

= SM U @-@ 21 ( Austria @-@ Hungary ) =

SM U @-@ 21 or U @-@ XXI 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 @-@ 21 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 @-@ 21 was just over 127 feet ( 39 m ) long and was armed with two bow torpedo tubes , a deck gun , and a machine gun . Construction on U @-@ 21 began in mid 1915 and the boat was launched in September 1916 . After suffering damage during a diving trial in January 1917 , U @-@ 21 underwent seven months of repairs before her commissioning in August 1917 .

The U @-@ boat conducted patrols off the Albanian coast in October 1917 , but experienced the failure of the seal on her main hatch . The repairs kept the boat out of action until June 1918 . But in July a piston in her diesel engine broke , knocking the submarine out of the rest of the war . At the end of World War I , U @-@ 21 was ceded to Italy as a war reparation and scrapped in 1920 . U @-@ 21 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 @-@ 21 and her three sister boats on 27 March 1915 .

U @-@ 21 was one of two boats of the class to be built at the Pola Navy Yard . 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 @-@ 21 was an ocean @-@ going submarine that displaced 173 metric tons ( 170 long tons ) surfaced and 210 metric tons ( 207 long 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 @-@ 21 , 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 @-@ 21 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 .

= = Service career = =

U @-@ 21 was launched on 15 August 1916 , the first of the four U @-@ 20 @-@ class boats . During a diving trial in January 1917 , the submarine was damaged when it sank too deep , requiring repairs that took place over the next seven months . U @-@ 21 was commissioned on 15 August under the command of Linien-schiffsleutnant Hugo von Seyffertitz . A 31 @-@ year @-@ old native of Brixen , von Seyffertitz was a first @-@ time U @-@ boat commander .

Ten days after commissioning , U @-@ 21 safely submerged to a depth of 42 metres ( 138 ft ) . However , her nose was dented when she hit bottom on another test dive in September ,

necessitating more repairs . On 29 September , von Seyffertitz steered the boat from the submarine base at Brioni to Cattaro , where she arrived on 1 October . On 4 October , U @-@ 21 set out for a patrol off the coast of Albania , but had returned to Cattaro by mid October .

On 15 October , von Seyffertitz and U @-@ 21 departed from Cattaro to begin their first Mediterranean deployment . Slated to sail into the Ionian Sea , U @-@ 21 instead had to turn back the following day when the main hatch seal on the conning tower leaked and could not be repaired . After her 18 October return to Cattaro , she sailed for Pola , arriving on 24 October . There , she would undergo another lengthy stay in port for repairs . While U @-@ 21 was under repair , von Seyffertitz was transferred to U @-@ 47 .

Linienschiffleutnant Robert Dürrial was assigned the new commander of U @-@ 21 on 24 March 1918 . The 26 @-@ year @-@ old Galician had served as commander of U @-@ 10 for four months in 1917 . Dürrial led U @-@ 21 out of Pola on 1 June for Cattaro , making stops en route at Arbe and Novigrad for repairs to the gyrocompass .

On 16 July , while conducting patrols off the Albanian coast , a piston in U @-@ 21 's diesel engine broke and Dürrial put in at Djenovic . On 25 July , U @-@ 21 was towed to Pola , where she remained until the end of the war . She was ceded to Italy as a war reparation and scrapped in 1920 . Like all of her sister boats , U @-@ 21 had no wartime successes .