

= SM UB @-@ 5 =

SM UB @-@ 5 was a German Type UB I submarine or U @-@ boat in the Imperial German Navy (German : Kaiserliche Marine) during World War I. She sank five ships during her career and was broken up in Germany in 1919 .

UB @-@ 5 was ordered in October 1914 and was laid down at the Germaniawerft shipyard in Kiel in November . UB @-@ 5 was a little more than 28 metres (92 ft) in length and displaced between 127 and 142 tonnes (125 and 140 long tons) , depending on whether surfaced or submerged . She carried two torpedoes for her two bow torpedo tubes and was also armed with a deck @-@ mounted machine gun . UB @-@ 5 was broken into sections and shipped by rail to Antwerp for reassembly . She was launched and commissioned there as SM UB @-@ 5 in March 1915 .

UB @-@ 5 was initially assigned to the Flanders Flotilla in March 1915 and sank five British ships of 996 gross register tons (GRT) under the command of Wilhelm Smiths . The U @-@ boat was assigned to the Baltic Flotilla in October 1915 , and relegated to a training role from September 1916 . At the end of the war , UB @-@ 5 was deemed unseaworthy and unable to surrender at Harwich with the rest of Germany 's U @-@ boat fleet . She remained in Germany where she was broken up by Dräger at Lübeck , Germany , in 1919 .

= = Design and construction = =

After the German Army 's rapid advance along the North Sea coast in the earliest stages of World War I , the Imperial German Navy found itself without suitable submarines that could be operated in the narrow and shallow environment off Flanders . Project 34 , a design effort begun in mid @-@ August 1914 , produced the Type UB I design : a small submarine that could be shipped by rail to a port of operations and quickly assembled . Constrained by railroad size limitations , the UB I design called for a boat about 28 metres (92 ft) long and displacing about 125 tonnes (123 long tons) with two torpedo tubes . UB @-@ 5 was part of the initial allotment of eight submarines ? numbered UB @-@ 1 to UB @-@ 8 ? ordered on 15 October from Germaniawerft of Kiel , just shy of two months after planning for the class began .

UB @-@ 5 was laid down by Germaniawerft in Kiel on 22 November . As built , UB @-@ 5 was 28 @. @ 10 metres (92 ft 2 in) long , 3 @. @ 15 metres (10 ft 4 in) abeam , and had a draft of 3 @. @ 03 metres (9 ft 11 in) . She had a single 59 @-@ brake @-@ horsepower (44 kW) Daimler 4 @-@ cylinder diesel engine for surface travel , and a single 119 @-@ shaft @-@ horsepower (89 kW) Siemens @-@ Schuckert electric motor for underwater travel , both attached to a single propeller shaft . Her top speeds were 6 @. @ 47 knots (11 @. @ 98 km / h ; 7 @. @ 45 mph) , surfaced , and 5 @. @ 51 knots (10 @. @ 20 km / h ; 6 @. @ 34 mph) , submerged . At more moderate speeds , she could sail up to 1 @, @ 650 nautical miles (3 @, @ 060 km ; 1 @, @ 900 mi) on the surface before refueling , and up to 45 nautical miles (83 km ; 52 mi) submerged before recharging her batteries . Like all boats of the class , UB @-@ 5 was rated to a diving depth of 50 metres (160 ft) , and could completely submerge in 33 seconds .

UB @-@ 5 was armed with two 45 @-@ centimeter (17 @. @ 7 in) torpedoes in two bow torpedo tubes . She was also outfitted for a single 8 @-@ millimeter (0 @. @ 31 in) machine gun on deck . UB @-@ 5 's standard complement consisted of one officer and thirteen enlisted men .

After work on UB @-@ 5 was complete at the Germaniawerft yard , UB @-@ 5 was readied for rail shipment . The process of shipping a UB I boat involved breaking the submarine down into what was essentially a knock down kit . Each boat was broken into approximately fifteen pieces and loaded on to eight railway flatcars . In early 1915 , the sections of UB @-@ 5 were shipped to Antwerp for assembly in what was typically a two- to three @-@ week process . After UB @-@ 5 was assembled and launched sometime in March , she was loaded on a barge and taken through canals to Bruges where she underwent trials .

= = Service career = =

The submarine was commissioned into the German Imperial Navy as SM UB 5 on 25 March under the command of Oberleutnant zur See Wilhelm Smiths , a 28 year old first time U boat commander . UB 5 soon joined the other UB I boats then comprising the Flanders Flotilla (German : U boote des Marinekorps U Flotille Flandern) , which had been organized on 29 March . When UB 5 joined the flotilla , Germany was in the midst of its first submarine offensive , begun in February . During this campaign , enemy vessels in the German defined war zone (German : Kriegsgebiet) , which encompassed all waters around the United Kingdom (including the English Channel) , were to be sunk . Vessels of neutral countries were not to be attacked unless they definitively could be identified as enemy vessels operating under a false flag .

The UB I boats of the Flanders Flotilla were initially limited to patrols in the Hoofden , the southern portion of the North Sea between the United Kingdom and the Netherlands . UB 4 made the first sortie of the flotilla on 9 April , and UB 5 departed on her first patrol soon after . On 15 April , 6 nautical miles (11 km ; 6.9 mi) from the North Hinder lightship , UB 5 scored her first success when she torpedoed and sank the British steamer Ptarmigan . The 784 ton steamer was carrying a general cargo from Rotterdam to London when she went down with the loss of eight crewmen .

After UB 5 's sister boat UB 6 pioneered a route around past British anti submarine nets and mines in the Straits of Dover in late June , boats of the flotilla began to patrol the western English Channel . UB 2 , UB 5 , and UB 10 soon followed with patrols in the Channel , but were hampered by fog and bad weather . Even though none of the boats sank any ships , by successfully completing their voyages they helped further prove the feasibility of defeating the British countermeasures in the Straits of Dover .

On 13 and 14 August , while patrolling in Lowestoft ? Cromer area , UB 5 sank four British fishing smacks with a combined tonnage of just over 200 GRT , the largest being Sunflower and J.W.F.T. , each of 60 gross register tons (GRT) . All four of the smacks ? sailing vessels traditionally rigged with red ochre sails ? were stopped , boarded by crewmen from UB 5 , and sunk with explosives . These were the last ships UB 5 sank during the war .

Germany 's submarine offensive was suspended on 18 September by the chief of the Admiralstab , Admiral Henning von Holtzendorff , in response to American demands after the sinking of the Cunard Line steamer Lusitania in May 1915 and other high profile sinkings in August and September . Holtzendorff 's directive from ordered all U boats out of the English Channel and the South Western Approaches and required that all submarine activity in the North Sea be conducted strictly along prize regulations . Shortly after this cessation , UB 5 was transferred to the Baltic Flotilla (German : U boote der Ostseetreitkräfte V. U Halbflotille) on 9 October .

Boats of the Baltic flotilla were based at either Kiel , Danzig , or Libau , but where UB 5 was stationed during this time is not reported in sources . On 21 September 1916 , UB 5 was transferred to training duties . According to authors R.H. Gibson and Maurice Prendergast , submarines assigned to training duties were " war worn craft " unfit for service . At the end of the war , the Allies required all German U boats to be sailed to Harwich for surrender . UB 5 was one of eight U boats deemed unseaworthy and allowed to remain in Germany . UB 5 was broken up by Dräger at Lübeck in 1919 .

= = Ships sunk or damaged = =