

= SM UB @-@ 43 =

SM UB @-@ 43 was a Type UB II submarine or U @-@ boat for the German Imperial Navy ( German : Kaiserliche Marine ) during World War I. UB @-@ 43 was sold to the Austro @-@ Hungarian Navy ( German : Kaiserliche und Königliche Kriegsmarine or K.u.K. Kriegsmarine ) during the war . In Austro @-@ Hungarian service the B was dropped from her name and she was known as SM U @-@ 43 or U @-@ XLIII as the lead boat of the Austro @-@ Hungarian U @-@ 43 class .

UB @-@ 43 was ordered in July 1915 and was laid down at the AG Weser shipyard in Bremen in September . UB @-@ 43 was a little more than 121 feet ( 37 m ) in length and displaced between 270 and 305 tonnes ( 266 and 300 long tons ) , depending on whether surfaced or submerged . She was equipped to carry a complement of four torpedoes for her two bow torpedo tubes and had an 8 @. @ 8 @-@ centimeter ( 3 @. @ 5 in ) deck gun . As part of a group of six submarines selected for Mediterranean service , UB @-@ 43 was broken into railcar sized components and shipped to Pola where she was assembled and launched in early April 1916 , and commissioned later in the month . Over the next year the U @-@ boat sank twenty @-@ two ships , which included the Peninsular and Oriental liner Arabia . UB @-@ 43 also damaged the British cruiser Grafton .

The German Imperial Navy was having difficulties filling submarine crews with trained men and offered to sell UB @-@ 43 and a sister boat , UB @-@ 47 , to the Austro @-@ Hungarian Navy . After the terms were agreed to in June 1917 , both boats were handed over at Pola . When commissioned into the Austro @-@ Hungarian Navy , the B in her designation was dropped so that she became U @-@ 43 or U @-@ XLIII . She damaged one Italian steamer in limited Austro @-@ Hungarian service through the end of the war . U @-@ 43 was ceded to France as a war reparation in 1920 and broken at Bizerta that same year .

= = Design and construction = =

The German UB II design improved upon the design of the UB I boats , which had been ordered in September 1914 . In service , the UB I boats were found to be too small and too slow . A major problem was that , because they had a single propeller shaft / engine combo , if either component failed , the U @-@ boat became almost totally disabled . To rectify this flaw , the UB II boats featured twin propeller shafts and twin engines ( one shaft for each engine ) , which also increased the U @-@ boat 's top speed . The new design also included more powerful batteries , larger torpedo tubes , and a deck gun . As a UB II boat , U @-@ 43 could also carry twice the torpedo load of her UB I counterparts , and nearly ten times as much fuel . To accommodate all of these changes the boats ' had larger hulls , and surface and submerged displacements more than twice those of the UB I boats .

The Imperial German Navy ordered UB @-@ 43 from AG Weser on 31 July 1915 as one of a series of six UB II boats ( numbered from UB @-@ 42 to UB @-@ 47 ) UB @-@ 43 was 36 @. @ 90 metres ( 121 ft 1 in ) long and 4 @. @ 37 metres ( 14 ft 4 in ) abeam . She had a single hull with saddle tanks and had a draft of 3 @. @ 68 metres ( 12 ft 1 in ) when surfaced . She displaced 305 tonnes ( 300 long tons ) while submerged but only 272 tonnes ( 268 long tons ) on the surface .

The submarine was equipped with twin Daimler diesel engines and twin Siemens @-@ Schuckert electric motors ? for surfaced and submerged running , respectively ? that drove one propeller shaft . UB @-@ 43 had a surface speed of up to 8 @. @ 82 knots ( 16 @. @ 33 km / h ; 10 @. @ 15 mph ) and could go as fast as 6 @. @ 22 knots ( 11 @. @ 52 km / h ; 7 @. @ 16 mph ) while underwater . The U @-@ boat could carry up to 27 tonnes ( 27 long tons ) of diesel fuel , giving her a range of 6 @, @ 940 nautical miles ( 12 @, @ 850 km ; 7 @, @ 990 mi ) at 5 knots ( 9 @. @ 3 km / h ; 5 @. @ 8 mph ) Her electric motors and batteries provided a range of 45 nautical miles ( 83 km ; 52 mi ) at 4 knots ( 7 @. @ 4 km / h ; 4 @. @ 6 mph ) while submerged .

UB @-@ 43 was equipped with two 50 @-@ centimeter ( 19 @. @ 7 in ) bow torpedo tubes and could carry four torpedoes . The U @-@ boat was also armed with one 8 @. @ 8 cm ( 3 @. @ 5 in ) Uk L / 30 deck gun .

UB @-@ 43 was laid down by AG Weser at its Bremen shipyard on 3 September 1915 . As one of

six U @-@ boats selected for service in the Mediterranean while under construction , UB @-@ 43 was broken into railcar @-@ sized components and shipped overland to the Austro @-@ Hungarian port of Pola . Shipyard workers from Weser assembled the boat and her five sisters at Pola , where she was launched on 8 April .

= = German Imperial Navy career = =

SM UB @-@ 43 was commissioned into the German Imperial Navy on 24 April 1916 under the command of Oberleutnant zur See Dietrich Niebuhr ; UB @-@ 43 was the only U @-@ boat command for the 27 @-@ year @-@ old officer . UB @-@ 43 was assigned to the Navy 's Pola Flotilla ( German : Deutsche U @-@ Halbflotille Pola ) in which she remained throughout her German career . Although the flotilla was based in Pola , the site of the main Austro @-@ Hungarian Navy base , boats of the flotilla operated out of the Austro @-@ Hungarian base at Cattaro which was located farther south and closer to the Mediterranean . German U @-@ boats typically returned to Pola only for repairs .

Under Niebuhr 's command , UB @-@ 43 had no success , and he was replaced by Kapitänleutnant Hans @-@ Joachim von Mellenthin on 29 August . After two weeks under von Mellenthin 's command , UB @-@ 43 sank her first ship . While 112 nautical miles ( 207 km ; 129 mi ) east of Malta , the British steamer Italiana with her cargo of hay destined for Salonica was torpedoed and sunk . Three days later , and some 60 nautical miles ( 110 km ; 69 mi ) closer to Malta , von Mellenthin sank a pair of British steamers . Dewa was in ballast headed for Port Said when attacked by UB @-@ 43 ; three of the steamer 's crew lost their lives in the attack . Lord Tredegar was carrying a general cargo when she was sent down with the loss of four men . The Wall Street Journal reported that the sinking of Lord Tredegar resulted in a loss of \$ 1 @,@ 000 @,@ 000 for her American insurer .

In October , von Mellenthin and UB @-@ 43 sank an additional two ships . On 10 October , the British tanker Elax , carrying fuel oil from Rangoon was sunk off Cape Matapan without casualties . Three days later , two men were killed when UB @-@ 43 torpedoed and sank their ship , the British steamer Welsh Prince , of 4 @,@ 934 gross register tons ( GRT ) .

On 18 November , the British Admiralty , released a report that listed all of UB @-@ 43 's first five victims as evidence of German wrongdoing . According to the British report , Italiana , Dewa , Lord Tredegar , and Elax ? four of the twenty @-@ two ships listed ? had all been torpedoed without warning . This type of attack was counter to German pledges to adhere cruiser warfare , which required that ships be allowed time for the crews to escape before any attack could commence . UB @-@ 43 's fifth victim , Welsh Prince , was on another list of 107 British ships sunk whose lifeboats had been fired upon by German submarines .

In the meantime , UB @-@ 43 had continued sinking British ships , sending down five in a nine @-@ day span in early November . Statesman , a 6 @,@ 153 @-@ ton steamer carrying a general cargo , was first on 3 November ; six crewmen were killed when the ship went down 200 nautical miles ( 370 km ; 230 mi ) east of Malta . The following day , the 3 @,@ 937 @-@ ton Clan Leslie and the 5 @,@ 398 @-@ ton Huntsvale were sunk in the same area . Clan Leslie was carrying a general cargo from Bombay when sunk with three casualties . Seven were killed when Huntsvale , traveling in ballast for Algiers , was sunk .

On 6 November , UB @-@ 43 torpedoed the Peninsular and Oriental liner Arabia 112 nautical miles ( 207 km ; 129 mi ) off Cape Matapan . According to contemporary news accounts , gunners on Arabia fired upon UB @-@ 43 after the liner was torpedoed , but recorded no hits . All 437 passengers aboard the steamer , en route from Sydney to London when attacked , were rescued after an hour in the water . The liner went down 90 minutes after the torpedo struck . Eleven died in the attack , including two of Arabia 's engineers killed in the initial blast of the torpedo . Six days after Arabia 's sinking , UB @-@ 43 sank the 3 @,@ 383 @-@ ton British steamer Kapunda east of Malta . Kapunda 's loss brought the U @-@ boat 's November tally to 26 @,@ 774 gross register tons , which accounted for more than 15 % of the November tally for all German U @-@ boats in the Mediterranean .

UB @-@ 43 and von Mellenthin sank three more British steamers in December : Bretwalda on the 13th , and Russian and Westminster on the 14th . Bretwalda ? which had escaped destruction from a mine laid by UC @-@ 5 in August 1915 ? and her cargo of jute were sent down 220 nautical miles ( 410 km ; 250 mi ) from Malta . Russian , at 8 @,@ 825 tons , was the largest ship sunk by UB @-@ 43 ; the horse transport ship was sailing in ballast from Salonica when she went down with 28 of her crewmen . After UB @-@ 43 torpedoed Westminster , the U @-@ boat shelled the survivors in their lifeboats , according to authors R. H. Gibson and Maurice Prendergast . Fifteen men from Westminster died in the sinking .

UB @-@ 43 sank no ships over the next eight weeks . Author Paul Halpern reports that the majority of the German U @-@ boats in the Mediterranean fleet were undergoing repairs and refits at Pola and Cattaro during January . Although no specific mention is made of repairs done on UB @-@ 43 , the U @-@ boat 's inactivity in this period may be for that reason .

= = = Unrestricted submarine warfare = = =

On 1 February 1917 , Kaiser Wilhelm II personally approved a resumption of unrestricted submarine warfare in order to try to force the British to make peace . The new rules of engagement specified that no ship was to be left afloat , although British reports for several of UB @-@ 43 's victims suggest that von Mellenthin was already operating in this manner .

Under these new rules of engagement , UB @-@ 43 first sank the Greek steamer Miaoulis 130 nautical miles ( 240 km ; 150 mi ) from Benghazi on 24 February , while she was carrying cottonseed to London . Two days later , the turret hull steamer Clan Farquhar , carrying cotton and coal for London , was torpedoed and sunk . After the attack , which killed 49 of her crew , the ship 's second engineer was taken captive by von Mellenthin . On the 27th , Brodmore and her cargo of frozen meat from Majunga were sunk off Libya ( and her master taken prisoner ) , and on the 28th the Japanese steamer Shinsei Maru was sunk nearby .

She was nearly a month later before von Mellenthin and UB @-@ 43 sank their next target . On 26 March , the British steamer Ledbury , carrying wheat from Karachi , was sunk 90 nautical miles ( 170 km ; 100 mi ) from Benghazi . Eight days later , Vasilefs Constantinos , a Greek steamer of 4 @,@ 070 gross register tons ( GRT ) , was sunk in the Ionian Sea ; the Constantinos was the last ship sunk by UB @-@ 43 under von Mellenthin 's command . On 9 April , von Mellenthin was succeeded by Oblt.z.S. Horst Obermüller , a 26 @-@ year @-@ old first time U @-@ boat commander . Under von Mellenthin 's command , UB @-@ 43 had sunk 86 @,@ 236 gross register tons ( GRT ) of merchant shipping .

On 1 May , Obermüller sank the American @-@ owned ( but British @-@ flagged ) tanker British Sun carrying a load of fuel oil . According to a report in The New York Times , the 5 @,@ 565 @-@ ton vessel , valued at \$ 2 @,@ 500 @,@ 000 , was " one of the finest " tankers . The collier Repton was sent down off Cape Matapan six days later ; three of the British steamer 's crewmen died in the attack . Later in the month , the Greek steamer Dorothy and her cargo of wheat from Karachi were sunk 45 nautical miles ( 83 km ; 52 mi ) from Cap D 'Armi . UB @-@ 43 's final attack of note was upon the cruiser HMS Grafton , torpedoed 150 nautical miles ( 280 km ; 170 mi ) east of Malta . Grafton was damaged but suffered no casualties . The 7 @,@ 350 @-@ tonne ( 7 @,@ 230 @-@ long @-@ ton ) -displacement British ship was brought safely into port at Malta .

On 21 July , UB @-@ 43 was decommissioned at Pola and handed over to the Austro @-@ Hungarian Navy . In her German Imperial Navy career of fourteen months , UB @-@ 43 sank twenty @-@ two merchant ships totaling 99 @,@ 176 gross register tons ( GRT ) , and damaged one warship with a displacement of 7 @,@ 350 tonnes ( 7 @,@ 230 long tons ) .

= = Austro @-@ Hungarian Navy service = =

In November 1916 , the German Imperial Navy , having a hard time finding trained submarine crews , inquired to find out if its ally Austria @-@ Hungary was interested in purchasing some of its Mediterranean submarines . A general agreement led to protracted negotiations , which stalled over

the outflow of Austro-Hungarian gold reserves to Germany . But , with all of the details worked out , the two parties agreed on the sale of UB 43 and sister ship UB 47 to Austria-Hungary in June 1917 .

When handed over by the Germans on 21 July , UB 43 was in a " worn out condition " . Despite the rough condition of the boat , the U 43 boat was commissioned into the Austro-Hungarian Navy on 30 July 1917 as SM U 43 , dropping the B from her former designation . Linienschiffsleutnant Friedrich Schlosser was installed as the new commander of the U 43 boat , which remained at Pola for the next three months undergoing repairs . Departing that port on 1 November , U 43 made way to Cattaro , and then went out on patrol . Schlosser torpedoed the Italian steamer Orione on 16 November , but the Italian ship did not sink ; she was towed to safety in Taranto .

On 30 November , a leak on U 43 partially flooded the boat and caused her to sink to a depth of 100 metres ( 330 ft ) before she was brought under control and raised to the surface . The flooding damaged the U 43 boat 's electrical systems , preventing her from submerging on her return to port for repairs . An unidentified submarine launched a torpedo at the surfaced U 43 , but the torpedo 's aim was off and it passed harmlessly in front of the bow . The boat made port at Cattaro on 1 December and at Pola on 6 December for two months of repairs .

During U 43 's time under repair , Schlosser was reassigned to command U 14 , and Linienschiffsleutnant Eugen Hornyák Edler von Horn was named to take his place aboard U 43 on 18 January 1918 . Under von Horn , U 43 patrolled off Cattaro , having to crash dive at least once to escape attack from enemy torpedo boats . On 17 March , while returning to Cattaro from patrol , the crew of the Austro-Hungarian destroyer Dinara mistook U 43 for an enemy submarine and rammed her , damaging the diving planes . U 43 sailed for Fiume for three months of repairs .

The U 43 boat returned to action in June and patrolled off Montenegro , Durazzo , and Cattaro for the next five months . On 13 June , U 43 was slightly damaged in an air raid on Cattaro and , on 5 September , had to crash dive to avoid another air attack while off Cattaro . On 20 September , the boat rendezvoused with U 47 and received a French prisoner of war . The prisoner was the only survivor of the French submarine Circé , which U 47 had torpedoed the night before .

At the end of the war , U 43 was at Cattaro . In her Austro-Hungarian Navy career , U 43 damaged a single merchant ships of 4,016 gross register tons . U 43 was ceded to France as a war reparation in 1920 , towed to Bizerta , and broken up there within a year .

= = Ships sunk or damaged = =

= = = As the German UB 43 = = =

= = = As the Austro-Hungarian U 43 = = =