

= Yugoslav torpedo boat T1 =

The Yugoslav torpedo boat T1 was a 250t @-@ class , T @-@ group sea @-@ going torpedo boat built for the Austro @-@ Hungarian Navy as 76 T in 1914 . She was armed with two 66 mm (2 @. @ 6 in) L / 30 guns and four 450 mm (17 @. @ 7 in) torpedo tubes , and could carry 10 ? 12 naval mines . She saw active service during World War I , performing convoy , escort and minesweeping tasks , and anti @-@ submarine operations . She was part of the escort force during the action that resulted in the sinking of the Austro @-@ Hungarian dreadnought SMS Szent István by Italian torpedo boats . Following Austria @-@ Hungary 's defeat in 1918 , 76 T was allocated to the Navy of the Kingdom of Serbs , Croats and Slovenes , which became the Royal Yugoslav Navy , and was renamed T1 .

During the German @-@ led Axis invasion of Yugoslavia in April 1941 , she was captured by the Italians and served with the Royal Italian Navy under her Yugoslav designation . Following the Italian capitulation in September 1943 , she was captured by Germany and handed over to the Navy of the Independent State of Croatia who renamed her Goleznica . She was transferred to the Yugoslav Navy after World War II , and after a refit which included replacement of her armament , continued to serve as Goleznica until 1959 .

= = Background = =

In 1910 , the Austria @-@ Hungary Naval Technical Committee initiated the design and development of a 275 @-@ long @-@ ton (279 t) coastal torpedo boat , specifying that it should be capable of sustaining 30 knots (56 km / h) for 10 hours . This specification was based on an expectation that the Strait of Otranto , where the Adriatic Sea meets the Ionian Sea , would be blockaded by hostile forces during a future conflict . In such circumstances , there would be a need for a torpedo boat that could sail from the Austro @-@ Hungarian Navy (German : kaiserliche und königliche Kriegsmarine) base at Cattaro to the Strait during darkness , locate and attack blockading ships and return to port before morning . Steam turbine power was selected for propulsion , as diesels with the necessary power were not available , and the Austro @-@ Hungarian Navy did not have the practical experience to run turbo @-@ electric boats . Stabilimento Tecnico Triestino (STT) of Trieste was selected for the contract to build eight vessels , ahead of one other tenderer . The T @-@ group designation signified the builder , STT .

= = Description and construction = =

The 250t @-@ class T @-@ group boats had a waterline length of 58 @. @ 2 m (190 ft 11 in) , a beam of 5 @. @ 7 m (18 ft 8 in) , and a normal draught of 1 @. @ 5 m (4 ft 11 in) . While their designed displacement was 262 tonnes (258 long tons) , they displaced about 320 tonnes (310 long tons) fully loaded . The crew consisted of 39 officers and enlisted men . The boats were powered by a Parsons steam turbine driving two propellers , using steam generated by two Yarrow water @-@ tube boilers , one of which burned fuel oil and the other coal . The turbine was rated at 5 @, @ 000 shp (3 @, @ 700 kW) with a maximum output of 6 @, @ 000 shp (4 @, @ 500 kW) and designed to reach a top speed of 28 knots (52 km / h ; 32 mph) . They carried 18 tonnes (17 @. @ 7 long tons) of coal and 24 tonnes (23 @. @ 6 long tons) of fuel oil , which gave them a range of 980 nmi (1 @, @ 810 km ; 1 @, @ 130 mi) at 16 knots (30 km / h ; 18 mph) . The T @-@ group had one funnel rather than the two funnels of the later groups of the class . Despite the specifications of the contract being very close to the requirements for the coastal torpedo boat , the STT boats were classified as sea @-@ going .

The boats were originally to be armed with three 66 mm (2 @. @ 6 in) L / 30 guns , and three 450 mm (17 @. @ 7 in) torpedo tubes , but this was changed to two guns and four torpedo tubes before the first boat was completed , in order to standardise the armament with the following F @-@ group . They could also carry 10 ? 12 naval mines . 76 T was the third of its class to be completed , and was laid down on 24 June 1913 , launched on 15 December 1913 , and completed

on 20 July 1914 . Eight T @-@ group boats were completed between February and December 1914 , designated 74 T ? 81 T. In 1914 , one 8 mm (0 @.@ 31 in) machine gun was added .

= = Career = =

= = = World War I = = =

The 250t @-@ class , T @-@ group were the first small Austro @-@ Hungarian Navy boats to use turbines , and this contributed to ongoing problems with the boats . At the outbreak of World War I , 76 T was part of the 1st Torpedo Group of the 3rd Torpedo Craft Division of the Austro @-@ Hungarian 1st Torpedo Craft Flotilla . During World War I , 76 T was used for convoy , escort and minesweeping tasks , and anti @-@ submarine operations . She also conducted patrols and supported seaplane raids against the Italian coast . Due to inadequate funding , 76 T and the rest of the 250t @-@ class were essentially coastal vessels , despite the original intention that they would be used for " high seas " operations . In 1917 , one of the 66 mm (2 @.@ 6 in) guns on each boat was placed on an anti @-@ aircraft mount .

By 1918 , the Allies had strengthened their ongoing blockade on the Strait of Otranto , as foreseen by the Austro @-@ Hungarian Navy . As a result , it was becoming more difficult for the German and Austro @-@ Hungarian U @-@ boats to get through the strait and into the Mediterranean Sea . In response to these new measures at blockading the straits , the new commander of the Austro @-@ Hungarian Navy , Konteradmiral Miklós Horthy , decided to launch an attack on the Allied defenders with battleships , scout cruisers , and destroyers .

During the night of 8 June , Horthy left the naval base of Pola in the upper Adriatic with Viribus Unitis and Prinz Eugen . After some difficulties getting the harbour defence barrage opened , about 23 : 00 on 9 June 1918 , Szent István and Tegetthoff , escorted by one destroyer and six torpedo boats , including 76 T , also departed Pola . They were en route to the harbour at Slano , north of Ragusa to rendezvous with Viribus Unitis and Prinz Eugen , for a coordinated attack on the Otranto Barrage . About 03 : 15 on 10 June , two Italian Navy (Italian : Regia Marina) MAS boats , MAS 15 and MAS 21 , spotted the smoke from the Austrian ships while returning from an uneventful patrol off the Dalmatian coast . Both boats successfully penetrated the escort screen and split to engage the dreadnoughts individually . MAS 21 attacked Tegetthoff , but her torpedoes missed .

Under the command of Luigi Rizzo , MAS 15 fired two torpedoes at 03 : 25 , and both hit Szent István . Both boats evaded pursuit although Rizzo had to discourage 76 T by dropping depth charges in her wake . The torpedo hits on Szent István were abreast her boiler rooms , which flooded , knocking out power to the pumps . Szent István capsized less than three hours after being torpedoed .

= = = Interwar period = = =

76 T survived the war intact , and under the terms of the Treaty of Saint @-@ Germain @-@ en @-@ Laye concluded in September 1919 , she was allocated to the Kingdom of Serbs , Croats and Slovenes (KSCS , later Yugoslavia) in 1920 . Along with three other 250t @-@ class T @-@ group boats , 77 T , 78 T and 79 T , and four 250t @-@ class F @-@ group boats , she served with the Royal Yugoslav Navy (Serbo @-@ Croatian : Kraljevska Jugoslovenska Ratna Mornarica , KJRM ; ?pa?e?c?a ????????????? P???? ?????????) . In KJRM service , 76 T was renamed T1 . In May and June 1929 , six of the eight 250t @-@ class torpedo boats accompanied the light cruiser Dalmacija , the submarines Hrabri and Neboj?a , the submarine tender Hvar on a cruise to Malta , the Greek island of Corfu in the Ionian Sea , and Bizerte in the French protectorate of Tunisia . It is not clear if T1 was one of the torpedo boats involved . The ships and crews made a very good impression while visiting Malta . In 1932 , the British naval attaché reported that Yugoslav ships engaged in few exercises , manoeuvres or gunnery training due to reduced budgets .

= = = World War II and post @-@ war service = = =

In April 1941 , Yugoslavia entered World War II when it was invaded by the German @-@ led Axis powers . At the time of the invasion , T1 was assigned to the Southern Sector of the KJRM 's Coastal Defence Command based at the Bay of Kotor , along with her sister ship T3 and a number of minesweepers and other craft . T1 was captured by the Italian Navy shortly after the commencement of hostilities and was operated by them under her Yugoslav designation . When the Italians capitulated in September 1943 , the Germans seized the ship and in December 1943 transferred her to the Navy of the Independent State of Croatia (Croatian : Mornarica Nezavisne Države Hrvatske) . She was renamed Goleznica and continued in Croatian service until the end of the war . She was transferred to the Yugoslav Navy (Serbo @-@ Croatian : Jugoslavenska Ratna Mornarica , ????????????? P???? M????????) after the war . Her post @-@ war fit @-@ out included replacing her original guns with two 40 mm (1 @. @ 6 in) guns on single mounts and four 20 mm (0 @. @ 79 in) guns , and removing her torpedo tubes . She continued in Yugoslav service as Goleznica until October 1959 , when she was stricken .