

= SM U 1 ( Austria Hungary ) =

SM U 1 or U I was the lead boat of her class of submarine or U boat built for and operated by the Austro Hungarian Navy ( German : Kaiserliche und Königliche Kriegsmarine or K.u.K. Kriegsmarine ) . U 1 was designed by American Simon Lake 's Lake Torpedo Boat Company and built at the navy yard in Pola . She was one of two Lake designed submarines purchased as part of a competitive evaluation of foreign submarine designs .

U 1 was launched in February 1909 and was 100 feet ( 30 m ) long and displaced between 230 and 249 tonnes ( 254 and 274 short tons ) depending on whether surfaced or submerged . She was originally powered by gasoline engines for surface running , but during her trials , they were found to be incapable of reaching the contracted speed . U 1 was commissioned in April 1911 and served as a training boat through 1914 .

At the beginning of World War I , U 1 was in drydock awaiting new batteries and replacement diesel engines . U 1 returned to service as a training boat until October 1915 . From November she conducted reconnaissance cruises out of Trieste and Pola until she was declared obsolete in early 1918 . She continued to serve in a training role at the submarine base on Brioni , but was at Pola at the end of the war . She was awarded to Italy as a war reparation in 1920 and scrapped at Pola . U 1 did not sink any ships during the war .

= = Design and construction = =

U 1 was built as part of a plan by the Austro Hungarian Navy to competitively evaluate foreign submarine designs from Simon Lake , Germaniawerft , and John Philip Holland . The Austro Hungarian Navy ordered plans for U 1 ( and sister ship U 2 ) in 1906 from the Lake Torpedo Boat Company of Bridgeport , Connecticut . U 1 was built at the Pola Navy Yard and was launched on 10 February 1909 .

U 1 had several features typical of Lake 's designs , including a diving chamber under the bow and two variable pitch propellers . Lake 's design also called for two retractable wheels that allowed travel over the seabed . The design also placed the diving tanks above the waterline of the single , cylindrical hull , which necessitated a heavy ballast keel for vertical stability . This arrangement required mechanical pumping , a procedure that took 8 minutes . U 1 's propulsion system consisted of two gasoline engines for surface running and two electric motors for running while submerged .

The boat was 100 feet ( 30 m ) long by 15 feet 9 inches ( 4 . 80 m ) abeam and had a draft of 12 feet 8 inches ( 3 . 86 m ) . As designed , her displacement was 229 . 7 long tons ( 233 . 4 t ) surfaced and 248 . 9 long tons ( 252 . 9 t ) submerged . She was outfitted with three 45 - centimeter ( 17 . 7 in ) torpedo tubes ? two in the bow , one in the stern ? and could carry up to five torpedoes , but typically carried three . U 1 was also armed with a 3 . 7 - centimeter ( 1 . 5 in ) deck gun .

= = Service career = =

Upon U 1 's completion , the Austro Hungarian Navy conducted trials of the submarine throughout most of 1910 . On 5 April both of U 1 's electric motors were damaged in a flooding incident during her trials . U 1 's gasoline engines were never able to meet the speed called for in the contract during the Navy evaluations , and were considered not suitable for wartime use . As a result , the Navy only paid for U 1 's hull and armament , and arranged a lease of the gasoline engines while replacement diesel engines were ordered from the Austrian firm Maschinenfabrik Leobersdorf . Despite the engine problems , U 1 and her sister ship had the best performance in diving and steering amongst the U boats under evaluation by the Navy .

U 1 was commissioned into the Austro Hungarian Navy on 15 April 1911 and served as a training boat ? conducting up to ten training cruises per month ? through 1914 . On 13 January 1914 , the submarine was accidentally rammed by the Austro Hungarian cruiser Sankt Georg

in the Fasana Channel , which damaged the her periscope . At the outbreak of World War I , U @-@ 1 was in drydock awaiting the installation of new batteries and her new diesel engines . To accommodate the new engines , she was lengthened by about 11 inches ( 28 cm ) . The modifications and new engines lowered her surface displacement to 223 @.@ 0 tonnes ( 245 @.@ 8 short tons ) but increased her submerged displacement to 277 @.@ 5 tonnes ( 305 @.@ 9 short tons ) .

Upon completion in early 1915 , U @-@ 1 returned to training duties through 4 October . She was stationed at Trieste in early November and conducted reconnaissance cruises from that port through December 1917 , when she was assigned to the naval base at Pola . On 11 January 1918 , she was declared obsolete , but was retained as a training boat at the submarine base on Brioni . U @-@ 1 was at Pola at the war 's end , and was scrapped after her cession to Italy as a war reparation in 1920 . U @-@ 1 did not sink any ships during the war .