

= Yugoslav submarine Hrabri =

The Yugoslav submarine Hrabri was the first of the Hrabri class diesel electric submarines built by the Vickers Armstrong Naval Yard on the River Tyne in the United Kingdom , for the Kingdom of Serbs , Croats and Slovenes (later Yugoslavia) . Launched in 1927 , her design was based on that of the British L class submarine of World War I , and she was built using parts originally assembled for a submarine of that class which was never completed . She was armed with six bow mounted 533 mm (21 in) torpedo tubes , two 102 mm (4 in) guns and one machine gun , and could dive to 60 metres (200 ft) .

Prior to World War II she participated in several cruises to Mediterranean ports . During the German led Axis invasion of Yugoslavia in April 1941 , she was captured by Italian forces . She was given the number N3 but was not commissioned and was scrapped later in 1941 due to her poor condition .

= Description and construction =

Yugoslav naval policy in the interwar period lacked direction until the mid 1920s , although it was generally accepted that the Adriatic coastline was effectively a sea frontier that the naval arm was responsible for securing with the limited resources made available to it . In 1926 , a modest ten year construction program was initiated to build up a force of submarines , coastal torpedo boats , torpedo bombers and conventional bomber aircraft to perform this role . The Hrabri class submarines were one of the first new acquisitions aimed at developing a naval force capable of meeting this challenge .

Hrabri (Brave) was built for the Kingdom of Serbs , Croats and Slovenes (later Yugoslavia) by the Vickers Armstrong Naval Yard on the River Tyne in the United Kingdom . Her design was based on that of the British L class submarine of World War I , and she was built using parts originally assembled for HMS L 67 , which was never completed . Along with her sister submarine Nebojsa , she had an overall length of 72.05 metres (236 ft 5 in) , a beam of 7.32 m (24 ft 0 in) , and a surfaced draught of 3.96 m (13 ft 0 in) . Her surfaced displacement was 975 long tons (991 t) or 1,164 long tons (1,183 t) submerged , and her crew consisted of 45 officers and enlisted men . She had an operational depth of 60 m (200 ft) .

The Hrabri class had two shafts driven by two diesel engines (when surfaced) or two electric motors (when submerged) . The diesel engines were rated at 2,400 bhp (1,800 kW) and the electric motors at 1,600 shp (1,200 kW) , and they were designed to reach a top speed of 15.7 knots (29.0 km / h ; 18.0 mph) under diesel power while surfaced , and 10 knots (19 km / h ; 12 mph) on their electric motors when submerged . They were armed with six bow mounted 533 mm (21 in) torpedo tubes , and carried twelve torpedoes . They were also equipped with two 102 mm (4 in) deck guns (one forward and one aft of the conning tower) , and one machine gun . Their radius of action was 3,800 nautical miles (7,000 km ; 4,400 mi) at 10 knots (19 km / h ; 12 mph) .

= Service career =

Hrabri was launched in 1927 as the first submarine of the navy of the Kingdom of Serbs , Croats and Slovenes , which later became the Royal Yugoslav Navy . Along with Nebojsa , she left the Tyne in late January 1928 . In company with the Yugoslav submarine tender Hvar , the two submarines arrived in the Bay of Kotor on the southern Adriatic coast on 8 April 1928 . In May and June 1929 , Hrabri , Nebojsa , Hvar and six torpedo boats accompanied the light cruiser Dalmacija on a cruise to Malta , the Greek island of Corfu in the Ionian Sea , and Bizerte in the French protectorate of Tunisia . According to the British naval attaché , the ships and crews made a very good impression while visiting Malta .

In June and July 1930 , Hrabri , Nebojsa and the fleet auxiliary Sitnica again cruised the

Mediterranean , visiting Alexandria and Beirut . In 1932 , the British naval attaché reported that Yugoslav ships engaged in few exercises or manoeuvres due to reduced budgets . In 1934 , Hrabri visited Valletta in Malta and the Kelibia Roads off the coast of Tunisia , and in August 1935 , Hrabri again visited Malta , this time in company with the more modern French @-@ designed submarine Osvetnik . In August and September 1937 , Hrabri , along with the other French @-@ made submarine Smeli and the depot ship Zmaj , visited Greece , including the port of Piraeus , and the islands of Crete and Corfu .

When the German @-@ led Axis invasion of Yugoslavia began on 6 April 1941 , she was located in the Bay of Kotor along with the three other submarines of the flotilla . On 10 April , Hrabri and Osvetnik received orders for an operation against the Italian enclave of Zara on the Dalmatian coastline , but the mission did not proceed . She was later captured by the Italian XVII Corps at the Bay of Kotor . She was given the number N3 but was not commissioned and was scrapped later that year due to her poor condition .

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