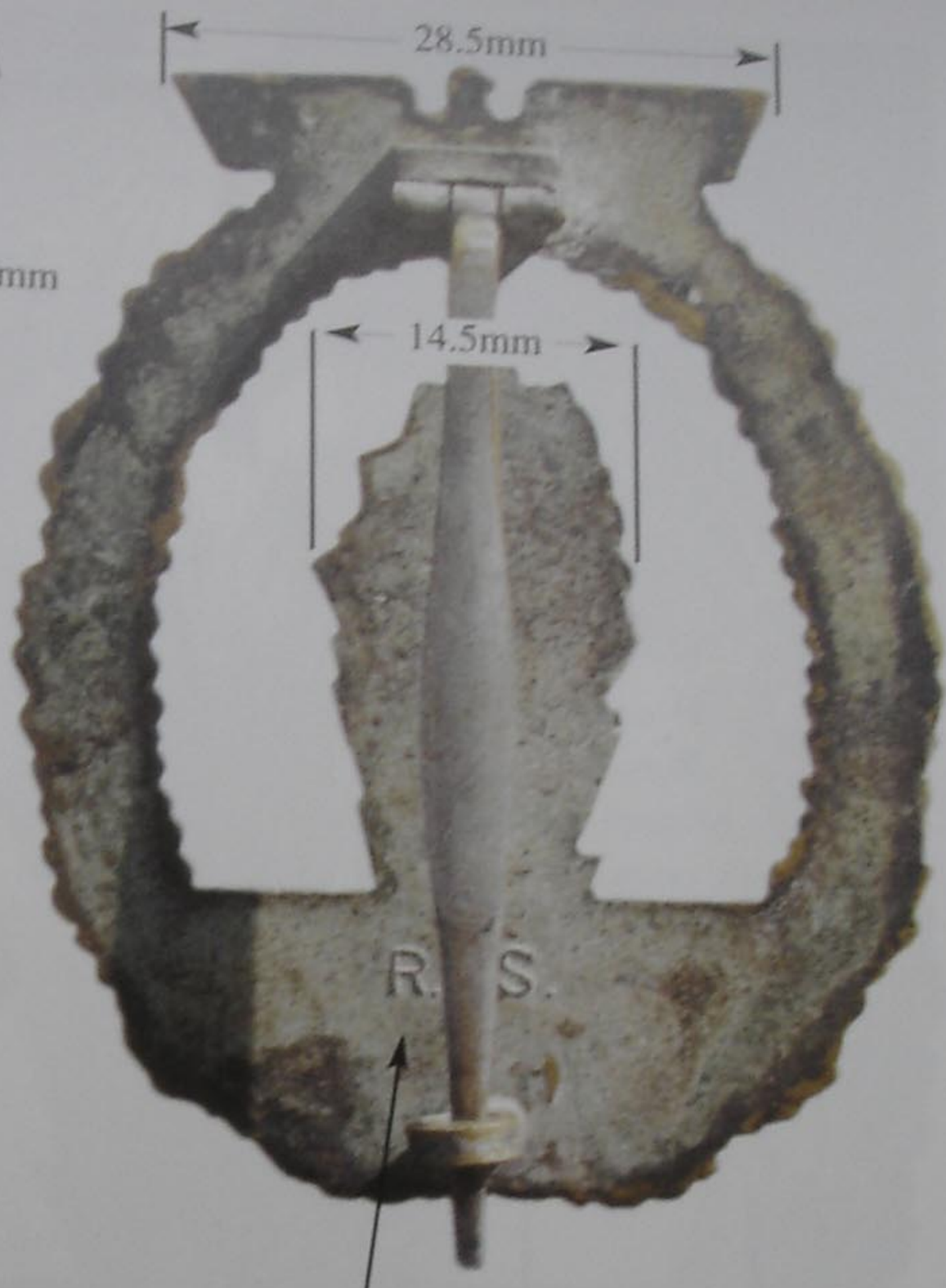
Although officially introduced on August 31, 1940, badge preparation and production by Schwerin und Sohn of Berlin had begun six weeks earlier, on July 19. Delivered on October 2, initial badges were die-stamped from tombak with a fire gilt finish. November 28, 1940, marks the date when the first Minesweeper badges were presented.

In addition to being constructed from tombak, the first Minesweeper badges featured wide bladed vertical attachment pins with flat wire catches. White metal and zinc replaced tombak when the use of this alloy's components became critical in other war industries. Ferrous needle type pins began to replace the "coke bottle" design in conjunction with the change to zinc. Along with these alterations in construction the use of fire gilding was ended and substituted with a less expensive gold wash finish. However, whether made from tombak or zinc, Minesweeper badges maintained excellent stamping detail throughout the war.

As with other Kriegsmarine badges, Minesweeper badges were housed in both hard-shell cases and the ubiquitous cardboard boxes and paper packets. No lettering is found on the blue hard-shell cases but the paper packets can be found with "Minensuch-, U-Boots-, Jagd-, und Sicherungsverbände Abzeichen" printed on their exterior.

The Minesweeper badge was worn on the lower left breast of the sailor's uniform. A cloth variation of the badge was approved and worn in the same manner prescribed for the metal version.

(obverse) A dot pattern can be seen on the inner portions of the oak leaves whose widths are slightly smaller than those of the Schwerin badge. Tombak insures the continued adherence of the fire gilt and silver finish. (reverse) Wide "coke bottle" shaped attachment pins are the norm on early badges. In contrast to the Schwerin example, an application of silver (similar to that used for the water plume) overlays the reverse. The outer rim shows wear from contact with the uniform.



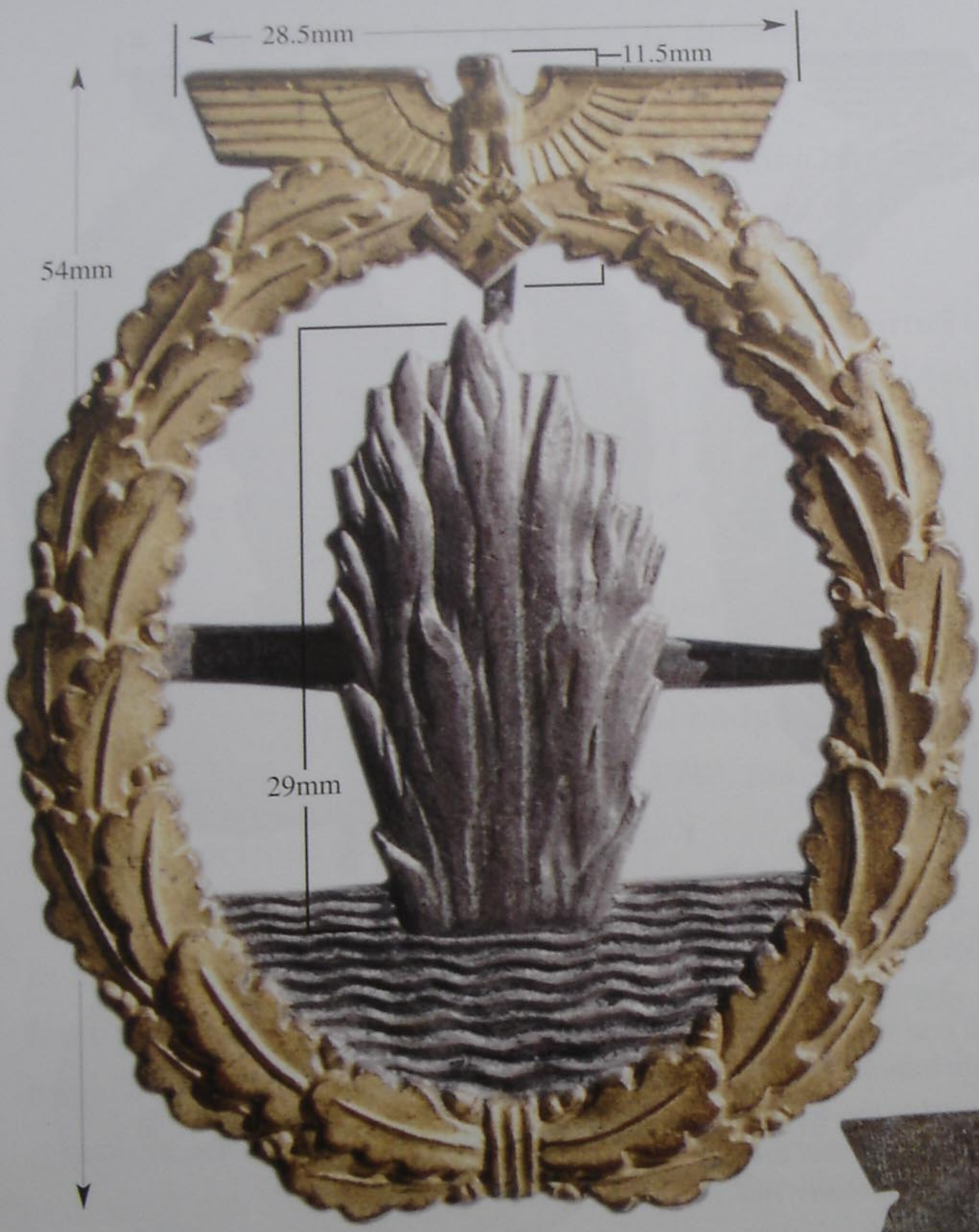
(above) Notice how the individual letters of the Richard Simm & Söhne's maker mark are misaligned.

(far left) The solid hinge block (one of two pieces comprising the hinge) is smaller than normal.

(left) Tension created at the hinge keeps the attachment pin locked in place.

no grade

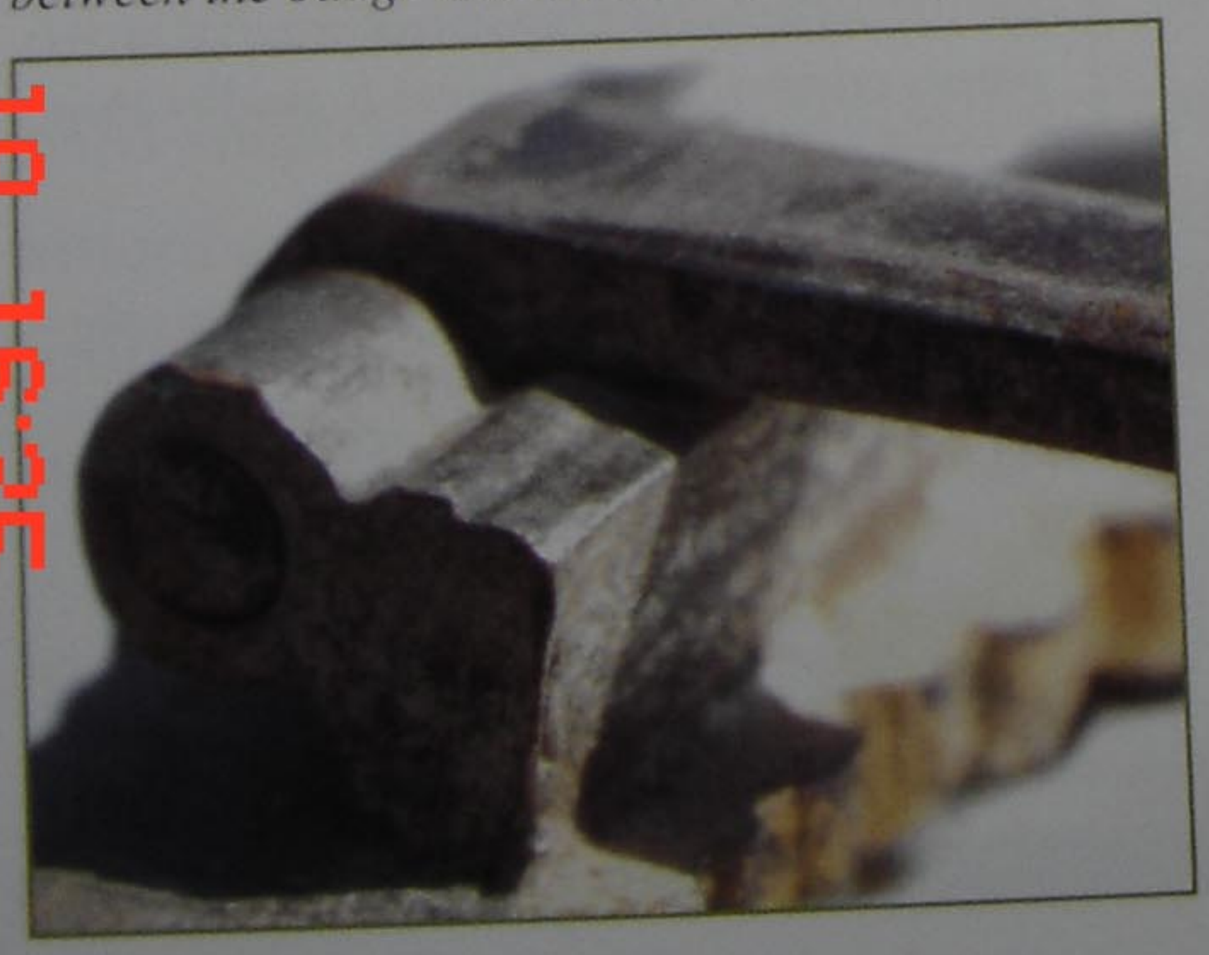
metal type | tombak



Both rare and exquisitely crafted, this quality fire gilt badge shows off its unique horizontal attachment pin. Weight = .9oz.

(below)
Although missing now, a silver finish was uniformly applied to the reverse, including the hinge, pin, catch, and top-hook. Because the details of the obverse don't distract us, our eyes are drawn to the silhouetted saw-toothed edges of the wreath and water plume.

By soldering only the squared end of the hinge, a gap, partially obscured by the shadow, remains between the badge and the rest of the hinge.



The remaining silver finish emphasizes a thick brass catch and attachment pin working together to insure the badge will be securely fastened to the uniform.

metal type | tombak | no grade

Production Duration

1939 1940 1941 1942 1943 1944 1945

Greater definition to the wreath was achieved by cutting the indentations in the oak leaves deeper. This, combined with the eagle's tapered wings, gives the badge a delicate appearance. Worn high points are the only indicators of this badge's age.

no grade

metal type | tombak

Still secure in its catch, the attachment pin is not affected by damage at the hinge. The round "barrel" style hinge distinguishes this badge from others we have seen. Once again a silver coating has been added to the reverse.

Cracks are forming on the right side of this Minesweeper badge. The deep bluing of the waves provides a heightened contrast to the silver water plume. Of the three ribbons making up the tie band, the center one is larger than that found on previous badges.

Flattened and attached at the hinge, the attachment pin is thinly tapered to a fine point making this an unusual example. A factory fresh intact finish highlights the reverse.

no grade

metal type | white metal

Production Duration

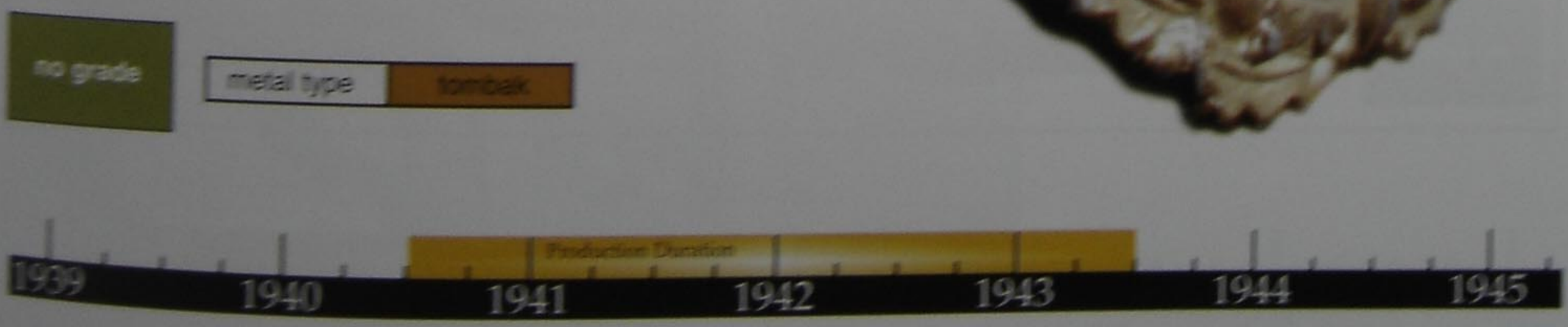
1939 1940 1941 1942 1943 1944 1945

Providing a clear view of a lone Minesweeper badge and its placement on a young sailor's tunic, this type of photo-postcard was produced throughout the war and mailed home to family and friends.

Although we see a silver coat on its reverse, this badge's hinge and catch composition are identical to that of the S-boat badge on page 307. A faint maker's mark can be spotted behind the attachment pin.

High, well-defined ridges of the wreath create a rich 3-D illusion of thickly layered oak leaves. Details of the eagle are equal to those of the wreath and water plume, making this example a cut above the rest.

This perspective allows the reader to admire the three dimensional qualities that die-stamping can produce. The overlapping oak leaves and thickness of the water plume cannot be appreciated to the same level when the obverse is viewed as a flat plane.

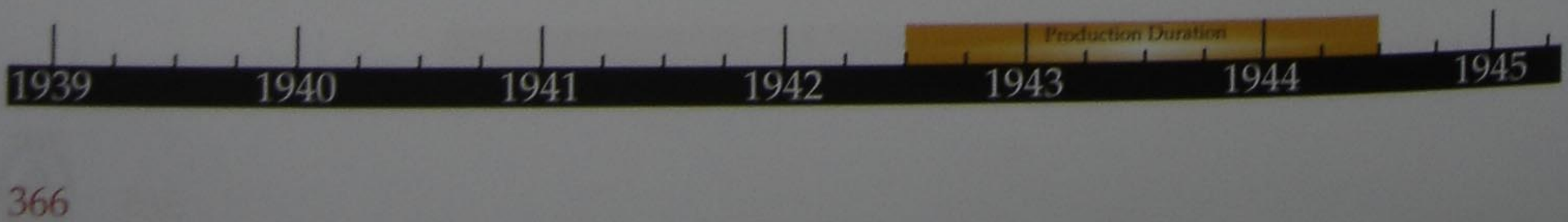


Grasping a prominent swastika, this finely detailed Reichsadler closely resembles those found on government buildings throughout wartime Germany.

Raised serpentine edges of the oak leaves form a portal creating an illusion that the white water plume is recessed. Weight = .9oz.

no grade

metal type	zinc



A new method of hinge attachment is shown here; two crescent shaped tabs crimped over the base of the hinge. Dark spots are actually remnants of the original gold wash. A thin lip on the right side of the water plume is a vestige of the casting process.

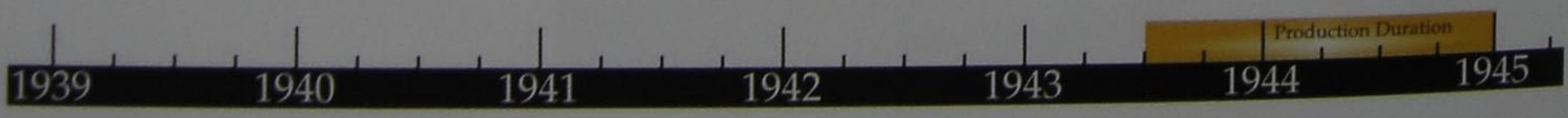
The hinge and catch are both gold finished. Our hinge is magnetic and the catch has been crimped into place using a circular stamping tool.

Currently, information has not come to light informing us what firm the raised letters "LM" represent.

The lustrous finish of the water plume and waves below it draws the viewer's attention to its gleaming form and contrasts nicely with the muted gold tone of the wreath. Weight = .9oz.

no grade

metal type | zinc



Seen from the reverse, one wonders if they are looking at the same badge. Displaying a rusty hinge and lacking a gold finish, the badge represents the normal condition of most surviving badges made from zinc.

(below) The oversized base of the hinge actually sits on its placement guide causing it to tilt. Another defect is the curved end of the attachment pin barely making contact with the hinge.

Providing an ample opening to receive the pin, the tall catch rests upon its mounting plate and a thick layer of solder.

As with other cloth Navy badges, the Minesweeper badge uses silver-gray and yellow thread respectively to produce the water plume and wreath on a navy blue wool background. The cloth form of the badge was worn in the same location as the metal version.

Having already earned the Minesweeper badge and the Spange to the Iron Cross 2nd Class, this sailor examines the award document and packet accompanying the Finnish medal pinned to his jacket.

Was this photo the inspiration for the center motif of the Minesweeper badge? If only we could ask Otto Placzek, the badge's designer. Certainly all the badge designers searched for visual inspiration. This water plume created by a detonating mine would have been the perfect model for its zinc counterpart.

Although somewhat grainy, this photograph of two Luftwaffe pilots reveals something rarely seen – the man on the left has been awarded the Kriegsmarine Minesweeper badge. The obvious question is "Why?" It is possible that these pilots were assigned to Minensuchgruppe 1 based on the French coast. This unit flew Ju 52/3m's (above) fitted with a dual magnetic coil ring used for minesweeping duties. As the aircraft flew low over the water, its electrically charged coil would detonate any magnetic mines it encountered. Minensuchgruppe 1 remained active in its minesweeping operations until late 1944. Interestingly, both men wear Reconnaissance Flight Clasps and Observer qualification badges.

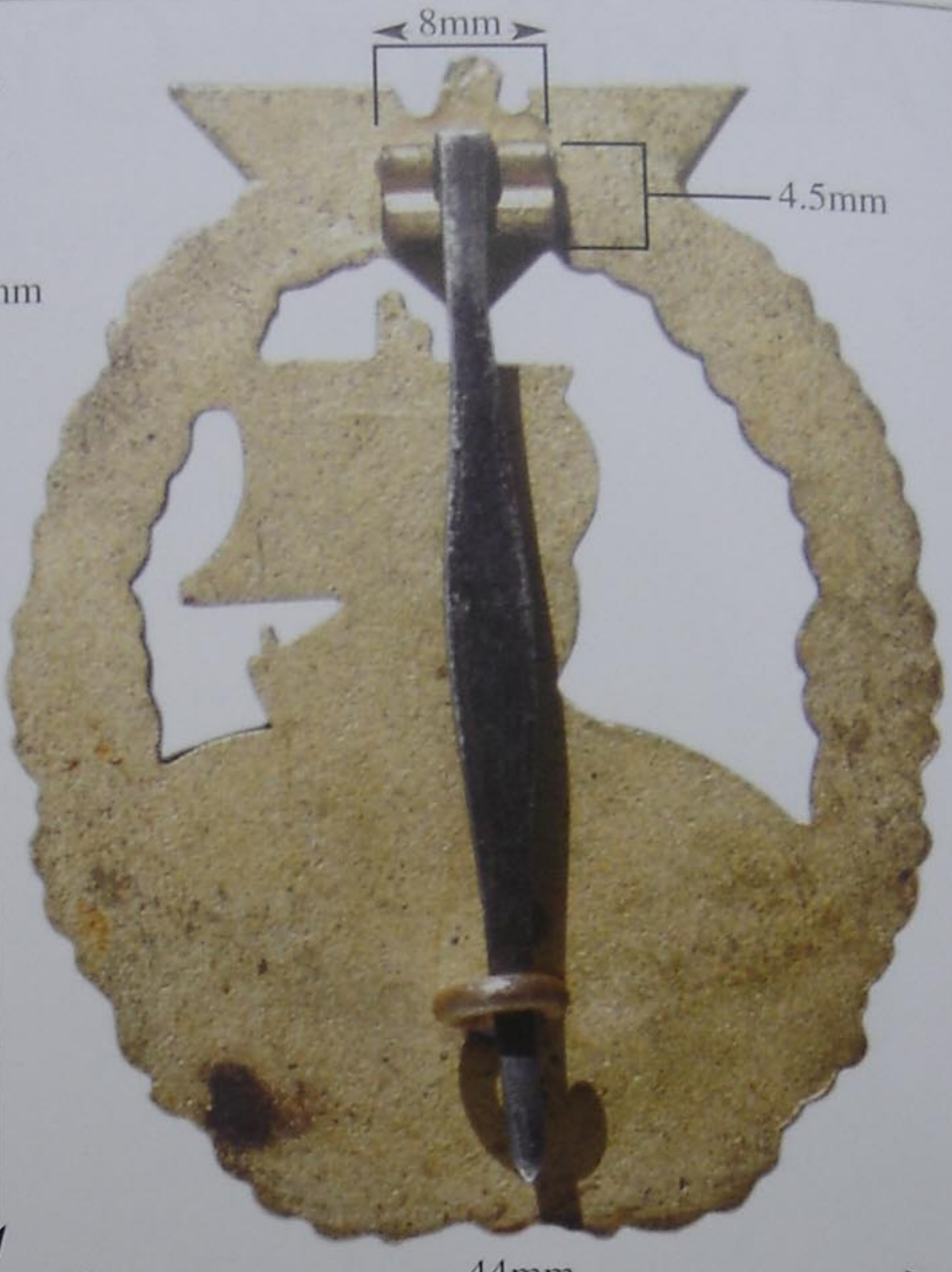
SECTION 16

KRIEGSMARINE

Auxiliary Cruiser Badge

Carrying supplies to sustain herself for up to one year, she cruises the sea-lanes disguised as an innocent merchant ship. Looking for any unsuspecting Allied vessel, small but deadly guns capable of rapid deployment lay in wait behind ersatz bulkheads. Her crew is hidden but stands ready, anticipating their next engagement. As her victim draws nearer, the facade is lowered revealing her true identity – an Auxiliary Cruiser.

Hoping to repeat its successes of the First World War, Germany again sent out Auxiliary Cruisers to disrupt British merchant shipping. For the many men who participated in this military ruse, an award was created to commend their cunning and bravery – the Auxiliary Cruiser badge. A Viking ship sailing atop a silver globe encircled by golden oak leaves expresses the marauding spirit of the men who navigated these masquerading predators. While all knew of the demands required to receive it, few were honored with the right to wear this rare award.

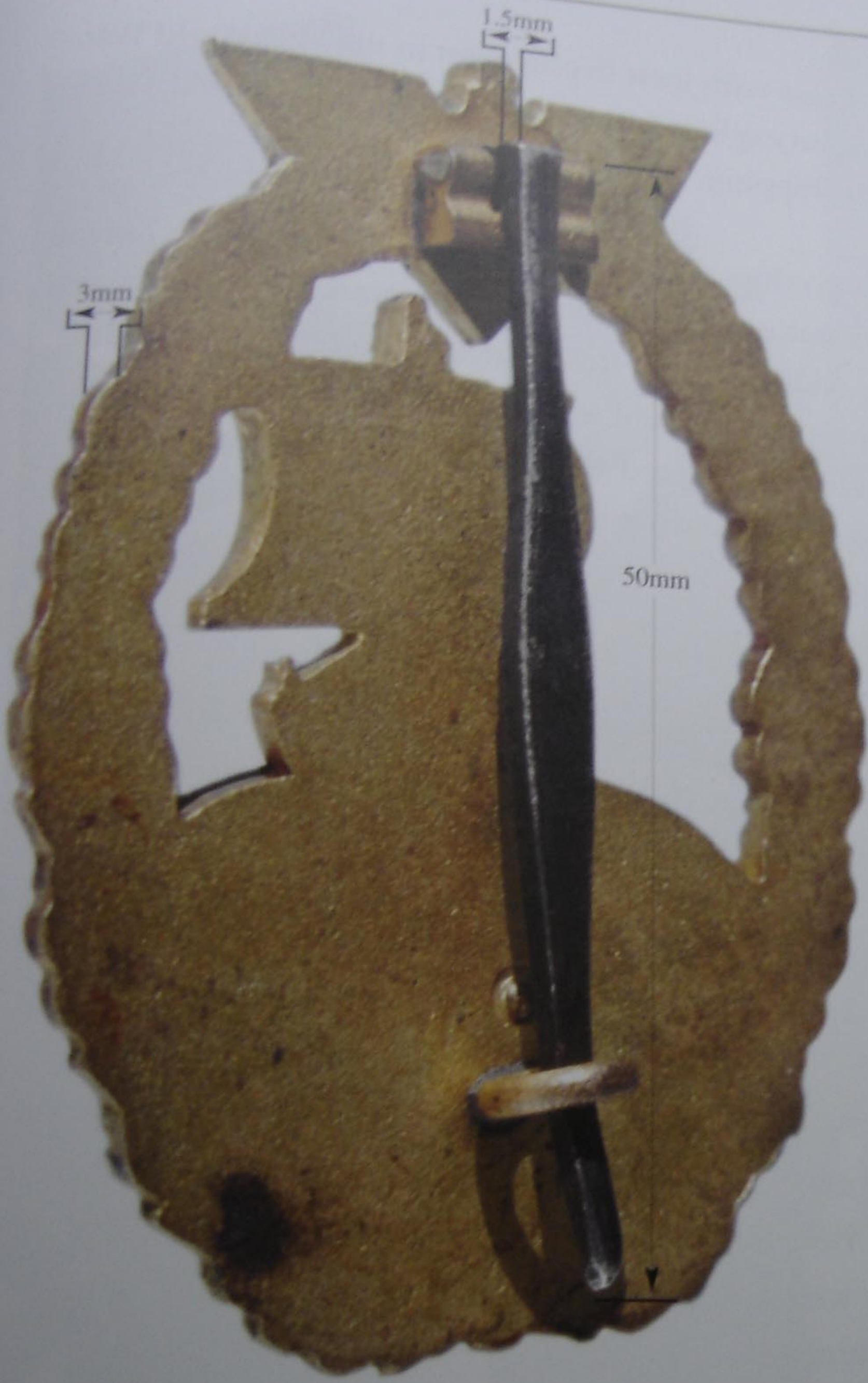


Slightly obscuring its details, the thick yellow fire gilt finish of this Auxiliary Cruiser badge is characteristic of early two-piece, unmarked badges. On rare occasions this type badge can be found marked by its manufacturer, C.E. Juncker of Berlin. A red hue visible on this and many other fire-gilded badges may be caused by mercury oxidation during the firing process. Notice a longitude line on the nickel-silver globe passes through part of Ireland with England resting on top of the intersecting latitude line. A stippled surface highlights the globe's continents. Weight = 1.3oz.

(right) In addition to the hard-shell case seen here, other methods of packaging the Auxiliary Cruiser badge may include a blue cardboard container or paper packet. The portion of the case to the right of the badge is meant to hold a stickpin.

no grade

metal type | tomback/nickel-silver



(above) A matching fire gilt finish from the obverse was applied to the reverse. Mild pitting to the surface does not detract from its appearance. Partially hidden by the blued attachment pin is a single rivet that fastens the globe to the badge. Viewing the end of the ship's sail and stern reveals the badge's substantial depth.

A. *An unorthodox square hinge pin completes this gold finished brass hinge. The end of the attachment pin is cut perpendicular to the badge surface and rests on the hinge block.*

B. *This gold-colored brass catch holding the upturned end of the attachment pin is soldered perfectly in place.*

C. *A small circular depression was left around the rivet as it was pressed into place.*

Having had success with their deployment in the First World War, the German Kriegsmarine again exploited the Auxiliary Cruiser in World War Two to sink Allied merchant shipping.

Converted from standard cargo ships, Auxiliary Cruisers were fitted with hidden guns, torpedo tubes, and apparatus to mask their true appearance as they traveled the world's shipping lanes. Aided by their floatplanes and often masquerading as neutral vessels, Auxiliary Cruisers would seek out lone Allied cargo ships and sink them before the victims realized their precarious situation and summoned help. As well as sinking enemy commercial vessels, Auxiliary Cruisers were also called upon to lay minefields, replenish U-boats, and pick up survivors of sunken German ships.

One of the most successful Auxiliary Cruisers, Atlantis, displaced 7,862 tons and could make 16 knots. She had a crew of 350 and was armed with six 15cm and one 7.62cm guns, two 3.7cm and two 2cm anti-aircraft weapons. Four 53cm torpedo tubes rounded out her armament. In March 1940, she set out on a 622-day voyage taking her through the South Atlantic and Indian Ocean sinking 22 Allied vessels totaling an amazing 145,697 tons.

The Kriegsmarine sent nine Auxiliary Cruisers to sea early in the war including Ship 10/Thor, Ship 16/Atlantis, Ship 21/Widder, Ship 23/Stier, Ship 28/Michel, Ship 33/Pinguin, Ship 36/Orion, Ship 41/Kormoran, and Ship 45/Komet. While most were sunk, they took a disproportional toll of Allied shipping in comparison to their small numbers.

Admiral Raeder recognized the successes of his crews by formalizing the awarding of the Auxiliary Cruiser badge on April 24, 1941. Qualification for the badge was open to all men meeting any one of the following prerequisites:

1. A successful voyage that included the sinking or capturing of enemy ships and their cargoes.
2. Displaying outstanding leadership and courage.
3. Receiving a wound during combat.

The man to the right of Knight's Cross holder Oberbootsmannsmaat Karl Heinz Fischer is wearing the Auxiliary Cruiser badge. Admiral Dönitz presented the award to Fischer on July 12, 1943.

Burnishing of the tie bands and swastika accentuates the beautiful fire gilt finish of this Schwerin produced badge. Artificial patina around the continents brings definition to the white-metal globe. Compare the latitude and longitude lines of this badge with the previous Juncker. Weight 1.2oz.

(below) Unlike the Juncker badge, the Schwerin attachment pin and catch are fashioned from white metal. Both the raised name of Schwerin and the rivet affixing the globe are visible.

(below) Schwerin uses a round hinge pin to secure the attachment pin. The dark solder and discoloration at its base are easily discernible.

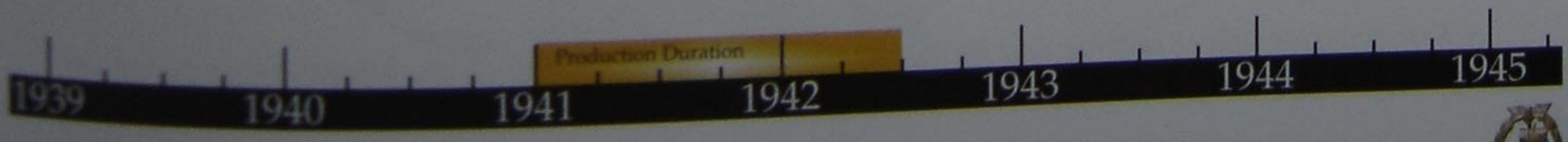
(bottom) The attachment pin is perfectly matched to the flat wire catch constructed of a porous white-metal.

Discoloration around the hinge and catch points to the fact they were soldered to the badge after the fire gilt finish was applied. Misalignment of the globe allows us to see portions of its reverse.

The raised maker's name "Schwerin·Berlin".

no grade

metal type: tomback/white metal



A Viking ship sailing atop the North Atlantic portion of the globe forms the central theme of Ernst Peekhaus's design for the Auxiliary Cruiser badge. Peekhaus completes the motif by surrounding the ship and globe with an oak leaf wreath surmounted by the Reichsadler.

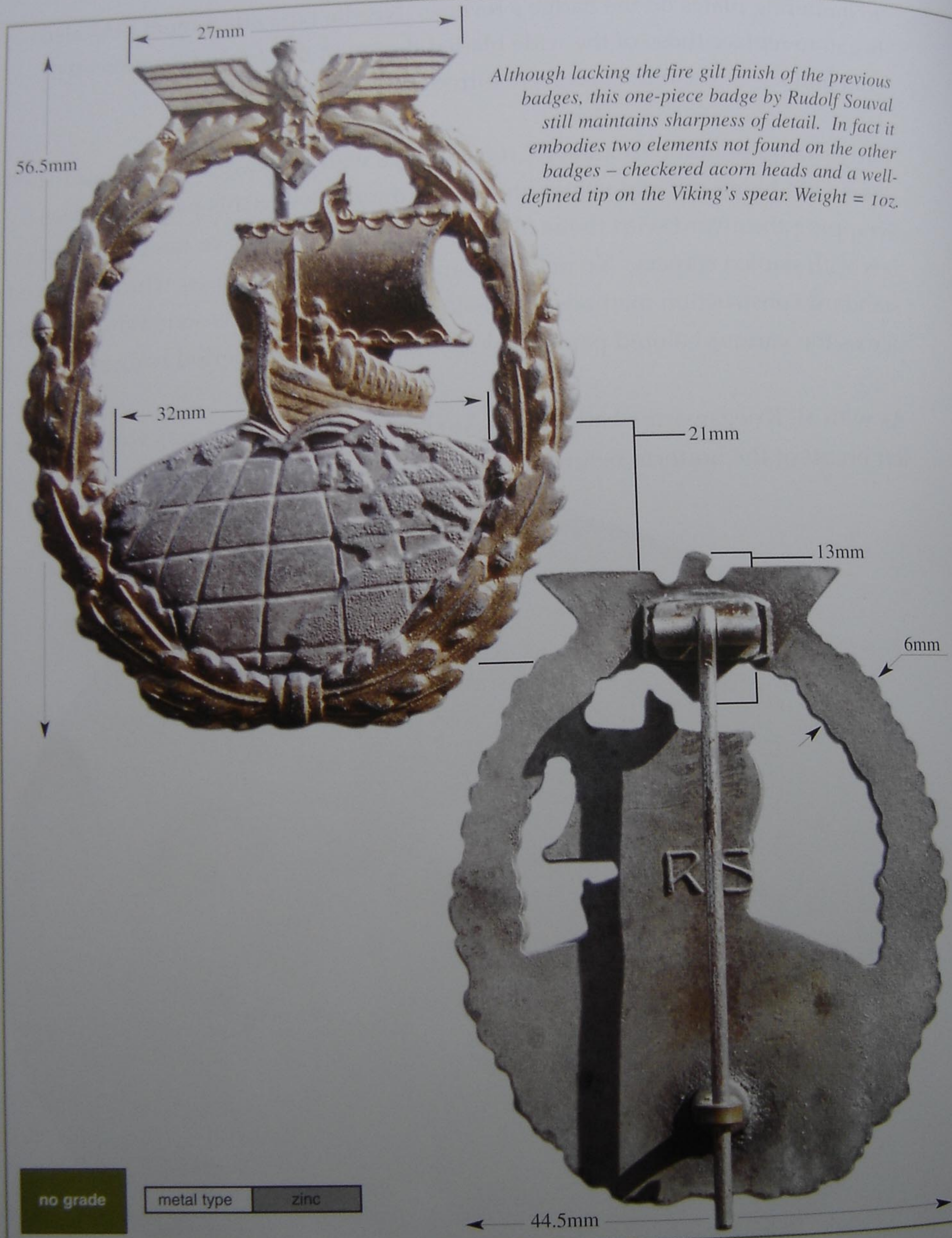
The Auxiliary Cruiser badge was constructed in two forms. Early badges were die-stamped/-forged from tombak with a separately attached nickel silver/white metal globe. As the war progressed badges were die-forged from a single piece of white metal or zinc. Early badges are found with fire gilt finishes that have the high points of the eagle, swastika and wreath burnished. These badges have hinges and catches soldered directly to their surface and utilize magnetic "coke bottle" attachment pins. Eventually, one-piece die-forged zinc badges came into production utilizing folded metal hinges and flat wire catches that were soldered

A Kriegsmarine officer and his new bride on their happy day. As well as the Minesweeper badge, an Auxiliary Cruiser badge is seen pinned to his jacket. Notice the fold of his Iron Cross 2nd Class ribbon.

to mounting plates on the badge's reverse. Needle type attachment pins also began to replace those of the wide bladed design at this time. Concurrently, gold and silver wash finishes were introduced and applied.

Early examples of the Auxiliary Cruiser badge were packaged in blue hard-shell cases with blue satin and velvet linings. An alternative to this packaging was wrapping the award with tissue and placing it inside a blue or tan cardboard box with stapled corners. No markings are present on these cases, which followed standard construction methods. "Hilfskreuzer-Abzeichen" is sometimes printed across the various colored paper packets that housed late-period badges.

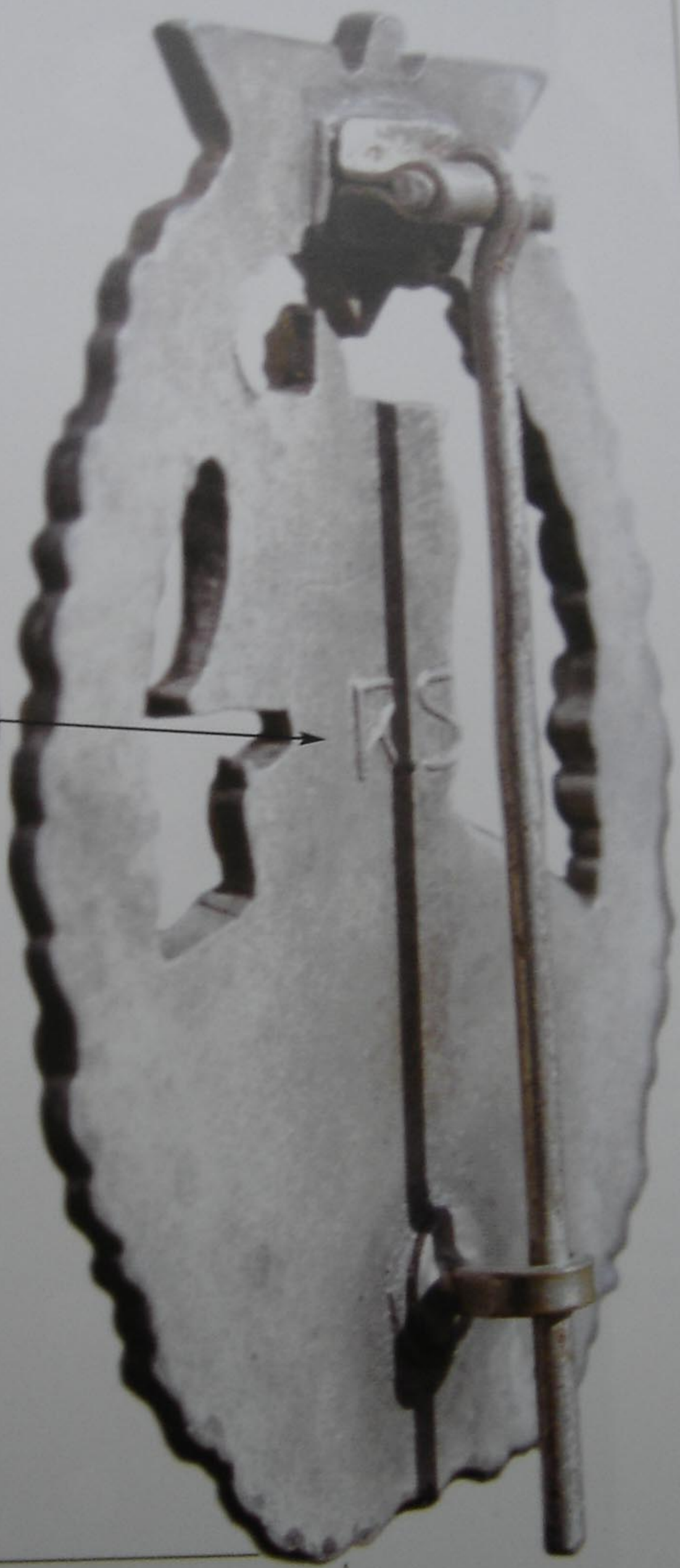
As with all Kriegsmarine badges, the Auxiliary Cruiser badge was worn on the left breast of the uniform below any valor awards.



Although lacking the fire gilt finish of the previous badges, this one-piece badge by Rudolf Souval still maintains sharpness of detail. In fact it embodies two elements not found on the other badges – checkered acorn heads and a well-defined tip on the Viking's spear. Weight = 1oz.

(right) Once again we find a dull gray reverse common to zinc badges, which contrasts sharply with the gold and silver wash finish of the obverse. Splotches around the hinge and catch resulted from heat during the soldering process.

The raised maker mark of Rudolf Souval lacks a period after the "S".



(below, left) Resting on its positioning guides rather than between them, the well-formed hinge wraps around the poorly snipped hinge pin.

(below, right) The brass catch leans against its mounting plate as it grabs the long, rusting attachment pin.

Commander of the famous Auxiliary Cruiser "Atlantis", Kapitän zur See Bernhard Rogge sits for a formal portrait displaying his many decorations. As well as the Auxiliary Cruiser badge shown here, Admiral Raeder later awarded Rogge the rare diamonds grade of this badge.

(below) The French-made version of the Auxiliary Cruiser badge is shown with its characteristic eagle and horizontal pin. Still holding a thin gold finish, the base of the wreath is flatter than its German counterpart and lacks acorns. Weight = .9oz.

(above) The reverse follows the pattern of the previous French badges using a semi-hollow one-piece stamping. Areas of corrosion have replaced any finish that may have been originally applied.

19

no grade

metal type | zinc

Blockade Runner Badge

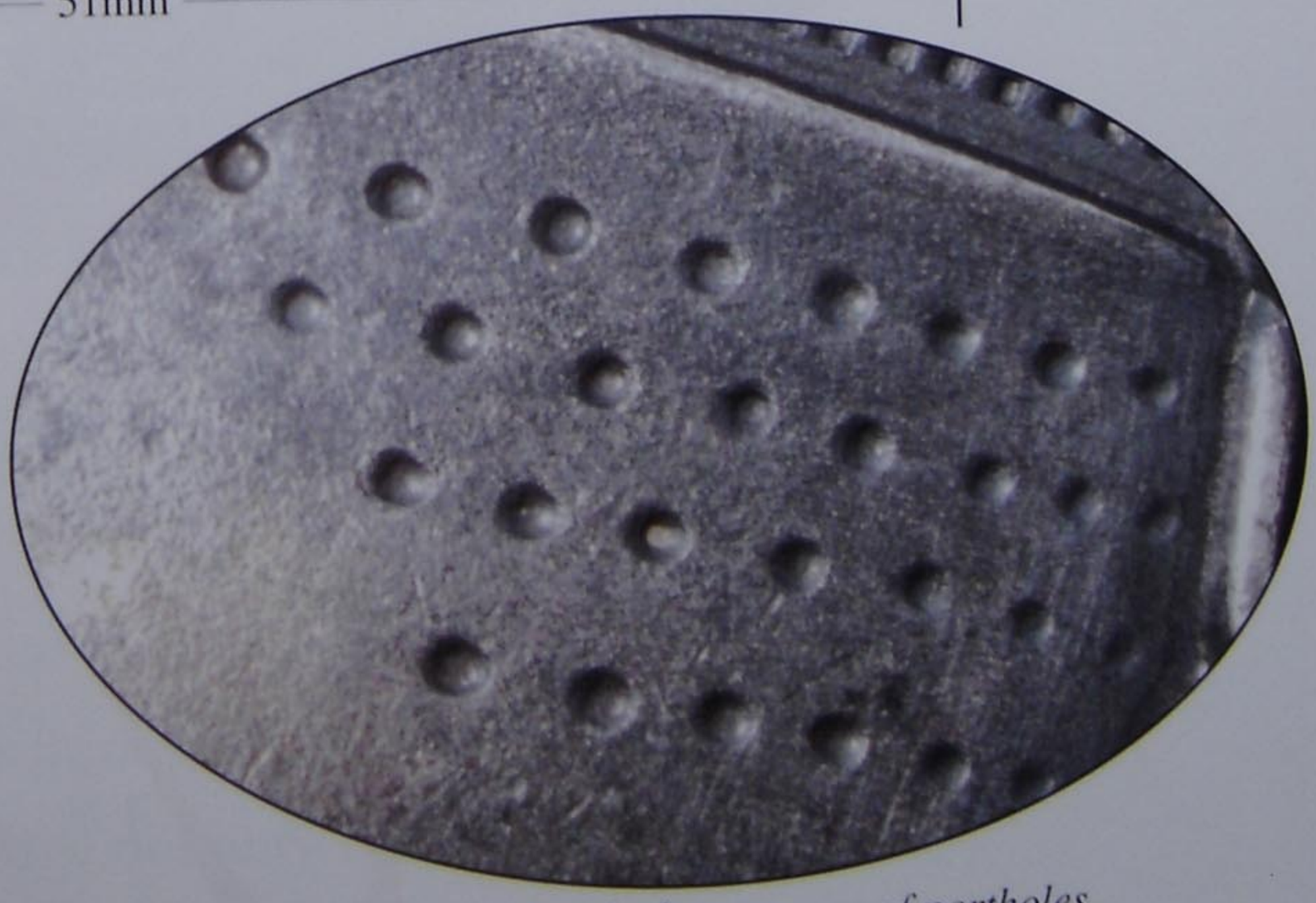
The Blockade Runners badge features an intrepid merchant ship trapped by an encircling chain representing the British naval blockade. The German ship escapes the snare by snapping several links with its advancing bow. Lightly armed and only occasionally provided with an escort, many merchant ships of Germany's Handelsmarine attempted to force their way through the British naval blockade one ship at a time.

Whether crossing the ocean from a distant foreign port or making their way along a German occupied coastline, danger of detection from British warships was a constant threat, and if sighted, a guarantee of capture or destruction. The only naval honor bestowed equally upon both civilian sailors and men of the Kriegsmarine, awarding of the Blockade Runners badge was given in recognition of deeds performed by sailors in bringing their ships through the British blockade and safely into port. This badge not only represented a sailor's daring and personal courage, but also his efforts in strengthening Germany's economic ability to wage war.

SECTION 17

KRIEGSMARINE

Boldly delineated shapes of Otto Placzek's design for the Blockade Runner badge reflect the strong Art Deco influence of the time. Perched on the prominent bow, the silver-white eagle and swastika stand out against the ship's battle-gray finish. Occasionally the chain was also given a silver-white finish. Weight = 1.2oz.



The second from the bottom row of portholes on authentic Schwerin Blockade Runner badges should have seven indentations.

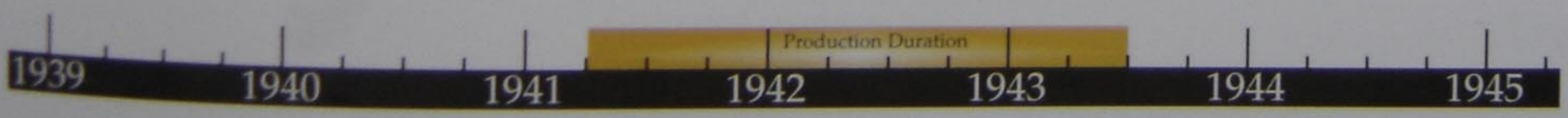
no grade

metal type | tombak

During application, silver-white finish occasionally spilled over from the eagle to other parts of the badge. Note the shape of the eagle's beak and eye when compared to other badges. Between the eagle's wing tips is a triangular piece of metal. Many reproductions have this area removed.

A detailed look at the ship's bow and broken chain. Interestingly, if reassembled, the ends of the chain would not align.

photo study of this badge example continued on next page ⟶



After the sub-assemblies were fastened, the entire badge, including the attachment pin, were given a smooth gray finish.

The attachment pin's shadow betrays the dished depression in the reverse of this die-forged badge. More often found with a flat reverse, it is not known why Schwerin used this technique with some of their Blockade Runner badges.

(below) Raised from the surface of the badge are the designer and manufacturer's names, Otto Placzek and Schwerin of Berlin.

(left) In the outline of a mantel clock, a uniquely striated hinge supplies the perfect resting place for the squared attachment pin. The base provides a small ledge on which the end of the pin makes contact.

Less solder was used to attach the mounting plate than the catch. Chips and cracks on the edge of the badge were formed during forging.

Although not a member of the military, this civilian recipient has placed the Blockade Runners badge on his civil uniform in accordance with martial regulations.

As in the First World War, one of the first actions Great Britain initiated against Germany at the beginning of World War Two was the immediate naval blockade of the North Sea. Though not as dependent on maritime trade as England, Germany still relied upon the Far East for much of her supply of rubber, tin, and other strategic raw materials. The importance of overseas trade to Germany's wartime economy is illustrated by this one statistic: the several thousand tons of rubber carried by one merchant ship, when processed with synthetic material, could maintain 22 Panzer divisions for two years. Every merchant ship running the blockade and arriving safely in port to unload its cargo contributed to the war effort in ways far greater than its individual worth.

In recognition of the attempt and/or breaking through of the British naval blockade by sailors of the Handelsmarine, Adolf Hitler on April 1, 1941 instituted the Blockade Runners badge. Hitler named Reichsverkehrsminister Dorpmüller responsible for accepting recommendations and determining the awarding of the badge. On May 2, Dorpmüller set forth the following criteria for bestowal of the Blockade Runners badge:

1. Successfully running the British blockade and bringing the ship into a German or German-held port.

2. Scuttling the ship to avoid capture.

3. For serving aboard a ship lost to enemy action and/or to have been wounded in that action.
4. For displaying valor in preventing the ship from enemy capture.

However, on June 28, 1942 an order from Hitler transferred the responsibilities of award determination from the Riechsverkehrsminister to the Reichskommissar of the Seeschiffahrt (Merchant Marine). This order also gave the Reichskommissar control of awarding the Blockade Runners badge to sailors aboard ships on the open oceans and in districts controlled by the OKM. Gauleiter Karl Kaufmann, Riechskommissar of the Merchant Marine, added that award recommendations must be presented through official Merchant Marine channels. Military personnel qualifying for the award had to meet standards set by the Kriegsmarine as well

as the Merchant Marine. December 5 saw the introduction of the following OKM award conditions:

1. The award takes place through the Commander of the Kriegsmarine.

2. The badge can be awarded on a military or civilian ship and/or garrison.

3. The award can only be bestowed on German citizens or their friendly allies.

4. The sailor must have displayed worthiness and good conduct.

5. The sailor must have departed from an overseas port, whether friendly or neutral, and arrived in a German or German controlled harbor. Returning prisoners of war are not eligible for the badge.

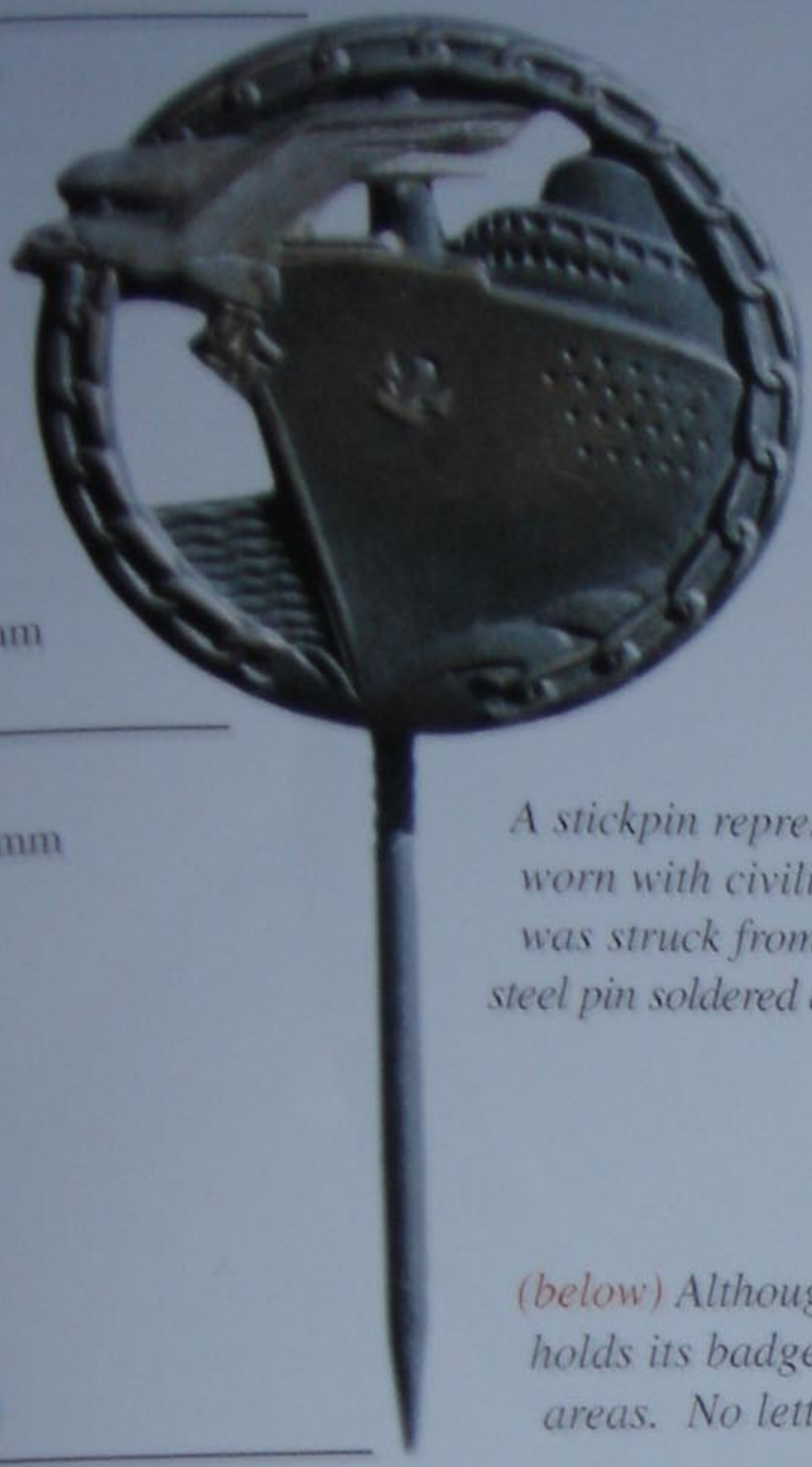
6. Passage through friendly waters, i.e. the Straits of Gibraltar, passage from Las Palma-Bordeaux, direct passage from Vigo-Hamburg.

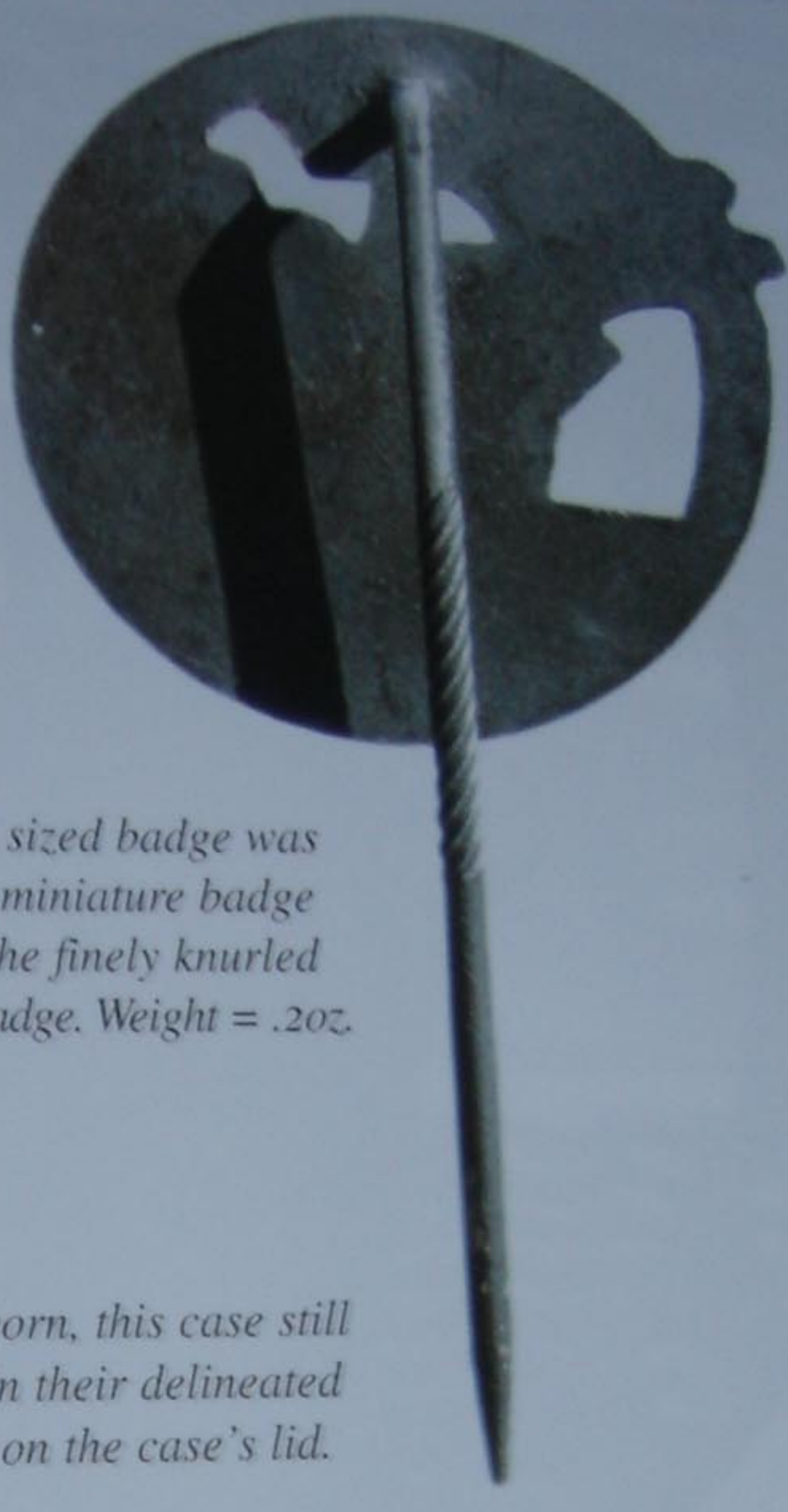
7. Passage through the North Sea from areas with latitudes north of Narvik and/or longitudes west of Rotterdam.

A decree from the Commander of the Luftwaffe on August 13, 1943 extended the right of the Kriegsmarine commander to determine eligibility of any Luftwaffe soldier in Kriegsmarine military districts.

The circular badge was designed by Otto Placzek of Berlin and features a merchant ship whose bow is breaking a chain representing the British blockade. Perched on the ship's prow is an eagle grasping a swastika. The entire one-piece badge is gunmetal gray in appearance except for the eagle, which is frosted silver. It can be found die-forged with either a "coke bottle" style or on rare occasions a needle type attachment pin.

Many Blockade Runners badges were presented in blue leatherette, hard-shell cases. The case contained two compartments, one holding the badge and the other a stickpin version worn on civilian attire. A light blue flocking lined the base of the case while the interior of the lid was finished with dark blue satin. There is no printing on the exterior of the case. Badges were also packaged in paper packets in lieu of hard-shell cases.





A stickpin representing the full sized badge was worn with civilian attire. The miniature badge was struck from tombak with the finely knurled steel pin soldered directly to the badge. Weight = .2oz.

(below) Although somewhat worn, this case still holds its badge and stickpin in their delineated areas. No lettering is found on the case's lid.

Two particulars are immediately noticeable – the use of a needle type attachment pin and the staggered lines of the maker's logo to the left of the pin.

50mm

Variations in the ship's anchor and bow waves, as well as the eagle's chest and tail feathers, reflect some of the differences found between this A.G.M.u.K. 4 produced badge and the previous Schwerin. In addition, the shapes of the lower row of windows on the superstructure of the ship are square when compared to the those on the Schwerin badge. Weight = 1oz.

no grade

metal type | tombac

(right, top) This ball hinge is soldered in a recess that was die-forged into the badge. Portions of the curved section of the attachment pin and the area above it were flattened to allow placement in the hinge slot.

(right, bottom) Rather than soldered directly to the surface, this flat wire catch was perfectly crimped into place. Tension created at the hinge keeps this well crafted pin in its catch.

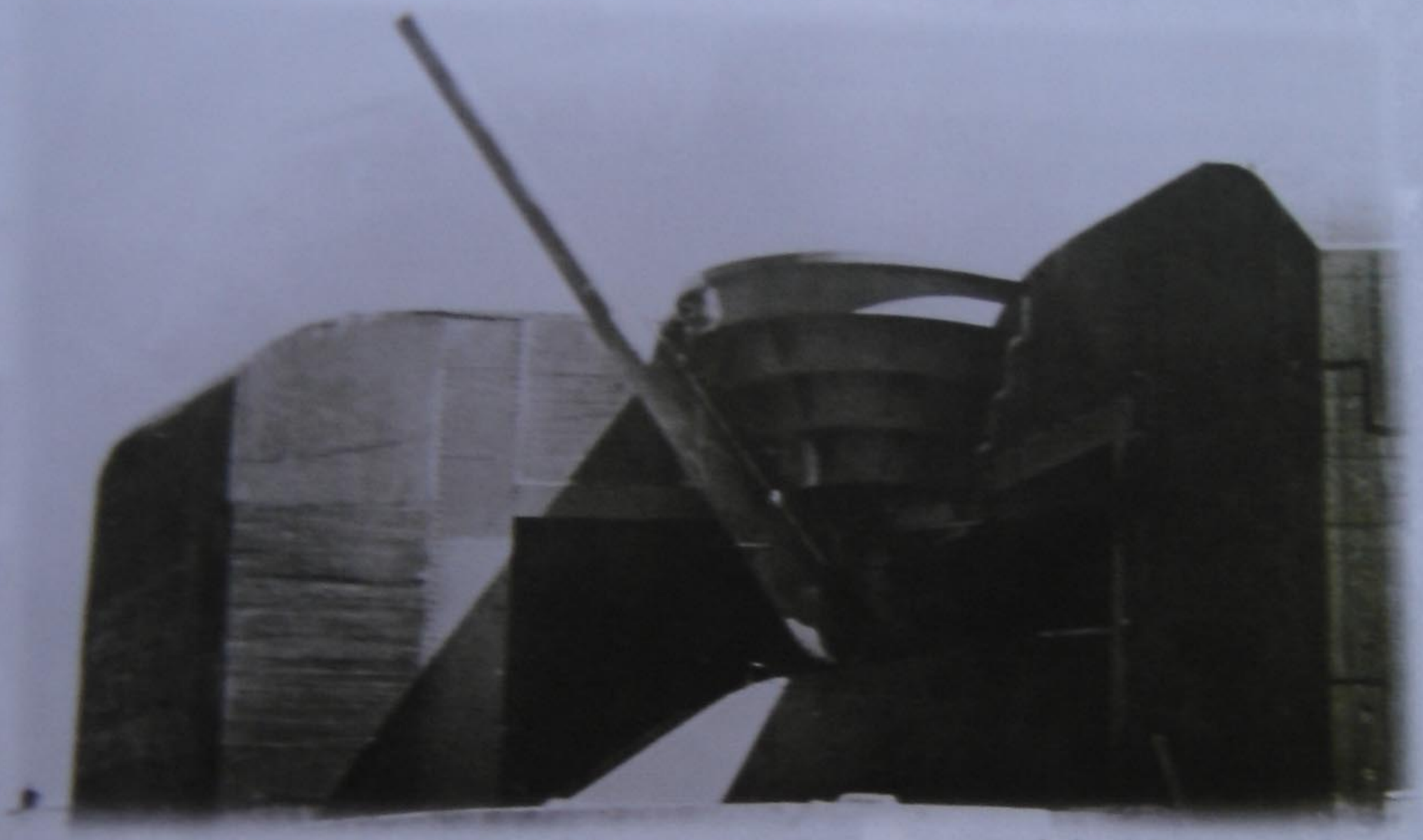
(below) This detail shows a portion of the staggered, raised maker mark of A.G.M.u.K. 4 Gablonz. Notice the period after the word "Berlin." "Gablonz" also features a period.

SECTION 18

KRIEGSMARINE

Coastal Artillery Badge

Standing in the presence of a large concrete gun encasement, the small cadre of men quickly assembles into formation. This particular award ceremony for the five recipients will be brief as these soldiers of the Coastal Artillery are responsible for protecting the coasts against the ever present possibility of enemy surface landings, and the skies from aerial assault.



While not sailors of the oceans, these men of the Kriegsmarine proved themselves to be as coordinated in their gunnery tasks on land as their brothers aboard ships at sea. After a concise reading of the award documents, the badge, featuring the image of an artillery piece aimed seaward and surrounded by a gilded oak leaf wreath, is pinned to the five recipient's tunics. Entailing the combined efforts of the entire unit, the Coastal Artillery badge was bestowed upon those whose devotion to duty and esprit de corps manifested itself in aggressively bringing the fight to the enemy, creating a serious threat to, if not the ensuing destruction of, the Allied target.

To present a more dramatic appearance, the recipient of this Coastal Artillery badge scalloped its reverse, giving it a rounder form. The use of stamped tombak is confirmed beneath the worn blued finish of the artillery piece and fire-gilded wreath. Vivid detail and execution of design are hallmarks of the high standards we have come to expect from Schwerin.

(below) The indentations are caused by the hammering tool used to create this badge's concave reverse. Small amounts of fire gilt can be seen along the thick edges of the badge.

The letters are raised on this maker mark.

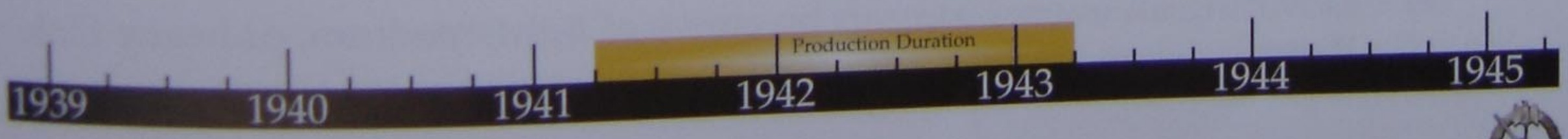
A. *The solid metal hinge block has been neatly soldered in place. Just visible on the opposite side of the hinge is the hinge pin cap.*

B. *An unusually thick oblong mounting plate holds the brass catch in position. If the reverse of this badge had not been scalloped the attachment pin would probably fit snugly against the top of the catch.*

(left) From this angle the concave reverse and fire-gilded edges are evident. If the hinge had been turned 180 degrees and then soldered the attachment pin would not extend beyond the bottom edge of the badge.

metal type: tombak

no grade



The German Kriegsmarine had traditionally carried the responsibility of protecting German coasts and airspace from enemy intrusion. After the occupation of the Low Countries and France in 1940, land-based naval personnel manned fixed concrete artillery and flak positions along the coast. Supplemented by non-fixed, smaller caliber guns, these personnel fell under the command of the Coastal Artillery whose primary mission was the detection and shooting down of Allied aircraft as they approached the Continent. Although not as active as the anti-aircraft positions, the manning of fortified defense positions against likely amphibious invasions was also tasked to the Coastal Artillery command.

On June 24, 1941 Admiral Raeder announced the following to the men of the Coastal Artillery: "In acknowledgement of your great responsibility and successful efforts in air defense, I establish the Coastal Artillery badge. The badge may be awarded to a combat unit or to any soldier of any rank in a combat unit, as well as any soldier wounded or killed in action. Awarding of the badge is determined by the commanding Admiral."

It wasn't until January 28, 1942 that formal award criteria were established by OKM. To receive the award individually, the soldier had to meet the following conditions:

1) Good conduct and service.

2) Outstanding leadership in connection with his assigned position.

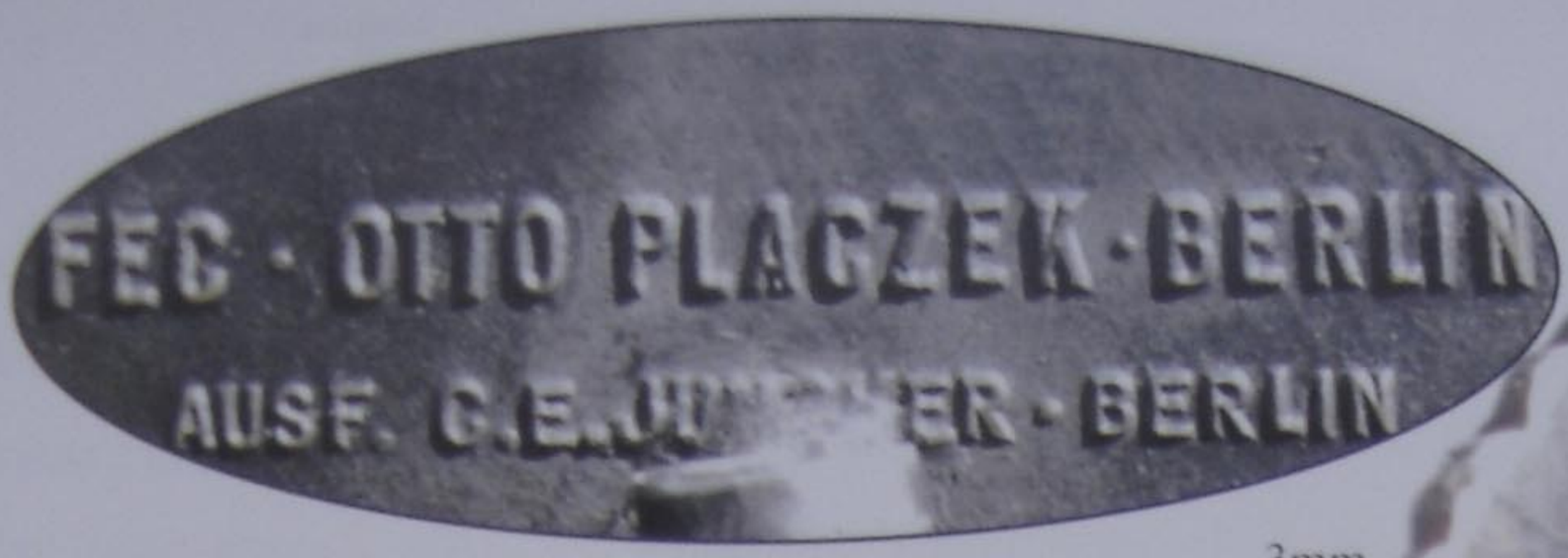
3) A single act of valor for which no other award was given.

4) Wounded or killed in action.

Gun crews were eligible to receive the award but required the accumulation of eight points based upon the following criteria:

1) Downing an enemy aircraft by crews of light, medium, or heavy Flak Batteries = one point.

A veteran of both World Wars, this sailor has squeezed the Coastal Artillery badge between his War Merit Cross 1st Class, Wound, and SA Sports badges. The center portion of the Coastal Artillery badge is lacking its usual dark finish.



Raised letters spell out the names of the designer and manufacturer of the badge – Otto Placzek and C. E. Juncker.

(below) While the oak leaves are more pronounced on this Juncker badge, the wave detail, when compared to the previous Schwerin badge, is found lacking. Having lost most of its fire-gilding, cracks on the wreath are beginning to form in the tombak. Weight = 1oz.

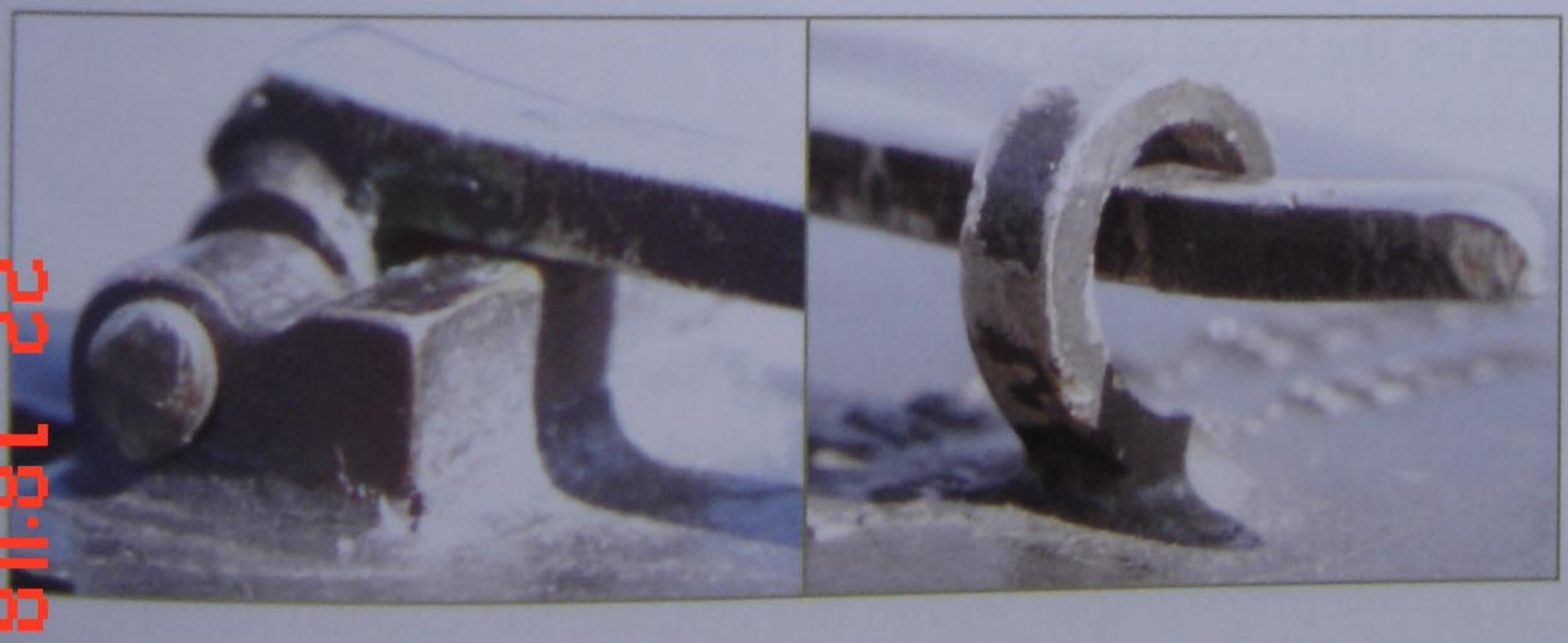
metal type: tombak

no grade

White metal was used to form the attachment pin and catch on this flat-back badge. The designer and manufacturer's names rise prominently from the surface.

(below, left) Solder around the base of the hinge looks as though it was neatly troweled into place. Verdigris, as evident here, will naturally form after long periods of time.

(below, right) Soldered directly to the surface, the white-metal catch retains only a small portion of its original gray finish.



2) Downing of an enemy aircraft with the cooperation of another Battery = one point.

3) Successful work with searchlight crews that results in the downing of an enemy aircraft whether by Flak or Night fighter aircraft. = ½ point.

4) Successful work with radio detection units that results in the downing of an enemy aircraft whether by Flak or Night fighter aircraft. = two points.

5) Successful work of the Flak operations command in downing an enemy aircraft through planned fire direction. = two points.

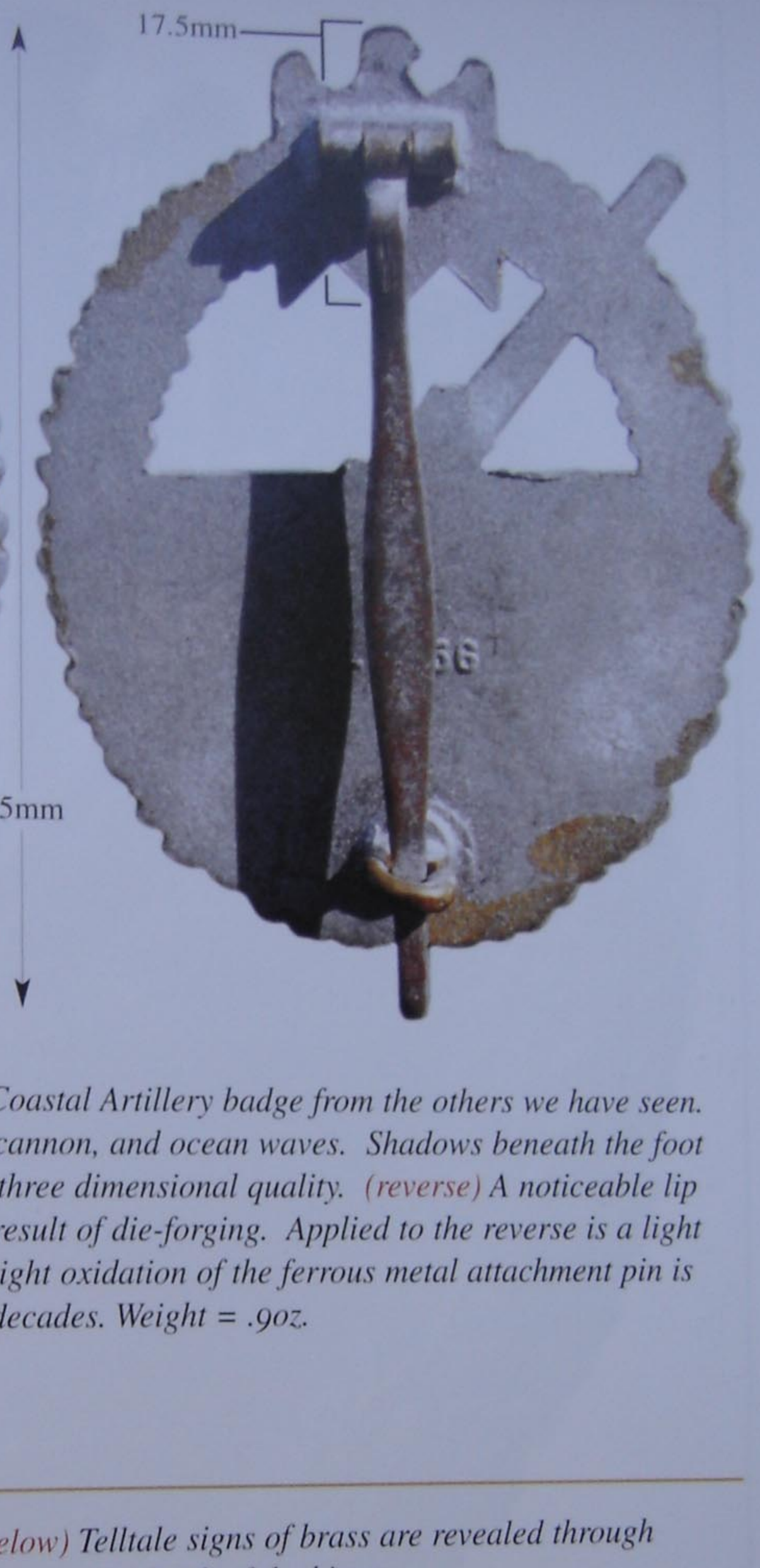
OKM announced on October 27, 1942 that it was retroactively awarding the Coastal Artillery badge to soldiers of the Marine Assault Company that had taken part in ground fighting during the Polish Campaign. The award was only for soldiers that had taken part in actual combat.

After September 15, 1943 all Flak defense personnel and naval assistants to the gun crews became eligible to receive the Coastal Artillery badge using the same point system outlined earlier.

Designed by Otto Placzek, the Coastal Artillery badge consists of a gunmetal gray artillery piece surrounded by a gold oak leaf wreath and surmounted by the National eagle. Early badges were die-struck from tombak and finished with a fire gilt wreath and chemically darkened center. Vertical broad blade attachment pins were normally used. As the war continued, steel needle pins were substituted for the broad blade types and lesser quality zinc replaced tombak in its construction. At the same time, gold washes replaced fire gilding.

As with other Kriegsmarine badges, the Coastal Artillery badge can be found in unadorned blue, hard-shell cases. However, the badge is generally contained in a common paper packet with its title printed in black ink.

As illustrated in period photographs within this chapter, the Coastal Artillery badge was worn on the lower left breast of the uniform below any decorations the sailor may have received for heroism.



The silver-gray finish of the cannon separates this Coastal Artillery badge from the others we have seen. Die-forging has captured every detail of the eagle, cannon, and ocean waves. Shadows beneath the foot rungs and breach of the artillery piece attest to its three dimensional quality. (reverse) A noticeable lip was left around the outer edge of the badge as the result of die-forging. Applied to the reverse is a light silver-gray rather than a traditional gray finish. Light oxidation of the ferrous metal attachment pin is normal after several decades. Weight = .9oz.

Compare this LDO number of Funke & Brüninghaus with the example on page 268.

(below) Telltale signs of brass are revealed through the speckled finish of the hinge.

no grade

metal type | zinc

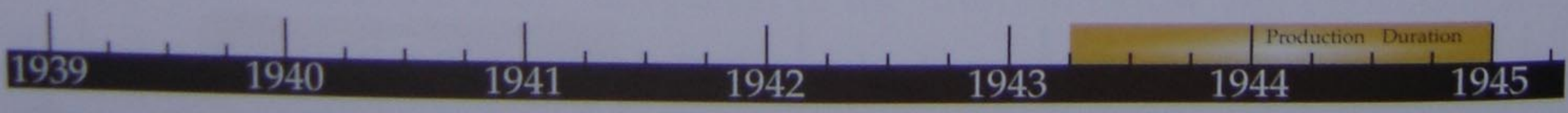
Production Duration

1939 1940 1941 1942 1943 1944 1945

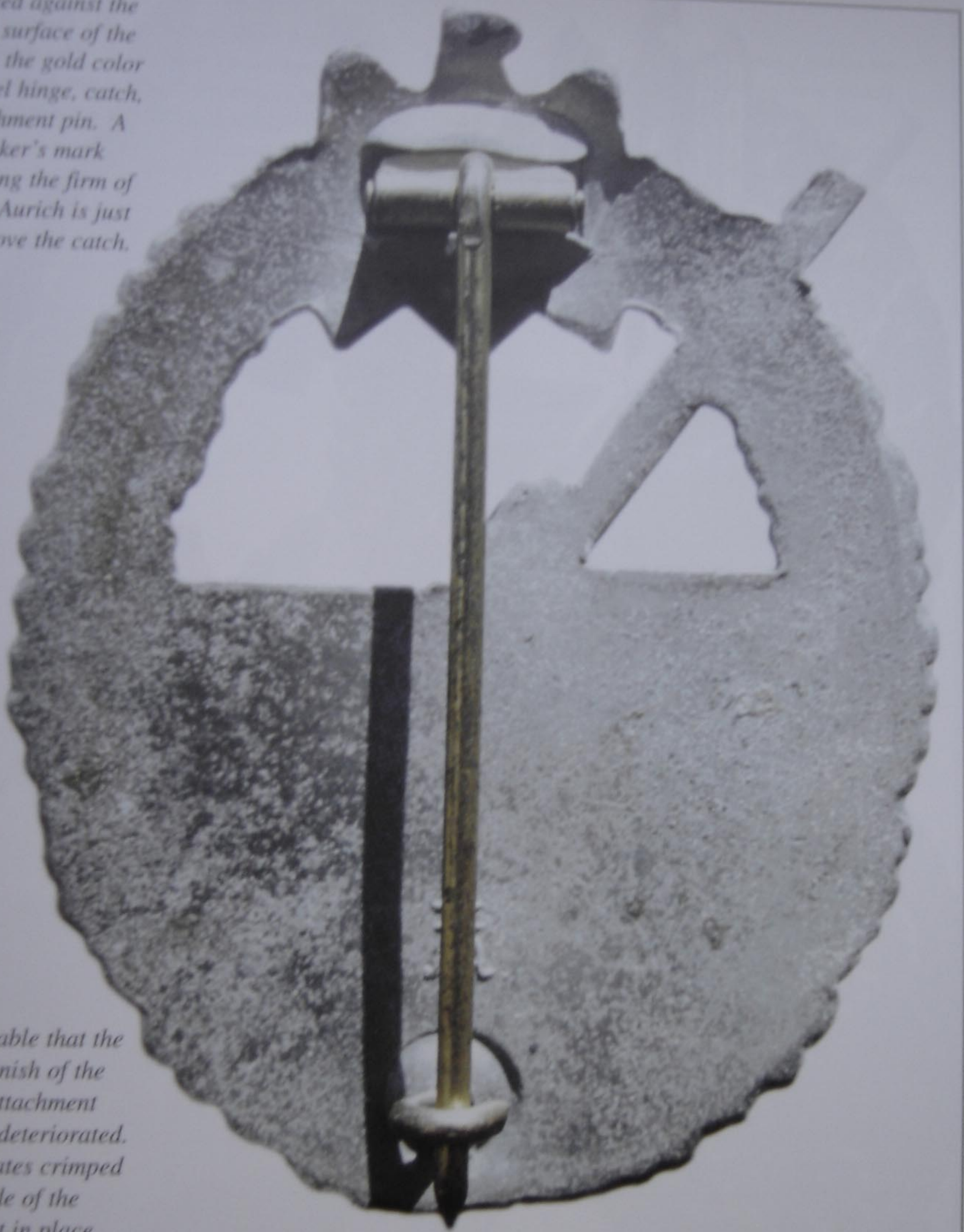
Although pockmarked from poor die-casting, this badge by Hermann Aurich still retains its original gold and gray finish. Spared from poor casting are the artillery piece and waves.

no grade

metal type | zinc



Highlighted against the dull gray surface of the reverse is the gold color of the steel hinge, catch, and attachment pin. A raised maker's mark representing the firm of Hermann Aurich is just visible above the catch.



It is remarkable that the aged gold finish of the hinge and attachment pin has not deteriorated. Two zinc plates crimped on either side of the hinge hold it in place.

Here again the brilliant finish of the catch and attachment pin contrast with the lackluster surface of the badge.

Although made from zinc, this Coastal Artillery badge retains its gold finish. The thickly layered oak leaves give the badge a full-bodied appearance. Observe how the eagle's wing tips extend below the swastika.

Contrary to the rough casting, the steel hinge and attachment pin are neatly soldered into position. The end of the rusting attachment pin sits squarely against the badge.

Positioning guides for the hinge were poorly cast. The gray, flat reverse and the poor quality workmanship are most often seen on late war badges.

The numeral "43" below the raised maker mark of Friedrich Linden, Lüdenscheid, denotes the year the die was made.

metal type: zinc

no grade

A wreath with rounded oak leaves and a smaller Reichsadler are just two differences distinguishing this French made Coastal Artillery badge from its German equivalent. In addition, the overall dark finish and horizontal attachment pin complete the characteristics found on French-made badges.

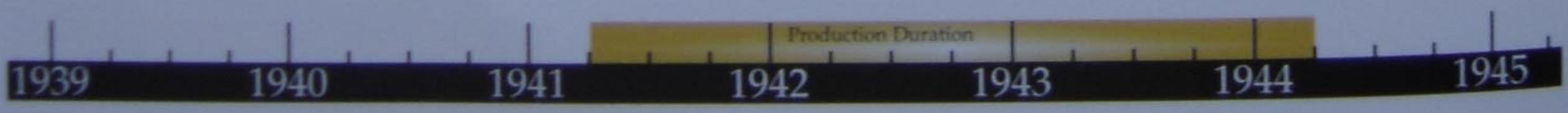
Although not die-stamped, a mirror image indentation of the obverse can be seen on the reverse. Die-forged from zinc, all French made Kriegsmarine badges exhibit these same sculpted die characteristics.

(below, left) A close-up view demonstrates this hinge conforms to the others we have seen on French made Kriegsmarine badges. An oversized hinge pin guarantees the slightly bent attachment pin will not come lose.

This catch is not bent but was deliberately soldered this way at the factory. Slight wear at the top of the catch reveals brass.

no grade

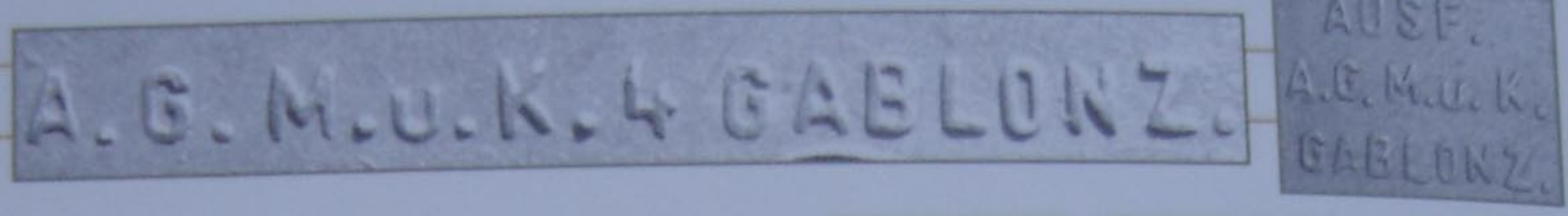
metal type	zinc



An interesting commentary on a soldier's life. In the middle of celebration comes a reminder of a not-so-distant war. The Coastal Artillery badge and Iron Cross 2nd Class speak to a devotion to country that must come before personal commitment. Here the darkened center of the Coastal Artillery badge is clearly visible.

Glossary A. Makers' Icons

A.G.M.u.K.



Assmann & Söhne, F.W.(35 & L/64)

Aurich, Hermann (113)

Bauer Söhne, Julius (43)

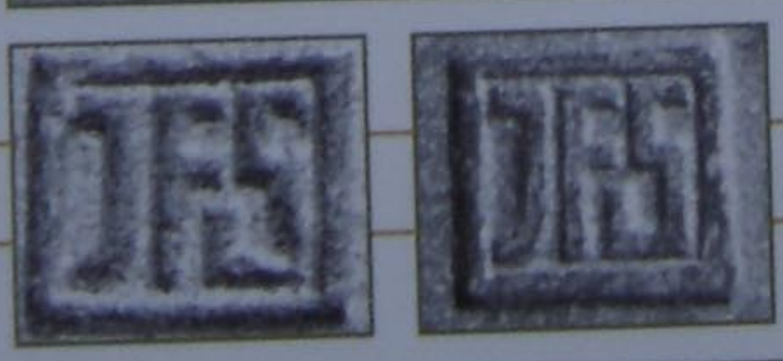
Berg & Nolte (40)

Brehmer, Gustav (13 & L/60)

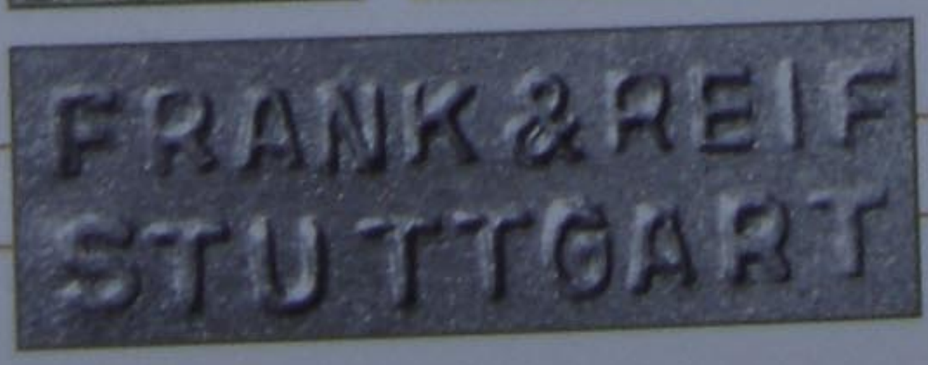
Brüder Schneider A.G. (106)

EWE

Feix Söhne, Josef (49)



Frank & Reif (12)



Franke & Co. (L/65)

Funcke & Brüninghaus (116 & L/56)

Gebrüder Wegerhof

Grossmann & Co. (11)

Hausch, Moritz (127)

Hauptmünzamt München (77)

Hobacher, W. (32)

? Unknown at this time.

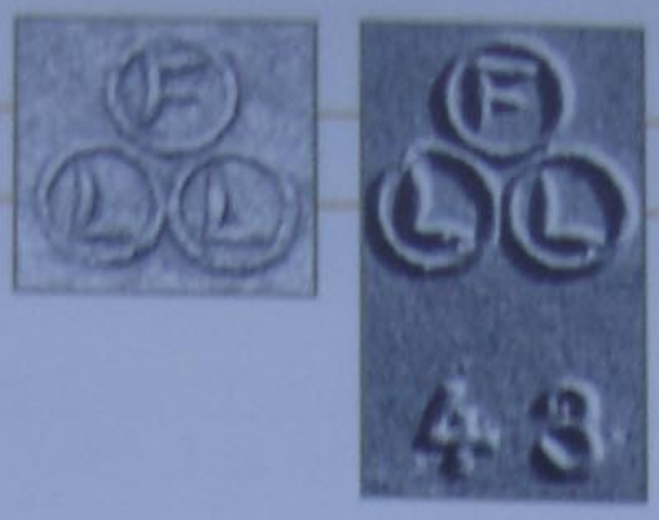
Hymmen & Co. (L/53)

Juncker, C.E. (2 & L/12)

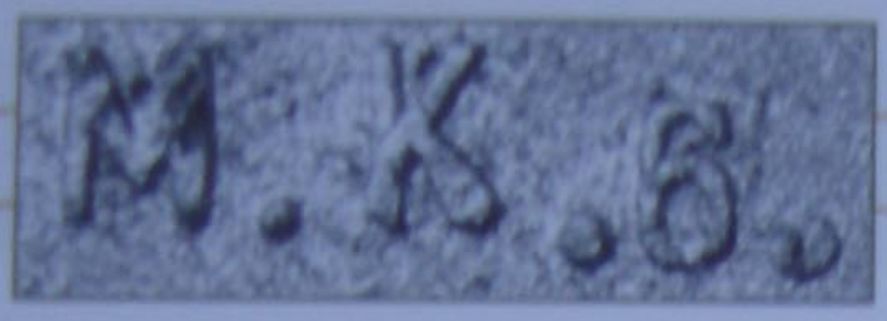
Juncker, C.E. (2 & L/12)

Karneth, Rudolf A. (61)

Linden, Friedrich (33 & L/61)



M.K.



Müller, Ernst (76)

Orth, Friedrich (15 & L/14)

Osang, G.H. (80 & L/63)

Richter, Rudolf (89)

Schmidthäussler, Eugen (28)

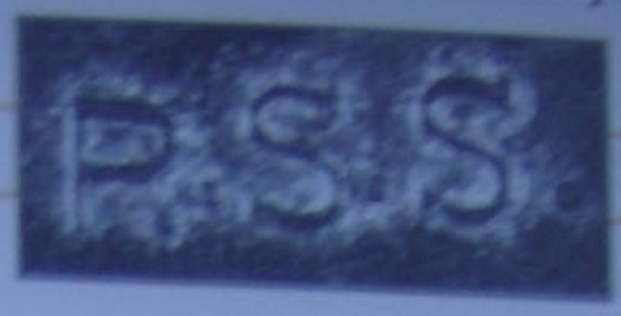
Scholze, Adolf (95)

Schwerdt, A.D. (L/66)

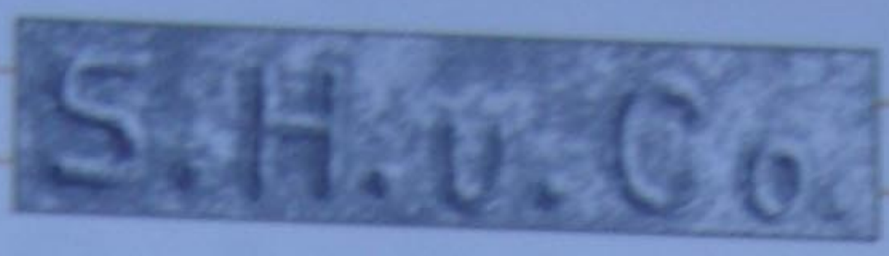
Schwerin & Sohn

Schwerin & Sohn

Simm & Söhne, Richard (93)

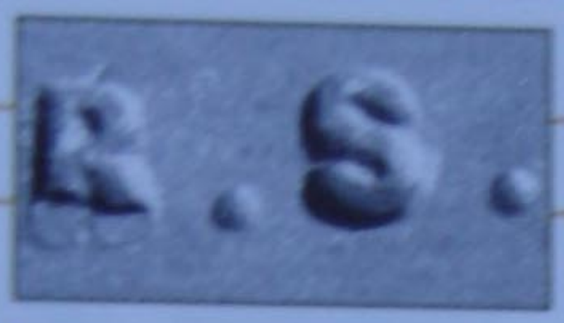


Sohni, Heubach & Co.



Souval, Rudolf (98 & L/58)

Souval, Rudolf (98 & L/58)



Walpach, Arno (108)

Walter & Henlein (109)

? Unknown at this time.

Wernstein, Hermann (5 & L/17)

Wild, Carl (107)

Würster KG (18)

Zimmermann, Fritz (6 & L/24)

Unknown marks

Glossary B.* Badge Makers

A.G.M.u.K.	
Assmann, F.W., & Söhne (35 & L/64)	
Aurich, Hermann (113)	
Bauer & Söhne, Julius (43)	
Baqueville (France)	
Berg & Nolte (40)	
Bergs, Rudolf (39)	
Boerger/Co. (22 & L/57)	
Brehmer, Gustav (13 & L/60)	
Brüder Schneider A.G. (106)	
Deschler & Sohn (1 & L/10)	
Deumer, Wilhelm (3 & L/11)	
EWE	
Feix & Söhne, Josef (49)	
Foerster & Barth (10 & L/21)	
Frank & Reif (12)	

* Illustrations represent all grades of badge when relevant.

Franke & Co. (L/65)

Funcke & Brüninghaus (116 & L/56)

Gebrüder Godet & Co. (21 & L/50)

Gebrüder Wegerhof

Glaser & Sohn (53 & L/22)

Gnad, Hans (31)

Grossmann & Co. (11)

Hann, Eduard (126)

Hauptmünzamt München (77)

Hauptmünzamt Wien (30)

Hausch AG, Moritz (127)

Hobacher, W. (32)

Hoffstätter, Ferdinand (8 & L19)

Hymmen & Co. (L/53)

Juncker, C.E. (2 & L/12)

Jungwirth, Franz (45)

Karneth, Rudolf A. (61)

Klein & Quenzer (65 & L/26)

Knobloch, Alfred (68)

Lang, Hugo (117)

Linden, Friedrich (33 & L/61)

Mayer's, B.H. (26 & L/18)

Meybauer, Paul (7 & L/13)

M.K. (1-7)

Müller, Ernst (76)

Orth, Friedrich (15 & L/14)

Osang, G.H. (80 & L/63)

Overhoff & Cie (81)

Redo, Werner (88)

Rettenmaier, Alois (16)

Richter, Rudolf (89)

Rössler und Co., Josef, (91)

Rückert & Sohn, Josef, (92)

Schauerte & Höhfeld (L/54)

Schickle, Otto (L/15)

Schmidthäussler, Eugen (28)

Scholze, Adolf (95)

Schwerdt, A.D. (L/66)

Schwerin & Sohn

Simm & Söhne, Richard, (93)

Sohni, Heubach & Co.

Souval, Rudolf (98 & L/58)

Stahl, J.J. (122)

Steinhauer & Lück (4 & L/16)

Wächtler & Lange, Rudolf (100 & L/55)

Walpach, Arno (108)

Walter & Henlein (109)

Wernstein, Hermann (5 & L/17)

Wild, Carl (107)

Würster KG (18)

Zappe, Otto (110)

Zimmermann, C. F. (20 & L/52)

Zimmermann, Fritz (6 & L/24)

Glossary C. LDO Numbers

LDO Number followed by Company's Lieferant Number and License

L/10-Deschler und Sohn (1) FL*

L/11-Wilhelm Deumer (3) FL

L/12-C.E. Juncker (2) FL

L/13-Paul Meybauer (7) FL

L/14-Friedrich Orth (15) FL

L/15-Otto Schickle FL

L/16-Steinhauer Und Lück (4) FL

L/17-Hermann Wernstein (5) FL

L/18-B.H. Mayer (26) FL

L/19-Ferdinand Hoffstätter (8) FL

L/21-Foerster & Barth (10) FL

L/22-Glaser & Sohn (53) PL**

L/23-Julius Maurer FL

L/24-Fritz Zimmermann (6) FL

L/25-A.E. Köchert FL

L/26-Klein & Quenzer (65) PL

L/50-Gebrüder Godet & Co. (21) PL

L/51-E. Ferd Wiedmann (19) PL

L/52-C.F. Zimmermann (20) FL

L/53-Hymann & Co. PL

L/54-Schauerte & Höhfeld PL

L/55-Rudolf Wächtler & Lange (100) FL

L/56-Funcke & Brüninghaus (116) PL

L/57-Boerger & Co. (22) FL

L/58-Rudolf Souval (98) FL

L/59-Alois Rettenmaier (16) PL

L/60-Gustav Brehmer (13) PL

L/61-Friedrich Linden (33) PL

L/62-Werner Redo (88) PL

L/63-G.H. Osang (80) PL

L/64-F.A. Assmann (35) PL

L/65-Dr Franke & Co. PL

L/66-A.D. Schwerdt PL

* Fully Licensed from the LDO permitted a company to market a full line of awards.

** Partially Licensed from the LDO allowed a company to market a limited line of awards.

Glossary D. Lieferant #s by number

1. Deschler & Sohn, Wirthstaße 9, München, _____ (1)
2. C.E. Juncker, Alte Jakcobstraße 13, Berlin _____ (2)
3. Wilhelm Deumer, Lüdenscheid _____ (3)
4. Steinhauer & Lück, Lüdenscheid _____ (4)
5. Hermann Wernstein, Jena-Löbstedt _____ (5)
6. Fritz Zimmermann, W. Silberburgstraße 58a, Stuttgart _____ (6)
7. Paul Meybauer, Junckerstraße 19, Berlin SW68 _____ (7)
8. Ferdinand Hoffstätter, Bonn _____ (8)
9. Liefergemainschaft Pforzheimer Schmuckhanwerker, Pforzheim _____ (9)
10. Foerster & Barth, Pfozheim _____ (10)
11. Grossmann & Co., Peter Schwarzgasse, Wien 15 _____ (11)
12. Frank & Reif, Forststraße 60, Stuttgart _____ (12)
13. Gustav Brehmer, Marknuekirchen _____ (13)
14. L. Chr. Lauer, Kleinweidenmühle, Nürnberg _____ (14)
15. Friedrich Orth, Schmalzhofgasse 18, Wien IV/56 _____ (15)
16. Alois Rettenmaier, Schwäbisch-Gmünd _____ (16)
17. _____ (17)
18. Karl Würster KG, Markneukirchen/Sa _____ (18)
19. E. Fred. Wiedmann, Schifferstraße 52, Frankfurt am Main _____ (19)
20. C. F. Zimmermann, Pforzheim _____ (20)
21. Gebrüder Godet & Co., Charlottenstraße 55, Berlin W8 _____ (21)

continued on next page

22. Boerger/Co., Adalbertstraße 42, Berlin SO16 ——— (22)

23. Arbeitsgemeinschaft für Heeresbedarf in der Graveur und Ziselierinnung, Reichenbergstraße 13, Berlin SO36 ——— (23)

24. Arbeitsgemeinschaft der Hanauer Plakettenhersteller, Hanau am Main ——— (24)

25. Arbietsgemeinschaft der Graveur-, Gold und Silberschmeide-Innungen, Hanau ——— (25)

26. B.H. Mayer's Kunstprägeanstalt, Pforzheim ——— (26)

27. Anton Schenkl's Nachfolger, Liebhardtgasse 10, Wien XVI ——— (27)

28. Eugen Schmidthäussler, Lindenstraße 50, Pforzheim ——— (28)

29. Hauptmünzamt, Unterwasserstraße 244, Berlin C2 ——— (29)

30. Hauptmünzamt, Am Heumarkt 1, Wien III/40 ——— (30)

31. Hans Gnad, Kandlgasse 4, Wien VII/62 ——— (31)

32. W. Hobacher, Thelemengasse 4, Wien XVII/107 ——— (32)

33. Friedrich Linden, Lüdenscheid ——— (33)

34. Willy Annetsberger, Bayernstraße 69-73, München 15 ——— (34)

35. F.W. Assmann & Söhne, Lüdenscheid ——— (35)

36. Bury & Leonhard, Hanau am Main ——— (36)

37. Adolf Baumeister, Lüdenscheid ——— (37)

38. ——— (38)

39. Rudolf Berge, Gablonz an der Neckar ——— (39)

40. Berg & Nolte, Lüdenscheid ——— (40)

41. Gebrüder Bender, Wilhelmstraße 21, Oberstein/Nahe ——— (41)

42. Bindermann & Co., Oberkassel bei Bonn ——— (42)

43. Julius Bauer Söhne, Zella Mellis/Thüringen ——— (43)

44. Jakob Bengel, Idar/Oberstein _____ (44)
45. Franz Jungwirth, Burggasse 40, Wien VII/62 _____ (45)
46. Hans Doppler, Wela Oberdonau _____ (46)
47. Erhard & Söhne A.G., Schwäbisch-Gmünd _____ (47)
48. Richard Feix, Hubertusgasse 5, Gablonz an der Neckar _____ (48)
49. Josef Feix Söhne, Alleegasse 20, Gablonz an der Neckar _____ (49)
50. Karl Gschiermeister, Braunhirschengasse, Wien XV _____ (50)
51. Eduard Gölach & Söhne, Herbstgasse 49, Gablonz an der Neckar _____ (51)
52. Gottlieb & Wagner, Idar/Oberstein _____ (52)
53. Glaser & Sohn, Blumenstraße 49, Dresden _____ (53)
54. _____ (54)
55. J. E. Hammer & Söhne, Geringswalde _____ (55)
56. Robert Hauschild, Weiherstraße 14, Pforzheim _____ (56)
57. Karl Hensler, Pforzheim _____ (57)
58. Artur Jäkel & Co., Am Alten Teich 1, Gablonz an der Neckar _____ (58)
59. Louis Keller, Oberstein _____ (59)
60. Katz & Dezhile, Pforzheim _____ (60)
61. Rudolf A. Karneth & Sohn, Gablonz an der Neckar _____ (61)
62. Kerbach & Ostechelt, Pragerstraße 34, Dresden A1 _____ (62)
63. Franz Klast & Söhne, Adlergasse 25, Gablonz an der Neckar _____ (63)
64. Gottl. Fr. Keck & Sohn, Pforzheim _____ (64)
65. Klein & Quenzer, Idar/Oberstein _____ (65)
66. Friedrich Keller, Oberstein _____ (66)
67. H. Kreisel, Gebirgsstraße 106, Gablonz an der Neckar _____ (67)

continued on next page

68. Alfred Knobloch, Gablonz an der Neckar _____ (68)

69. Alois Klammer, Theresienstraße 20, Innsbruck _____ (69)

70. Lind & Meyer, Oberstein _____ (70)

71. Rudolf Leukert, Schützengasse 6, Gablonz an der Neckar _____ (71)

72. Franz Lipp, Pforzheim _____ (72)

73. Franz Mänert, Wienerstraße 67, Gablonz an der Neckar _____ (73)

74. Carl Mauer Sohn, Oberstein _____ (74)

75. _____ (75)

76. Ernst L. Müller, Untere Rodstraße 9, Pforzheim _____ (76)

77. Bayerische Hauptmünzamt, München _____ (77)

78. Gustav Miksch, Alleegasse 40 Gablonz an der Neckar _____ (78)

79. _____ (79)

80. G.H. Osang, Neue Gasse 30, Dresden _____ (80)

81. Overhoff & Cie, Lüdenscheid _____ (81)

82. Augustin Prager, Herbstgasse 17, Gablonz an der Neckar _____ (82)

83. Emil Peukert, Gablonz an der Neckar _____ (83)

84. Carl Pellath, Schrobenhausen _____ (84)

85. Julius Pietsch, Gablonz an der Neckar _____ (85)

86. Paulmann & Crone, Lüdenscheid _____ (86)

87. Roman Palme, Wienerstraße 27, Gablonz an der Neckar _____ (87)

88. Werner Redo, Saarlautern _____ (88)

89. Rudolf Richter, Sclag 244 bei Gablonz _____ (89)

90. Aug. F. Richter KG, Mönckebergstraße 19, Hamburg 1 _____ (90)

91. Josef Rössler und Co., Freisengasse 2, Gablonz an der Neckar _____ (91)

92. Josef Rückert & Sohn, Fischergasse, Gablonz an der Neckar ——— (92)

93. Richard Simm & Söhne, Gablonz an der Neckar ——— (93)

94. ——— (94)

95. Adolf Scholze, Grünwald an der Neckar 140) ——— (95)

96. ——— (96)

97. ——— (97)

98. Rudolf Souval, Straße der Julikämpfer 23, Wien 62 ——— (98)

99. Schwertner & Cie, Granz-Eggenberg ——— (99)

100. Rudolf Wächtler & Lange, Mittwaida in Sachsen ——— (100)

101. Rudolf Tam, Rosengasse 7g, Gablonz an der Neckar ——— (101)

102. Philipp Türk's Witwe, Thaliastraße 4, Wien SVI/2 ——— (102)

103. August G. Tam, Gablonz an der Neckar ——— (103)

104. Heinrich Ulbricht's Witwe, Kaufing bei Schwanenstadt/ Oberdonau —— (104)

105. Heinrich Vogt, Enzstraße 6, Pforzheim ——— (105)

106. Brüder Schneider A.G., Bürgerspittalgasse 10, Wien VI/56 ——— (106)

107. Carl Wild, Elisenstraße 13, Hamburg 24 ——— (107)

108. Arno Walpach, Stettheimstraße 13, Salzburg ——— (108)

109. Walter & Henlein, Falkengasse 22, Gablonz an der Neckar ——— (109)

110. Otto Zappe, Mühlfeldgasses 32, Gablonz an der Neckar ——— (110)

111. Zeimer & Söhne, Oberstein ——— (111)

112. Argentor Werke Rust & Hetzel, Kaiserstraße 83, Wein VII/62 ——— (112)

113. Hermann Aurich, Blumenstraße 49, Dresden ——— (113)

114. Ludwig Bertsch, Kaiserstraße 145, Karlsruhe ——— (114)

115. ——— (115)

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116. Funcke & Brüninghaus, Lüdenscheid ——— (116)

117. Hugo Lang, Wiesenthal a. N. ——— (117)

118. August Menze & Sohn, Mariahilfstraße 115, Wien VI ——— (118)

119. ——— (119)

120. Franz Petzl, Braunhirschengasses 22, Wien 15/101 ——— (120)

121. ——— (121)

122. J.J. Stahl, Eugen-Würtzstraße 13, Strassburg ——— (122)

123. Beck, Hassinger & Co., Oberlinstraße 10, Strassburg ——— (123)

124. Rudolf Schanes, Linzerstraße 20, Wien XIV/89 ——— (124)

125. Eugen Gauss, Pforzheim ——— (125)

126. Eduard Hann, Oberstein ——— (126)

127. Moritz Hausch AG, Pforzheim ——— (127)

128. S. Jablonski GmbH, Eitterstraße 17, Posen ——— (128)

129. Fritz Kohm, Bleichstraße 92, Pforzheim ——— (129)

130. Wilhelm Schröder & Co, Lüdenscheid ——— (130)

131. Heinrich Wander, Kukanergasse 6, Gablonz an der Neckar ——— (131)

132. Franz Reischauer, Idar/Oberstein ——— (132)

133. ——— (133)

134. Otto Klein & Co, Hanau am Main ——— (134)

135. Julius Mosersen, Schulstraße 8, Oberstein ——— (135)

Glossary E. Lieferant #s by maker

Annetsberger, Willy, Bayernstraße 69-73, München 15 ——— (34)

Arbietsgemeinschaft der Graveur-, Gold und Silberschmeide Innungen,——— (25)

Arbeitsgemeinschaft der Hanauer Plakettenhersteller, Hanau am Main ——— (24)

Arbeitsgemeinschaft für Heeresbedarf in der Graveur und Ziselierinnung —— (23)

Argentor Werke Rust & Hetzel, Kaiserstraße 83, Wein VII/62 ——— (112)

Assmann, F.W., & Söhne, Lüdenscheid ——— (35)

Aurich, Hermann, Blumenstraße 49, Dresden ——— (113)

Bauer, Julius, Söhne, Zella Mellis/Thüringen ——— (43)

Baumeister, Adolf Lüdenscheid ——— (37)

Bayerische Hauptmünzamt, München ——— (77)

Beck, Hassinger & Co., Oberlinstraße 10, Strassburg ——— (123)

Bengel, Jakob, Idar/Oberstein ——— (44)

Berg & Nolte, Lüdenscheid ——— (40)

Berge, Rudolf, Gablonz an der Neckar ——— (39)

Bertsch, Ludwig, Kaiserstraße 145, Karlsruhe ——— (114)

Bindermann & Co., Oberkassel bei Bonn ——— (42)

Boerger/Co., Adalbertstraße 42, Berlin SO16 ——— (22)

Brehmer, Gustav, Marknuekirchen ——— (13)

Brüder Schneider A.G., Bürgerspittalgasse 10, Wien VI/56 ——— (106)

Bury & Leonhard, Hanau am Main ——— (36)

Deschler & Sohn, Wirthstaße 9, München, ——— (1)

Deumer, Wilhelm, Lüdenscheid ——— (3)

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Doppler, Hans, Wela Oberdonau ——— (46)

Erhard & Söhne A.G., Schwäbisch-Gmünd ——— (47)

Feix, Josef, Söhne, Alleegasse 20, Gablonz an der Neckar ——— (49)

Feix, Richard, Hubertusgasse 5, Gablonz an der Neckar ——— (48)

Foerster & Barth, Pfozheim ——— (10)

Frank & Reif, Forststraße 60, Stuttgart ——— (12)

Funcke & Brüninghaus, Lüdenscheid ——— (116)

Gebrüder Bender, Wilhelmstraße 21, Oberstein/Nahe ——— (41)

Gebrüder Godet & Co., Charlottenstraße 55, Berlin W8 ——— (21)

Glaser & Sohn, Blumenstraße 49, Dresden ——— (53)

Gnad, Hans, Kandlgasse 4, Wien VII/62 ——— (31)

Gölach, Eduard,& Söhne, Herbstgasse 49, Gablonz an der Neckar ——— (51)

Gottlieb & Wagner, Idar/Oberstein ——— (52)

Grossmann & Co., Peter Schwarzgasse, Wien 15 ——— (11)

Gschiermeister, Karl, Braunhirschengasse, Wien XV ——— (50)

Guass, Eugen Pforzheim ——— (125)

Hammer, J. E., & Söhne, Geringswalde ——— (55)

Hann, Eduard, Oberstein ——— (126)

Hauptmünzamt, Am Heumarkt 1, Wien III/40 ——— (30)

Hauptmünzamt, Unterwasserstraße 244, Berlin C2 ——— (29)

Hausch, Moritz, AG, Pforzheim ——— (127)

Hauschild, Robert, Weiherstraße 14, Pforzheim ——— (56)

Hensler, Karl, Pforzheim ——— (57)

Hobacher, W., Thelemengasse 4, Wien XVII/107 ——— (32)

Hoffstätter, Ferdinand, Bonn (8)

Jablonski, S., GmbH, Eitterstraße 17, Posen (128)

Jäkel, Artur, & Co., Am Alten Teich 1, Gablonz an der Neckar (58)

Juncker, C.E., Alte Jakcobstraße 13, Berlin (2)

Jungwirth, Franz, Burggasse 40, Wien VII/62 (45)

Karneth, Rudolf A.,& Sohn, Gablonz an der Neckar (61)

Katz & Dezhle, Pforzheim (60)

Keck, Gottl. Fr.,& Sohn, Pforzheim (64)

Keller, Friedrich, Oberstein (66)

Keller, Louis, Oberstein (59)

Kerbach & Österhelt, Pragerstraße 34, Dresden (62)

Klammer, Alois, Theresienstraße 20, Innsbruck (69)

Klast, Franz,& Söhne, Adlergasse 25, Gablonz an der Neckar (63)

Klein & Quenzer, Idar/Oberstein (65)

Klein, Otto, & Co, Hanau am Main (134)

Knobloch, Alfred, Gablonz an der Neckar (68)

Kohm, Fritz, Bleichstraße 92, Pforzheim (129)

Kreisel, H., Gebirgsstraße 106, Gablonz an der Neckar (67)

Lang, Hugo, Wiesenthal a. N. (117)

Lauer, L. Chr., Kleinweidenmühle, Nürnberg (14)

Leukert, Rudolf, Schützengasse 6, Gablonz an der Neckar (71)

Liefergemainschaft Pforzheimer Schmuckhanwerker, Pforzheim (9)

Lind & Meyer, Oberstein (70)

Linden, Friedrich, Lüdenscheid (33)

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Lipp, Franz, Pforzheim ——— (72)

Mänert, Franz, Wienerstraße 67, Gablonz an der Neckar ——— (73)

Mauer, Carl, Sohn, Oberstein ——— (74)

Mayer's, B.H., Kunstprägeanstalt, Pforzheim ——— (26)

Menze, August, & Sohn, Mariahilfstraße 115, Wien VI ——— (118)

Meybauer, Paul, Junckerstraße 19, Berlin SW68 ——— (7)

Miksch, Gustav, Alleegasse 40 Gablonz an der Neckar ——— (78)

Mosersen, Julius, Schulstraße 8, Oberstein ——— (135)

Müller, Ernst L., Untere Rodstraße 9, Pforzheim ——— (76)

Orth, Friedrich, Schmalzhofgasse 18, Wien IV/56 ——— (15)

Osang, G.H., Neue Gasse 30, Dresden ——— (80)

Overhoff & Cie, Lüdenscheid ——— (81)

Palme, Roman, Wienerstraße 27, Gablonz an der Neckar ——— (87)

Paulmann & Crone, Lüdenscheid ——— (86)

Pellath, Carl, Schrobenhausen ——— (84)

Petzl, Franz, Braunhirschengasses 22, Wien 15/101 ——— (120)

Peukert, Emil, Gablonz an der Neckar ——— (83)

Pietsch, Julius, Gablonz an der Neckar ——— (85)

Prager, Augustin, Herbstgasse 17, Gablonz an der Neckar ——— (82)

Redo, Werner, Saarlautern ——— (88)

Reischauer, Franz, Idar/Oberstein ——— (132)

Rettenmaier, Alois, Schwäbisch-Gmünd ——— (16)

Richter Aug. F., KG, Mönckebergstraße 19, Hamburg 1 ——— (90)

Richter, Rudolf, Sclag 244 bei Gablonz ——— (89)

Rössler, Josef, und Co., Freisengasse 2, Gablonz an der Neckar ——— (91)

Rückert, Josef, & Sohn, Fischergasse, Gablonz an der Neckar ——— (92)

Rudolf Wächtler & Lange, Mittwaida in Sachsen ——— (100)

Schanes, Rudolf, Linzerstraße 20, Wien XIV/89 ——— (124)

Schenkl's, Anton, Nachfolger, Liebhardtgasse 10, Wien XVI ——— (27)

Schmidthäussler, Eugen, Lindenstraße 50, Pforzheim ——— (28)

Scholze, Adolf, Grünwald an der Neckar 140 ——— (95)

Schröder, Wilhelm, & Co, Lüdenscheid ——— (130)

Schwertner & Cie, Granz-Eggenberg ——— (99)

Simm, Richard, & Söhne, Gablonz an der Neckar ——— (93)

Souval, Rudolf, Straße der Julikämpfer 23, Wien 62 ——— (98)

Stahl, J.J., Eugen-Würtzstraße 13, Strassburg ——— (122)

Steinhauer & Lück, Lüdenscheid ——— (4)

Tam, August G., Gablonz an der Neckar ——— (103)

Tam, Rudolf, Rosengasse 7g, Gablonz an der Neckar ——— (101)

Türk's, Philipp, Witwe, Thaliastraße 4, Wien SVI/2 ——— (102)

Ulbricht's, Heinrich, Witwe, Kaufing bei Schwanenstadt/Oberdonau ——— (104)

Vogt, Heinrich, Enzstraße 6, Pforzheim ——— (105)

Walpach, Arno, Stettheimstraße 13, Salzburg ——— (108)

Walter & Henlein, Falkengasse 22, Gablonz an der Neckar ——— (109)

Wander, Heinrich, Kukanergasse 6, Gablonz an der Neckar ——— (131)

Wernstein, Hermann, Jena-Löbstedt ——— (5)

Wiedmann, E. Fred., Schifferstraße 52, Frankfurt am Main ——— (19)

Wild, Carl, Elisenstraße 13, Hamburg 24 ——— (107)

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Würster KG, Karl, Markneukirchen/Sa ——— (18)

Zappe, Otto, Mühlfeldgasses 32, Gablonz an der Neckar ——— (110)

Zeimer & Söhne, Oberstein ——— (111)

Zimmermann, C. F., Pforzheim ——— (20)

Zimmermann, Fritz, W. Silberburgstraße 58a, Stuttgart ——— (6)

Glossary F. Analysis of Badge Weights

DS- Die-Stamped (hollow-back construction where a sheet of bronze or brass is placed between a male and female die that punches out the badge)

DF- Die-Forged (solid or scoop-back badges produced by heating metal to an elastic condition and placing it into a die)

DC- Die-Cast (solid badges – molten metal is forced into a die or mold under pressure)

Infantry Assault Badges

DS Silver Grade (18 samples)

Weight range from lightest and heaviest= 13.4 to 19.2 grams.

Average weight of the samples= 15.9 grams.

DS Bronze Grade (9 samples)

Weight range from lightest and heaviest= 13.3 to 17.6 grams.

Average weight of the samples= 16.1 grams.

DF Silver Grade (61 samples/15 not maker marked and 46 maker marked)

Weight range from lightest and heaviest= 19.3 to 38.4 grams.

Average weight of the unmarked samples= 25.2 grams.

Average weight of the marked samples= 28.7 grams.

DF Bronze Grade (28 samples/ 8 not maker marked and 20 maker marked)

Weight range from lightest and heaviest= 19.1 to 38.9 grams.

Average weight of the unmarked samples= 25.9 grams.

Average weight of the marked samples= 26.9 grams.

Sample Weight Variations of Die-Forged Badges by Manufacturer

JFS (5 samples)= 1.1 gram from lightest and heaviest.

ShuCo41 (5 samples)= 1.2 grams from lightest and heaviest.

BSW (5 samples)= 1.9 grams from lightest and heaviest.

FZS (3 samples)= 6.6 grams from lightest and heaviest.

RSS (2 samples)= 12.5 grams from lightest and heaviest.

DC Silver Grade (7 samples)

Weight range from lightest and heaviest= 22.2 to 34 grams.

Average weight of the samples= 25.3 grams.

Panzer Assault Badges

DS- Silver Grade (18 samples)

Weight range from lightest and heaviest= 12.2 to 20.5 grams.

Average weight of the samples= 16.5 grams.

Assmann (8 samples)= 5.9 grams between lightest and heaviest.

DS- Bronze Grade (7 samples)

Weight range from lightest and heaviest= 11.8 to 20.8 grams.

Average weight of the samples= 15.4 grams.

DF- Silver Grade (39 samples)

Weight range from lightest and heaviest= 21.4 to 38.7 grams.

Average weight of the samples= 29 grams.

DF- Bronze Grade (29 samples)

Weight range from lightest and heaviest= 19 to 38.5 grams.

Average weight of the samples= 30 grams.

Sample Weight Variations of Die-Forged Badges by Manufacturer

AWS (4 samples)= 1.1 gram from lightest and heaviest.

RK (5 samples)= 7.7 grams from lightest and heaviest.

HA (5 samples)= 6.3 grams from lightest and heaviest.

AS (9 samples)= 7.3 grams from lightest and heaviest.

As can be seen from these measurements, the fluctuations in weight between similar type badges are considerable. While some manufacturers maintained close tolerances in weight from badge to badge, others are shown to have accepted differences as great as 12.5 grams. When samples of similar type badges are measured as a group, variations as large as 20 grams can be found between the lightest and heaviest badge.

If ounces were used in measuring rather than grams, badges weighing within +/-3 grams of each other would show as weighing the same. Therefore, any company that produced the same type badge with up to a six gram difference between its lightest and heaviest examples would register on an ounce scale close to equal in weight. Badges produced by manufacturers who maintained close weight tolerances would not be affected by this change since their badges would weigh the same if either scale were used. However, this glossary demonstrates that the weight of a badge should be one of the last factors to consider in determining its authenticity.

Glossary G. Terms/Translation

A.G.M.u.K. – acronym for Arbeitsgemeinschaft Metall und Kunststoff

Abzeichen – badge, emblem, or insignia

Altsilber – "old silver". Altsilber is artificially darkened neusilber

Ausf. – abbreviated German word "ausführung" meaning constructed or manufactured

Brass – a yellow alloy of copper and zinc

Bronze – a brownish color alloy of copper and tin

Buntmetall – a non-ferrous metal

Cellophane – a thin transparent wrapping material made from viscose

Color wash – an inexpensive lacquer-based product, usually gold or silver in color, used as a substitute for more expensive finishes

Crimping – the process of joining metal components by compression

D.R.G.M. – Deutsches Reichsgebrauchsmuster. Official government pattern

Die-casting – the process of forcing molten metal into a die under pressure

Die-forging – the process of applying mechanical force to heated metal causing it to be pressed into a cavity in a die

Die-stamping – the process of exerting force on a male and female stamping die after placing a thin piece of metal between them

Einsatzbescheinigung – engagement certificate

Entwurf – design

Etui – presentation case or box

Fallschirmjäger – paratrooper

FEC. – abbreviated Latin word "fecit" meaning designer or artist

Fire Gilding – the process of applying an amalgam of gold and mercury to the surface of metal and firing it in a kiln resulting in a lustrous yellow gold finish

Flak – abbreviation of the German word Fliegerabwehrkanone meaning anti-aircraft gun

Flashing – excess metal remaining in cut out areas of a badge after it has been die-forged or cast

Freiherr – Baron

Frosting – a collector's term for the white finish applied to recessed portions of silver badges to accentuate raised areas

Ges.Gesch. – the abbreviation of the German words gesetzlich geschützt, meaning patent pending or copyright

Handelsmarine – merchant marine

Heer – Army

Hilt – the handle of a sword

Incuse-Relief – a mark stamped into a badge but having a raised portion within the mark

Kampf – battle

Kreuzer – cruiser

Kriegsmarine –Navy

Kriegsmetal – from the German word "kriegsmetall" meaning war metal. This dark gray alloy of copper, zinc, and lead was developed late in the war as a substitute metal for tombak, white-metal, nickel silver, etc.

Lacquer – a liquid made of shellac dissolved in alcohol, or of synthetic substances, that dries to form a hard protective coating for wood or metal. Lacquer was often applied to badges after their completion in order to protect their finished surface

LDO Herstellerzeichen – an "L" number (example: L/15) given to manufacturers authorized to sell badges on the retail market

LDO – Leistungsgemeinschaft der Deutschen Ordenshersteller. The organization acting as the official regulator for manufacturing permission and quality control in the Third Reich

Minensucher – minesweeper

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Nahkampft – close combat

Neusilber – "new silver". Also known as nickel silver, neusilber contains no silver

Nickel Silver – an alloy of 62-65% copper, 21-25% zinc, and 13-14% nickel

O.K.H. – Oberkommando des Heeres- The Army High Command

O.K.M. – Oberkommando der Kriegsmarine- The Navy High Command

O.K.W. – Oberkommando der Wehrmacht- The Armed Forces High Command

Panzer – Armor. Most often used in referring to German tanks

Panzergrenadier – armored infantry

Partisan – a guerrilla in wartime

Patina – a smooth and dense layer of corrosion buildup that is formed by the slow oxidation of a polished or smoothly machined metallic surface. The forming of a patina on metal has a positive connotation, generally enhancing the appearance of an object

Pitting – small holes caused by escaping air when a badge is not cast properly

Präsidialkanzlei Lieferant Number – The numeric code applied to badges representing the manufacturer and their authorization to make and supply awards to the Government.

Quillon Block – the crossguard of a sword or dagger usually containing a design or logo

Reichsadler – German National eagle

Relief – a mark raised above the surface of a badge

Riechsverkehrsminister – the Reichs Minister of Transport

Screwback – a circular plate that screws onto the reverse of a badge and used in place of an attachment pin

Seeschiffahrt – Merchant Marine

Shear marks – uniform parallel marks on the edges of metal caused by the cutting action of die-stamping

Silver Mark – a stamped mark expressing the silver content of an item in parts per one thousand, i.e. .800, .935, .950

Soldbuch – a German soldier's pay book

Soldering – the heating of a low temperature fusible alloy between two metals causing them to join when cooled

SS – abbreviation for Schutz Staffel, protection squad

Stamped – a mark impressed below the surface level of a badge

Stippling – the roughened surface of a badge, usually in a dot or circle pattern

Tombak – an alloy consisting of copper, zinc, and tin giving the appearance of bronze

U-boat – Unterseeboot, submarine

Urkunde – award certificate

Verband – unit

Verdigris – a green crystallized substance formed on copper (or items containing copper) by the action of acetic acid

Verordnungsblatt – official list

Waffen-SS – the military arm of the SS

Wehrmacht – the German word for Armed Forces that includes the Heer, Kriegsmarine, and Luftwaffe

White metal – a silver-white alloy made from tin, antimony, and copper having the look of silver

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