

= SM U 41 (Austria Hungary) =

SM U 41 or U XLI was a U 27 class U boat or submarine for the Austro Hungarian Navy . U 41 , built by the Austrian firm of Cantieri Navale Triestino (CNT) at the Pola Navy Yard , was launched in November 1917 . When she was commissioned in February 1918 , she became the last boat of her class to enter service . She was also the last domestically constructed Austro Hungarian U boat to enter service .

She had a single hull just over 122 feet (37 m) in length . She displaced 280 metric tons (276 long tons) when surfaced and over 325 metric tons (320 long tons) when submerged . Her two diesel engines moved her at up to 9 knots (17 km / h) on the surface , while her twin electric motors propelled her at up to 7 @ 5 knots (13 @ 9 km / h) while underwater . She was armed with two bow torpedo tubes and could carry a load of up to four torpedoes . She was also equipped with a 75 mm (3 @ 0 in) deck gun and a machine gun .

During a short service career marred by repeated engine breakdowns , U 41 sank one ship , the French steamer Amiral Charner of 4 @, @ 604 gross register tons (GRT) . U 41 was at Cattaro at war 's end , and was ceded to France as a war reparation in 1920 . She was towed to Bizerta and broken up within a year .

= = Design and construction = =

Austria Hungary 's U boat fleet was largely obsolete at the outbreak of World War I. The Austro Hungarian Navy satisfied its most urgent needs by purchasing five Type UB I submarines that comprised the U 10 class from Germany , by raising and recommissioning the sunken French submarine Curie as U 14 , and by building four submarines of the U 20 class that were based on the 1911 Danish Havmanden class .

Once these steps had alleviated their most urgent needs , the Austro Hungarian Navy selected the German Type UB II design for its newest submarines in mid 1915 . The Germans were reluctant to allocate any of their wartime resources to Austro Hungarian construction , but were willing to sell plans for up to six of the UB II boats to be constructed under license in Austria Hungary . The Navy agreed to the proposal and purchased the plans from AG Weser of Bremen , one of the two German shipyards building UB II submarines .

U 41 displaced 280 metric tons (276 long tons) surfaced and 326 metric tons (321 long tons) submerged . She had a single hull with saddle tanks , and was planned to be 121 feet 1 inch (36 @ 91 m) long with a beam of 14 feet 4 inches (4 @ 37 m) and a draft of 12 feet 2 inches (3 @ 71 m) . For propulsion , she had two shafts , twin diesel engines of 270 bhp (200 kW) for surface running , and twin electric motors of 280 shp (210 kW) for submerged travel . She was capable of 9 knots (16 @ 7 km / h) while surfaced and 7 @ 5 knots (13 @ 9 km / h) while submerged . Although there is no specific notation of a range for U 41 in Conway 's All the World 's Fighting Ships , 1906 ? 1921 , the German UB II boats , upon which the U 27 class was based , had a range of over 6 @, @ 000 nautical miles (11 @, @ 000 km) at 5 knots (9 @ 3 km / h) surfaced , and 45 nautical miles (83 km) at 4 knots (7 @ 4 km / h) submerged . U 27 @-@ class boats were designed for a crew of 23 ? 24 .

U 41 was armed with two 45 cm (17 @ 7 in) bow torpedo tubes and could carry a complement of four torpedoes . She was also equipped with a 75 mm / 26 (3 @ 0 in) deck gun and an 8 mm (0 @ 31 in) machine gun .

U 41 was ordered from Cantieri Navale Triestino (CNT) as a replacement for U 6 (which had been sunk in May 1916) . She was laid down on 23 February 1917 at the Pola Navy Yard . During construction , U 41 was lengthened by nearly 30 centimetres (12 in) to accommodate diesel engines that had been ordered for U 6 before her loss . U 41 was launched on 11 November .

= = Service career = =

On 19 February 1918 , SM U @-@ 41 was commissioned into the Austro @-@ Hungarian Navy under the command of Linienschiffsleutnant Edgar Wolf . Previously in command of U @-@ 4 for a week in April 1915 , the 28 @-@ year @-@ old Wolf was a native of Fiume (present @-@ day Rijeka , Croatia) . When she entered service , U @-@ 41 was the last boat of her class to do so . She was also the last domestically constructed U @-@ boat completed and commissioned into the Austro @-@ Hungarian Navy . Wolf and U @-@ 41 departed Pola on 17 March for a patrol in the Mediterranean . On 30 March , Wolf attempted to torpedo a steamer off the coast of Africa , but missed his target . Three days later , the left diesel engine failed and Wolf steered his boat back to port , arriving at Cattaro on 5 April . U @-@ 41 sailed for Pola on 9 April and , completing the journey two days later , underwent repairs over the next six weeks . While conducting a diving trial out of Pola on 25 May , the boat sprang a leak at the depth of 50 metres (160 ft) . She returned to Pola and underwent more extensive repairs , remaining there until August .

After making way to the submarine base at Brioni , U @-@ 41 set out on another patrol into the Mediterranean on 29 August , but put into Sebenico the next day for engine repairs . Resuming her patrol after a day 's delay , U @-@ 41 reached her patrol area east of Malta . Wolf and U @-@ 41 scored their first success on 13 September , when they torpedoed and sank the steamer Amiral Charner west of Pantellaria . The 4 @,@ 604 @-@ ton French ship was carrying horses and a general cargo from Marseilles for Salonika when she was attacked . Six were killed in the attack on the French ship . On 26 September , U @-@ 41 attacked another steamer west of Kefalonia , but was apparently unsuccessful . U @-@ 41 ended her patrol at Cattaro on 28 September .

On October 6 , Wolf and U @-@ 41 set out from Cattaro to patrol off Durazzo and the Albanian coast . After nine days without success , the boat returned to Cattaro , and remained there through the end of the war . On 1 November , U @-@ 41 was taken over by a British commission , who controlled the vessel until she was ceded to France as a war reparation in 1920 . U @-@ 41 and sister boats U @-@ 29 and U @-@ 31 were towed to Bizerta . U @-@ 29 foundered en route , but U @-@ 31 and U @-@ 41 reached their destination and were scrapped within the next year .