

= SM U 29 (Austria Hungary) =

SM U 29 or U XXIX was a U 27 class U boat or submarine for the Austro Hungarian Navy . U 29 , built by the Hungarian firm of Ganz Danubius at Fiume , was launched in October 1916 and commissioned in January 1917 .

U 29 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 .

During her service career , U 29 sank three ships and damaged two others , sending a combined tonnage of 9 @ 838 GRT to the bottom . U 29 was at Fiume at war 's end and was surrendered at Venice in March 1919 . She was granted to France as war reparation in 1920 , but foundered while under tow to Bizerta for scrapping .

= = 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 29 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 29 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 29 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 3 March 1916 at Fiume and launched on 21 October .

= = Service career = =

U 29 underwent diving trials at Fiume and then made her way to Pola on 29 November 1916 . There , on 21 January 1917 , SM U 29 was commissioned into the Austro Hungarian Navy under the command of Linienerschiffleutnant Leo Prásil . Prásil , a 29 @ year @ old native of Pola , had previously served as commander of U 10 .

U 29 departed on her first patrol on 23 January , destined for duty in the Mediterranean . The

next day , however , the U @-@ boat encountered a severe storm near Lussin that damaged her . Prásil steered the boat into the harbor at Brgulje to wait out the storm . Departing Brgulje on the 25th to resume her journey to the Mediterranean , the submarine developed a leak when performing a test dive . U @-@ 29 headed back to Pula for repairs , which lasted until 30 January . On 5 February the U @-@ boat set out for Cattaro , which she reached after three days journey .

Prásil took U @-@ 29 out of Cattaro on 17 February to begin the delayed patrol in the Mediterranean , but on the 20th encountered another severe storm . Suffering no damage in the tempest , the boat continued on . On 24 February , she had an at @-@ sea rendezvous with U @-@ 43 . On 1 March the U @-@ boat 's gyrocompass broke down , necessitating a return to port . Two days later , as she neared Cattaro , U @-@ 29 encountered yet another storm , this one again damaging the ship . The beleaguered U @-@ boat headed back to the base at Pula for more repairs , and remained there until early April .

On 4 April , U @-@ 29 set out from Pula , touched at Cattaro , and continued on into the Mediterranean for her second patrol there . While 25 nautical miles (46 km) from Cape Matapan , Prásil torpedoed and sank the steamer Dalton , traveling in ballast . U @-@ 29 took the master of the 3 @,@ 486 @-@ ton British ship captive ; three other men lost their lives in the attack . Five days later and some 115 nautical miles (213 km) away , U @-@ 29 torpedoed Mashobra , a British India Line passenger steamer of 8 @,@ 173 gross register tons (GRT) . The ship , en route from Calcutta to London with a general cargo , was finished off by U @-@ 29 's deck gun . As with Dalton , Mashobra 's master was taken prisoner . Eight persons died in the attack . U @-@ 29 's gyrocompass broke down again on 17 April , once again forcing the boat to return for repairs . U @-@ 29 's second Mediterranean tour ended when Prásil docked the boat at Cattaro on 19 April .

U @-@ 29 's third Mediterranean deployment began on 8 May when she departed Cattaro . After eleven days at sea , Prásil torpedoed the British cargo ship Mordenwood 90 nautical miles (170 km) from Cape Matapan . U @-@ 29 took the 3 @,@ 125 @-@ ton ship 's master captive . Two sources disagree on the number of casualties when Mordenwood went down , but place the number at either 21 or 31 . Escorting destroyers launched a depth charge attack on U @-@ 29 but did not succeed in damaging the U @-@ boat . Two days later , U @-@ 29 launched a torpedo attack on the British steamer Marie Suzanne but did not sink the ship . U @-@ 29 arrived at Cattaro on 25 May .

After a brief time in port , U @-@ 29 set out for the Mediterranean again on 17 June . One day out , the U @-@ boat came under attack from an airplane out of Valona , compelling U @-@ 29 to crash dive ; none of the three bombs dropped by the aircraft hit their mark . U @-@ 29 's patrol ended without success when she docked at Cattaro on 6 July . After a return to Pola on 12 July , the U @-@ boat underwent extensive repairs that kept her out of action for the next nine months .

On 16 March 1918 , the newly refitted boat sailed from Pola to Cattaro , departing that port for another Mediterranean tour on 25 March . Near Valona the next day , an Italian destroyer attempted to ram U @-@ 29 , scraping one of her propellers against U @-@ 29 's conning tower . The damage done was slight and U @-@ 29 continued on into the Mediterranean , weathering a storm in the Ionian Sea on the 27th . On 4 April , U @-@ 29 launched a torpedo attack on what was thought to be a cargo ship . In fact , it was the British protected cruiser Edgar which had been hit . Edgar was damaged but did not sink ; she suffered no casualties in the attack . The following day Prásil attempted to torpedo a ship in a convoy but missed and was exposed to a depth charge attack by the convoy 's escorts . The U @-@ boat ended the patrol with no further successes .

In June , the Austro @-@ Hungarian Navy planned an assault on the Otranto Barrage , similar to a May 1917 action that evolved into the Battle of Otranto Straits . U @-@ 29 was deployed from Cattaro on 9 June in advance of the attack . One of the seven separate groups participating in the attack , the two dreadnoughts Tegetthoff and Szent István , came under attack from Italian MAS torpedo boats in the early morning hours of 10 June . Szent István was hit and sank just after 06 : 00 , and the entire operation was called off . U @-@ 29 returned to Cattaro on 12 June . Over the next two months , U @-@ 29 operated in the Adriatic out of Cattaro , patrolling off Durazzo and the Albanian coast .

While at Cattaro , command of U @-@ 29 passed to Linienischiffleutnant Friedrich Sterz on 4

September . The 27 @-@ year @-@ old native of Pergine , Tyrolia (in present @-@ day Italy) , had previously commanded U @-@ 22 and , like Prásil , had also served a stint as commander of U @-@ 10 . After assuming command of U @-@ 29 , Sterz set sail for Durazzo the same day . The U @-@ boat had encounters with MAS torpedo boats on 9 and 12 September . On the latter date , U @-@ 29 had to crash dive to avoid a bombing attack from Allied airplanes . None of the seven bombs hit their mark and U @-@ 29 returned to Cattaro on 16 September .

Linienschiffleutnant Robert Dürrial replaced Sterz as commander on 29 September . The Galician Dürrial , like both Stertz and Prásil , had served as the commander of U @-@ 10 , but had most recently commanded U @-@ 21 . A day after assuming command , Dürrial headed for the Albanian coast in U @-@ 29 and patrolled off Durazzo .

After the Armistice with Bulgaria on 29 September ended Bulgaria 's participation in the war , Durazzo gained importance to the remaining Central Powers as the main port for supplying their forces fighting in the Balkans . Anticipating this , the Allies put together a force to bombard Durazzo . While the second echelon of the attacking force got into position to bombard the town , U @-@ 29 and sister boat U @-@ 31 maneuvered to attack . While U @-@ 31 was able to hit and damage the British cruiser Weymouth , U @-@ 29 was blocked by screening ships and herself attacked . The Allied escorts (mainly American submarine chasers) subjected U @-@ 29 to a heavy depth charge attack . U @-@ 29 was able to make her way back to Cattaro on 8 October .

Over the next three weeks , U @-@ 29 patrolled between Cattaro and Antivari , Montenegro . After her arrival back at Cattaro on 1 November , U @-@ 29 was moored between the coastal battleship Monarch and U @-@ 14 . There she remained until she was awarded to France as a war reparation in 1920 . U @-@ 29 was towed , along with sister boats U @-@ 31 and U @-@ 41 , from Cattaro for Bizerta for scrapping , but foundered on the way . In total , U @-@ 29 sank three ships with a combined tonnage of 14 @,@ 784 , and damaged one warship .

= = Ships sunk or damaged = =

* damaged but not sunk