

= SM U @-@ 30 ( Austria @-@ Hungary ) =

SM U @-@ 30 or U @-@ XXX was a U @-@ 27 class U @-@ boat or submarine of the Austro @-@ Hungarian Navy . U @-@ 30 , built by the Hungarian firm of Ganz Danubius at Fiume , was launched in December 1916 and commissioned in February 1917 .

U @-@ 30 had a single hull and was just over 121 feet ( 37 m ) in length . She displaced nearly 265 metric tons ( 261 long tons ) when surfaced and over 300 metric tons ( 295 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 .

U @-@ 30 sank no ships during her brief service career . She departed from Cattaro on 31 March 1917 and was never heard from again . She may have succumbed to a mine in the Otranto Barrage but her fate remains a mystery .

= = 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 .

After these steps 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 .

U @-@ 30 displaced 264 metric tons ( 260 long tons ) surfaced and 301 metric tons ( 296 long tons ) submerged . She had a single hull with saddle tanks , and was 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 @-@ 30 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 @-@ 30 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 .

After intricate political negotiations to allocate production of the class between Austrian and Hungarian firms , U @-@ 27 was ordered from Ganz Danubius on 12 October 1915 . She was laid down on 9 March 1916 at Fiume and launched on 27 December .

= = Service career = =

U @-@ 30 began diving trials on 8 January 1917 , and made her first underwater cruise on 27 January . On 1 February , she successfully reached a depth of 30 metres ( 98 ft ) in compression tests . Four days later she took on a crew for a training voyage , and made her way to Pola . At that port , on 21 January 1917 , SM U @-@ 30 was commissioned into the Austro @-@ Hungarian Navy under the command of Linien-schiffsleutnant Friedrich Fähndrich . Fähndrich , a 29 @-@ year @-@ old native of Budapest , had previously served as commander of U @-@ 15 .

U @-@ 30 departed on her first patrol on 26 February , for duty off Cape Matapan and the Gulf of Taranto . During the patrol , U @-@ 30 did not encounter any hostile ships , but did encounter a storm that caused extensive damage . Cutting short her cruise with damage to the parapet on her conning tower , a missing radio aerial , and a broken gyrocompass , U @-@ 30 arrived in Cattaro on 16 March for repairs .

With the repairs complete , U @-@ 30 set out from Cattaro on 31 March and was never heard from again . Author Paul Halpern suggests that a mine in the Otranto Barrage might have been responsible . Authors R. H. Gibson and Maurice Prendergast report that there is no evidence in Allied records to indicate the possible fate of the U @-@ boat , and conclude that the fate of U @-@ 30 remains a mystery , and " is likely to remain so for ever [ sic ] " . U @-@ 30 was not credited with the sinking of any ships in her brief career . She was also the only member of the U @-@ 27 @-@ class to be lost during the war .