

= SM U @-@ 22 (Austria @-@ Hungary) =

SM U @-@ 22 or U @-@ XXII was a U @-@ 20 @-@ class submarine or U @-@ boat built for and operated by the Austro @-@ Hungarian Navy (German : Kaiserliche und Königliche Kriegsmarine or K.u.K. Kriegsmarine) during the First World War . The design for U @-@ 22 was based on submarines of the Royal Danish Navy 's Havmanden class (three of which had been built in Austria @-@ Hungary) , and was largely obsolete by the beginning of the war .

U @-@ 22 was just over 127 feet (39 m) long and was armed with two bow torpedo tubes , a deck gun , and a machine gun . The submarine was laid down in mid 1915 and launched in January 1917 . The still unfinished U @-@ boat sank in the harbor at Fiume in June but was raised , repaired , and relaunched in October . After her commissioning in November , U @-@ 22 patrolled off the Po River estuary and , later , in the northern Adriatic out of Trieste .

After undergoing months of repairs for her failed electric motor in mid 1918 , U @-@ 22 returned to duty and patrolled off the Montenegrin coast out of Cattaro in August . At Cattaro at the end of World War I , U @-@ 22 was ceded to France as a war reparation and scrapped in 1920 . U @-@ 22 had no wartime successes .

= = Design and construction = =

When it became apparent to the Austro @-@ Hungarian Navy that the First World War would not be a short one , they moved to bolster their U @-@ boat fleet by seizing the plans for the Danish Havmanden class submarines , three of which had been built at Whitehead & Co. in Fiume . Although the Austro @-@ Hungarian Navy was not happy with the design , which was largely obsolete , it was the only design for which plans were available and which could be begun immediately in domestic shipyards . The Austro @-@ Hungarian Navy unenthusiastically placed orders for U @-@ 22 and her three sister boats on 27 March 1915 .

U @-@ 22 was one of two boats of the class to be built at the Hungarian UBAG yard in Fiume . Due to demands by the Hungarian government , subcontracts for the class were divided between Hungarian and Austrian firms , and this politically expedient solution worsened technical problems with the design , resulting in numerous modifications and delays for the class in general .

U @-@ 22 was an ocean @-@ going submarine that displaced 173 tonnes (191 short tons) surfaced and 210 tonnes (231 short tons) submerged and was designed for a complement of 18 . She was 127 feet 2 inches (38 @.@ 76 m) long with a beam of 13 feet (4 @.@ 0 m) and a draft of 9 feet (2 @.@ 7 m) . For propulsion , she featured a single shaft , a single 450 bhp (340 kW) diesel engine for surface running , and a single 160 shp (120 kW) electric motor for submerged travel . She was capable of 12 knots (22 km / h) while surfaced and 9 knots (17 km / h) while submerged . Although there is no specific notation of a range for U @-@ 22 , the Havmanden class , upon which the U @-@ 20 class was based , had a range of 1 @, @ 400 nautical miles (2 @, @ 600 km) at 10 knots (19 km / h) , surfaced , and 23 nautical miles (43 km) at 8 knots (15 km / h) submerged .

U @-@ 22 was armed with two 45 cm (17 @.@ 7 in) torpedo tubes located in the front and carried a complement of two torpedoes . She was also equipped with a 66 mm / 26 (2 @.@ 6 in) deck gun and an 8 mm (0 @.@ 31 in) machine gun .

U @-@ 22 was laid down at Fiume in mid 1915 and launched on 27 January 1917 , the last of the four U @-@ 20 @-@ class boats to be launched . On 10 June , while not yet complete , the U @-@ boat sank in the harbor at Fiume . Raised from her resting point at a depth of 9 meters (30 ft) the following day , U @-@ 22 underwent four months of repairs . She was launched again on 6 October .

= = Service career = =

On 18 November 1917 the U @-@ boat sailed for Pola , where she was commissioned as SM U @-@ 22 on 23 November under the command of Linien-schiffsleutnant Josef Holub . The 31 @-@

year 1890 old Galician had been assigned to U 22 in February and had been in charge of sister boat U 21 from June 1916 until his assignment to U 22 .

Holub led U 22 out on her first patrol when they departed Pola on 5 December for duty off the Po estuary . After returning to Pola on 10 December , Holub led U 22 on another Po estuary tour from 15 to 17 December . On 29 December , Holub was transferred to U 27 . His replacement was Linienschiffsleutnant Friedrich Sterz . It was the first U 22 boat command of the 25 year old native of Pergine , Tyrolia (in present day Italy) .

On 3 January 1918 , Sterz returned U 22 to the Po estuary for a third patrol there . While in the area , an enemy submarine was spotted but no attack could be made because of bad weather ; the same bad weather forced U 22 to put in at Rovigno the following day . Setting out from Rovigno on 5 January , U 22 unsuccessfully attacked an Italian torpedo boat and two steamships . After a return to Rovigno on 6 January , Sterz steered his boat to the submarine base at Brioni . Ten days later , U 22 headed to Trieste , where she conducted patrols in the northern Adriatic . On 5 February , U 22 avoided being hit by seven bombs dropped by an enemy airplane . Departing the northern Adriatic in late April , U 22 was headed for Cattaro when her electric motor failed . After a quick stop at Cattaro , U 22 returned to Pola for three months of repairs .

After returning to service in August , U 22 operated out of Cattaro , patrolling off the Montenegrin coast over the next two months . On 17 October , the boat returned to Cattaro , where she remained until the war 's end . She was ceded to France as a war reparation and scrapped in 1920 . Like all of her sister boats , U 22 had no wartime successes .