

Notes on the German submarines U 86 and UC 92 displayed in Bristol

December 1918 to January 1919



compiled by
JOHN PENNY



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SURRENDER DETAILS

18 November 1918 - Instruction as to how the surrender of German U-Boats would take place began to be issued. The submarines were to gather off the coast of Harwich at the latitude and longitude of 52° 05'N, 2°05'W. The flotillas were to be accompanied by transports, so that the crews could be ferried back to Germany after their war craft had been handed over. The submarines would then be led to Harwich by a force of British destroyers and cruisers.

Once at the surrender anchorage, the German crew of each vessel (except for those who had to tend to machinery) were to parade on the forecastle and await the boarding of a British officer, who would take command of the vessel. On the officer's arrival, the German officer commanding the submarine was to hand over a full crew list, as well as a signed declaration stating that the submarine was in the following condition: (1) Batteries fully charged up. (2) Full complement of torpedoes on board, launched back clear of torpedo tubes and without war heads. (3) That no explosives of any sort are on board. (4) That the submarine is in running condition, fully blown. (5) That all of the periscopes are in place, and in working and efficient condition. (6) That all sea valves are closed and in efficient condition. (7) That no infernal machines or booby traps of any sort are on board. With those formalities dealt with, the German crews would leave for motor launches which would take them back to their transport (none set foot on British soil), while the German captain would show the British officer around the submarine, 'and give him details of his vessel and every facility for taking over'.

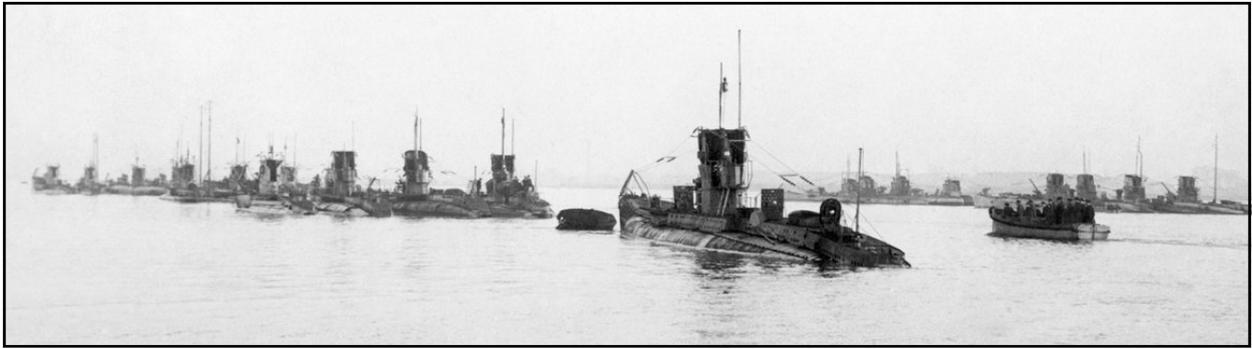
19 November 1918 - At a Cabinet meeting Prime Minister David Lloyd George explained his desire that captured submarines 'should be distributed and shown in the Thames, the Mersey, the Tees, the Tyne and the Clyde'. The submarines, he said, were 'the outward and visible sign of victory' which should be seen by the public, as they were, the Admiralty arranging for their display. Shortly after, it was decided to extend such displays to other parts of the country, and on 3 December it was announced that two boats (U 86 and UC 92) were to be sent to Bristol, while Portsmouth, Devonport and Cardiff would also receive similar visits.

20 November 1918 - The first 20 U-Boats began arriving at the rendezvous point at 10 a.m. and were seen being shepherded into captivity by the Royal Navy destroyers of the Harwich force. Anxious that there be no demonstration suggesting any crowing over a beaten enemy, Commander Tyrwhitt, in command of the Harwich Force, honourably ordered the men under his command to maintain a strict silence when passing or being passed by German U-boats. Twenty miles from port British crews had boarded the U-boats and took them over from the Germans; and, as they passed the



SURRENDERED U'BOATS AT HARWICH, NOV^{BR} 1918. N° 16.





U-Boats surrendered off Harwich on 20 November 1918



gates, the White Ensign was hoisted above the German flag. This proceeding was repeated over the next eleven days, and by 1 December 1918 a total of 114 U-Boats had been surrendered.

SUBMARINE U 86 - TECHNICAL SPECIFICATION

The U 86 was a type U 51 (Mittel U) ocean-going double-hull diesel powered torpedo attack submarine, of which 49 were built. Within that class there were six identical U 81 style boats (U 81 to U 86) which were built in 1915 and 1916 by Friedrich Krupp Germaniawerft A. G. at Kiel. The U 86, which was ordered by the *Kaiserliche Marine* on 23 June 1915 and given the yard number 256, was laid down on 5 November 1915, and finally launched on 7 November 1916. These U 81 style boats proved to have excellent seagoing abilities and handled very well.

Displacement - 808 t (795 long tons) surfaced; 946 t (931 long tons) submerged.

Maximum hull length measured parallel to the waterline - 70.06 m (229 ft 10 in).

Length of pressure hull - 55.55 m (182 ft 3 in).

Beam measured parallel to the waterline - 6.30 m (20 ft 8 in).

Beam of pressure hull - 4.15 m (13 ft 7 in).

Height - 8.00 m (26 ft 3 in).

Draught - 4.02 m (13 ft 2 in).

Installed power surfaced - Two 2,400 metric horsepower MAN diesel engines (1,765 kilowatts; 2,367 shaft horsepower).

Installed power submerged - Two 1,200 metric horsepower electric motors (883 kilowatts; 1,184 shaft horsepower).

Propulsion - Two shafts and two 1.70 m (5 ft 7 in) propellers.

Fuel capacity - 81 tons in interior bunkers and 38 tons in saddle tanks.

Speed surfaced - 16.8 knots (31.1 km/h; 19.3 mph).

Speed submerged - 9.1 knots (16.9 km/h; 10.5 mph).

Range surfaced - 11,220 nautical miles (20,780 km; 12,910 miles) at 8 knots (15 km/h; 9.2 mph).

Range submerged - 56 nautical miles (104 km; 64 miles) at 5 knots (9.3 km/h; 5.8 mph).

Diving time - 45 seconds when underway.

Maximum Depth - 50 m (164 ft 1 in).

Complement - 4 officers and 31 enlisted men.

Armament (torpedoes) - 6 × 50 cm (19.7 in) torpedo tubes (four in the bow, two in the stern); 12 torpedoes normally carried.

Armament (deck guns) - The U 86 had a single 8.8 cm (3.4 inch) TK L/30 cannon mounted aft, and a single 10.5 cm (4.1 inch) TK L/45 cannon mounted for'ard.

SUBMARINE U 86 - OPERATIONAL SUMMARY

During its career the U 86 undertook 12 patrols, had four commanders, and sank 33 ships totalling 117,583 gross registered tons, while one ship of 163 gross registered tons was also damaged.

See also *KTB, Band 1 (War Diary, part 1) of the U 86 - 30 November 1916 to 7 September 1917 - PG 61668, TA-7-F. US National Archives Microfilm Publication, T1022, Roll 37. Describes mainly operations off the West Coast of England and the Orkeney and Shetland Islands.*

30 November 1916 - The U 86 was commissioned into the *Kaiserliche Marine*, on which date Kapitänleutnant Friedrich Crüsemann took command. Born on 18 December 1881, he became a Seekadett on 10 April 1901, a Fähnrich zur See on 22 April 1902, a Leutnant zur See on 29 September 1904, and an Oberleutnant zur See on 30 March 1906, prior to being promoted to Kapitänleutnant on 21 June 1911. He left the naval service on 11 August 1919 and finally passed away on 20 August 1977.

21 February 1917 - The U 86 joined the IV. U-Flotille, High Seas Fleet, based in Emden. That formation (see appendix) was commanded by Kapitänleutnant Georg Prause (Korvettenkapitän from 17 March 1918).

23 March 1917 - The U 86 intercepted the 165 ton British steam trawler 'Queenborough' (GY 658), which had been built in 1898 by Mackie & Thomson of Govan, and was being operated by the Consolidated Steam Fishing & Ice Co. Ltd. of Grimsby. She was then sunk by gun fire at 57° 28'N, 1° 32'E, some 106 miles east of Peterhead in Scotland. The crew was seen to abandon the vessel and sail away in the trawler's lifeboat, but the lifeboat and the crew of nine were never seen again.

5 April 1917 - The U 86 intercepted the 127 ton French wooden schooner 'Dunkerquoise', which had been built in 1899 by L. Counemuse of Dunkirk, and was being operated by Vancauwenberghe - Lemaise fils of Dunkirk. This sailing vessel, part of the French Icelandic Fishing Fleet, was en-route Dunkirk to the Iceland fishing banks in ballast, was stopped and sunk some 45 miles west of the Basket Islands off the coast County Kerry in Ireland.

5 April 1917 - The U 86 intercepted the 142 ton French wooden schooner 'Marie Celine', which had been built in 1901 by E. Verdoy of Gravelines, and was being operated by J. Daullé-Maniez of Gravelines. This sailing vessel, part of the French Icelandic Fishing Fleet, was stopped and sunk off south-west of Ireland.

5 April 1917 - The U 86 encountered the 2968 ton Belgian steamer 'Siberier', which had been built in 1907 by Irvine's SB. & DD. Co., Ltd. of West Hartlepool, and was being operated by Lloyd Royal Belge, S.A. of Antwerp. This vessel, which was en-route Gulfport in Mississippi, USA, to Calais in France with a cargo of timber, was torpedoed at 52° 18'N, 11° 40'W, some 40 miles west of the Fastnet Rock off the coast of County Cork in Ireland, and sank in tow the following day.

6 April 1917 - The U 86 encountered the 6535 ton defensively-armed British tanker 'Rosalind', which had been built in 1913 by Swan, Hunter & Wigham Richardson, Ltd. of Newcastle, and was being operated by Oil Tank SS. Co., Ltd. (C. T. Bowring & Co.,

Ltd.) of Liverpool. This vessel, which was en-route Port Arthur in Texas via Norfolk, Virginia, USA, to Queenstown in Ireland with a cargo of oil, was torpedoed without warning and sunk at 51° 39'N, 14° 20'W, some 180 miles west-north-west of the Fastnet Rock off the coast of County Cork in Ireland, causing 2 fatalities.

18 April 1917 - The U 86 encountered the 1091 ton Swedish steamer 'Atalanta', which had been built in 1883 by W. Gray & Co. of West Hartlepool, and was being operated by Förnyade Ångfartygs A/B Viking (G. Carlsson) of Göteborg. This vessel, which was en-route Göteborg in Sweden to Hull carrying iron and a general cargo, was sunk at 56° 33'N, 4° 18'E, off the English North Sea Coast some 200 miles north-east of Hull. She had been shelled and damaged the previous day at 56° 30'N, 4° 10'E by German submarine UC 51 commanded by Kapitänleutnant Wilhelm Schröder.

28 May 1917 - The U 86 encountered the 2396 ton defensively armed British steamer 'Antioe', which had been built in 1907 by Craig, Taylor & Co., Ltd. of Stockton on Tees, and was being operated by the Egypt & Levant SS. Co., Ltd. (T. Bowen Rees & Co., Ltd.) of London. This vessel, which was en-route Sevilla in Spain to Newport in Wales with a cargo of ore, was torpedoed without warning and sunk at 48° 50'N, 10° 10'W, some 150 miles west-south-west of the Bishop Rock lighthouse off the Isles of Scilly in Cornwall causing 21 fatalities including the master.

28 May 1917 - The U 86 encountered the 6827 ton defensively armed British steamer 'Limerick', which had been built in 1898 by Workman, Clark & Co., Ltd. of Belfast, and was being operated by the Union SS. Co. of New Zealand, Ltd. of London. This vessel, which also had passenger accommodation, was en-route Sydney in Australia to London with frozen meat and general cargo, when it was torpedoed and sunk without warning at 48° 53'N, 9° 45'W, some 140 miles west ½ south of the Bishop Rock lighthouse off the Isles of Scilly in Cornwall causing 8 fatalities.

29 May 1917 - The U 86 encountered the 5793 ton defensively armed British steamer 'Oswego', which had been built in 1916 by Russell & Co. of Port Glasgow, and was being operated by the Ellerman's Wilson Line, Ltd. of Hull. This vessel, which was en-route New York, USA, to Hull with a general cargo, was torpedoed and sunk without warning at 48° 44'N, 10° 15'W, some 175 miles west ½ south of the Bishop Rock lighthouse off the Isles of Scilly in Cornwall.

31 May 1917 - The U 86 encountered the 3533 ton Greek steamer 'N. Hadzikyriakos', which had been built in 1904 by A. McMillan & Son, Ltd. of Dumbarton, and was being operated by G. Hadzikyriakos (D. J. Theophilatos & Co.) of Piraeus, Greece. This vessel, which was en-route Rosario in Argentina to London, when it was sunk at 48° 00'N, 12° 00'W, some 140 miles west-south-west of the Bishop Rock lighthouse off the Isles of Scilly in Cornwall.

22 June 1917 - Kapitänleutnant Friedrich Crüsemann, who had sunk 10 ships amounting to a total of 29,577 gross registered tons, relinquished command of U 86. The following day Kapitänleutnant Alfred Götze took over. Born on 27 May 1888, he

had become a Seekadett on 1 April 1905, a Fähnrich zur See on 7 April 1906, a Leutnant zur See on 28 September 1908, an Oberleutnant zur See on 27 January 1911, prior to being promoted to Kapitänleutnant on 24 April 1916. He left the naval service on 6 March 1920 and finally passed away on 3 November 1954.

2 July 1917 - The U 86 encountered the 66 ton Swedish fishing vessel 'Bessie', which had been built in 1880 and was then being operated by Johann Sandberg of Mollösund in Sweden. J. Sandberg was also the master. This vessel was stopped and sunk by gun fire in the North Sea at 61° 55'N, 1° 10'E, about 85 miles north-east of the Shetland Islands.

10 August 1917 - The U 86 encountered the 3929 ton Norwegian steamer 'Capella I', which had been built in 1899 by Russell & Co. of Port Glasgow and was then being operated by Hvalfanger A/S Capella (J. Rasmussen & A. Lange) of Sandefjord in Norway. The vessel, which was en-route South Georgia in the Falkland Islands to Liverpool with a cargo of whale oil, was torpedoed and sunk at 54° 00'N, 13° 10'W, some 130 miles west of Galway in Ireland.

13 August 1917 - The U 86 encountered the 9920 ton defensively armed British passenger steamer 'Turakina', which had been built in 1902 by Hawthorn, Leslie & Co., Ltd. of Newcastle and was then being operated by the New Zealand Shipping Co., Ltd. of Plymouth. The vessel, which was en-route London to New York in ballast, was torpedoed without warning and sunk at 48° 30'N, 8° 34'W, some 120 miles west-south-west of the Bishop Rock off the Isles of Scilly in Cornwall causing 2 fatalities.

See also KTB, Band 2 (War Diary, part 2) of the U 86 - 8 September 1917 to 15 October 1918 - PG 61668, TA-7-F. US National Archives Microfilm Publication, T1022, Roll 38. Describes mainly operations in the Skagerrak, Irish Sea and North and Bristol Channels.

15 December 1917 - The U 86 encountered the 163 ton French Navy tug 'Baron Leopold Davillier', which had been built in 1912 by Atel. & Chant. de Bretagne in Nantes, and operated pre-war by the Société Centrale des Naufragés de Bordeaux. The vessel, was damaged by gunfire 30 miles south of Belle Ile-en-Mare in France while escorting a group of fishing vessels off the Brittany coast. One fatality was caused.

20 December 1917 - The U 86 encountered the 3146 ton defensively armed British steamer 'Polvarth', which had been built in 1909 by the Sunderland SB. Co., Ltd. of Sunderland, and operated by the Polvarth SS. Co., Ltd. (W. Badcock) of Swansea. The vessel, which was en-route Gibraltar to Swansea with a cargo of zinc ore, phosphates and naval stores, was torpedoed without warning and sunk at 48° 20'N, 6° 00'W, some 35 miles west of Ushant in Brittany, causing 2 fatalities.

25 January 1918 - Kapitänleutnant Alfred Götze, who had sunk 4 ships amounting to a total of 17,122 gross registered tons, and damaged one ship of 163 gross registered tons, relinquished command of U 86. The following day Oberleutnant zur See Helmut

Brümmer-Patzig took over. Born in Danzig on 26 October 1890, he had become a Seekadett on 1 April 1910, a Fähnrich zur See on 15 April 1911, and a Leutnant zur See on 27 September 1913. He served on the pre-dreadnaught battleship 'Pommern' until November 1915 when he switched to the U-boat force, prior to being promoted to Oberleutnant zur See on 22 March 1916. He left the naval service on 22 November 1919, and finally passed away on 11 March 1984.

14 February 1918 - The U 86 encountered the 119 ton British wooden schooner 'Bessie Stephens', which had been built in 1878 by Moss at Par in Cornwall, and was then being operated by J. Rosevear of Par. The sailing vessel, which was en-route Fowey to Preston with a cargo of china clay, was stopped and sunk by gun fire 10 miles west by south ½ south of the South Light House on Lundy Island in the Bristol Channel.

17 February 1918 - The U 86 encountered the 2219 ton defensively armed British steamer 'Pinewood', which had been built in 1914 by S. P. Austin & Son, Ltd. of Sunderland, and was then being operated by Wm. France, Fenwick & Co., Ltd. of London. The vessel, which was en-route Cardiff to Queenstown in Ireland with a cargo of coal and timber, was sunk by gunfire off the County Waterford coast at 51° 50'N, 7° 35'W, some 15 miles south of Mine Head lighthouse. Two fatalities were caused.

19 February 1918 - The U 86 encountered the 188 ton British steamer 'Wheatflower', which had been built in 1895 by the South Hylton Shipbuilding and Repair Co. Ltd. of Sunderland, and was then being operated by Spillers S.S. Co. of Cardiff. The vessel, which was en-route Cardiff to Dublin in Ireland with a cargo of coal, was stopped and sunk by gun fire at 52° 09'N, 5° 45'W, some 10 miles north-west by north of the Tuskar Rock off the coast of County Wexford in Ireland. One fatality was caused.

20 February 1918 - The U 86 encountered the 1527 ton defensively armed British steamer 'Djerv', which had been built in 1906 by Chant. Navals Anversois of Hoboken in Belgium, and was then being operated by The Shipping Controller (E. P. Atkinson & Sons) of London. The vessel, which was en-route Heysham in Lancashire to Newport in Monmouthshire in ballast, was torpedoed without warning and sunk at 53° 41'N, 4° 32'W, off Skerries in County Dublin, and some 12 miles north-north-west of Anglesea. Two fatalities were caused.

23 February 1918 - The U 86 encountered the 2011 ton Norwegian steamer 'Ulabrand', which was built in 1899 by Akt. Burmeister & Wain of Copenhagen, Denmark, and was then being operated by A/S Ulabrand (Hjalmar Røed & Co.) of Tønsberg in Norway. The vessel, which was en-route Rouen in France to Glasgow in ballast, was torpedoed at 54° 40'N, 5° 03'W, some 2 miles west of Crammag Head in the Mull of Galway area of Dumfries & Galloway in Scotland, was recorded as sinking early on 23 February German time or late on the 22nd British time.

30 April 1918 - The U 86 encountered the 6044 ton defensively armed British steamer 'Kafue', which had been built in 1913 by Palmers' SB. & Iron Co., Ltd. of Newcastle,

and was then being operated by the Ellerman & Bucknall SS. Co., Ltd. of London. The vessel, which was en-route Glasgow to Calcutta in India with a general cargo, was torpedoed without warning and sunk 11 miles south-west of the Mull of Galloway in Dumfries & Galloway, Scotland. One fatality was caused.

30 April 1918 - The U 86 encountered the 255 ton defensively armed British steamer 'Kempock', which was built in 1866 by Scott & Co. of Greenock, and was then being operated by John Edwards & Co. of Liverpool. The vessel, which was en-route Belfast to Manchester with a cargo of potatoes, was stopped and sunk by gun fire 6½ miles south-east by south of the Copeland Island lighthouse in the north Irish Sea, north of Donaghadee, County Down, Northern Ireland.

2 May 1918 - The U 86 encountered the 5135 ton defensively armed British steamer 'Medora', which was built in 1912 by Russell & Co. of Port Glasgow, and was then being operated by the Canadian Pacific Railway Ocean Lines (Canadian Pacific Ocean Services, Ltd.) of Liverpool. The vessel, which was en-route Liverpool and Lamlash on the Isle of Arran off the west coast of Scotland, to Montreal in Canada with a general cargo, was torpedoed without warning and sunk 11 miles west-south-west of the Mull of Galloway in Dumfries & Galloway, Scotland. There were no fatalities, but the master, radio operator, and a gunner were taken prisoner.

5 May 1918 - The U 86 encountered the 138 ton British steel-hulled schooner 'Tommi', which had been built in 1900 by C. Lühring of Hammelwörden in Germany, and was then being operated by Admiralty requisition (Fisher, Alinonda & Co., Ltd.) of London. This sailing vessel, which was en-route Belfast to Liverpool with a cargo of scrap metal, was sunk by gun fire between the Calf of Man, an island, off the southwest coast of the Isle of Man and the Chicken Rock lighthouse. Four fatalities were caused including the master.

6 May 1918 - The U 86 encountered the 4298 ton defensively armed British steamer 'Leeds City', which was built in 1908 by Ropner & Sons, Ltd. of Stockton on tees, and was then being operated by the St. Just SS. Co., Ltd. (Wm. Reardon Smith & Son) of Cardiff. The trunkdeck steamer, which was en-route Portland, Maine, USA to Manchester with a cargo of flour and wheat was torpedoed without warning and sunk 5 miles east by south ½ south of the Skulmartin Light Vessel off Ballywalter, County Down, Northern Ireland.

11 May 1918 - The U 86 encountered the 1656 ton Norwegian steamer 'San Andres', which had been built in 1911 by Wood, Skinner & Co., Ltd. of Newcastle, and was then being operated by D/S A/S Otto Thoresens Linie (O. Thoresen) of Christiania, Norway. The vessel, which was en-route from the Mediterranean to Norway, via Swansea for coal, and carried a general cargo, was sunk at 51° 23'N, 7° 53'W, 100 miles west of Lundy Island in the Bristol Channel. Two fatalities were caused.

12 May 1918 - The U 86 encountered the 1412 ton defensively armed British passenger steamer 'Inniscarra', which was built in 1903 by Wigham Richardson & Co.,

Ltd. of Newcastle, and was then being operated by the City of Cork Steam Packet Co., Ltd. of Cork. The vessel, which was en-route Fishguard in Wales to Cork in Ireland with a general cargo, was torpedoed without warning and sunk 10 miles south-east ½ east of Ballycotton Island in County Cork, causing a total of 28 fatalities.

16 May 1918 - The U 86 encountered the 4181 ton defensively armed British steamer 'Tartary', which was built in 1901 by Richardson, Duck & Co. of Stockton on Tees, and was then being operated by D. Maclver, Sons & Co., Ltd. of Liverpool. The vessel, which was en-route Liverpool to the River Plate in South America with a general cargo, was torpedoed without warning and sunk 8 miles east-north-east of the Skulmartin Light Vessel off Ballywalter, County Down, Northern Ireland.

22 May 1918 - The U 86 encountered the 656 ton Norwegian sailing vessel 'Meran', which was built in 1891 by Landvik v/Grimstad, and was then being operated by A/S Orion (Emil Harstad) of Holmestrand, Norway. The vessel, which was en-route Holmestrand to West Hartlepool with a cargo of pit-props was sunk 12 miles off the Songvår Lighthouse on the island of Hellersøya, south-west of Kristiansand in Norway.

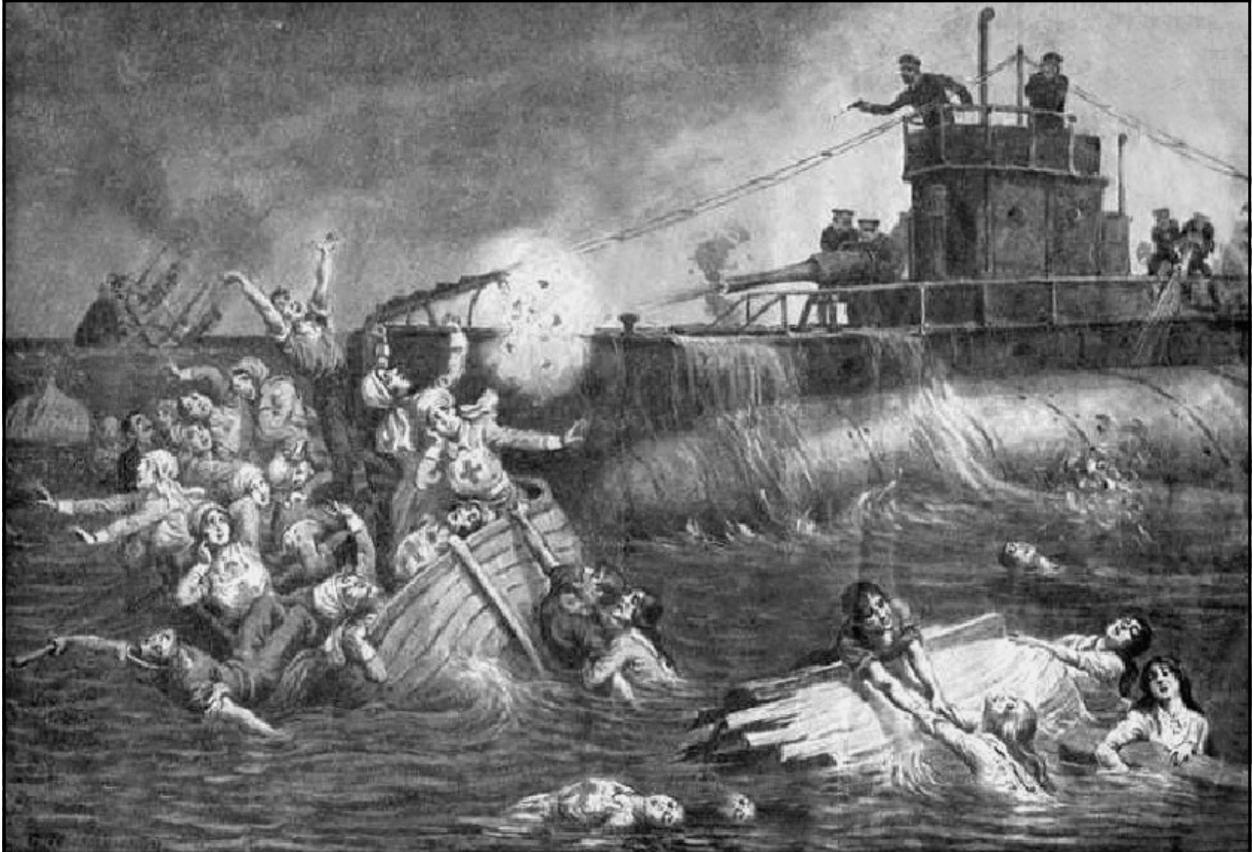
20 June 1918 - The U 86 encountered the 339 ton Norwegian sailing vessel 'Eglantine', which was built in 1866 by M'Kay of Quebec in Canada, and was then being operated by A/S Eglantine (Ths. J. Wiborg & Søn) of Kristiania in Norway. The vessel was en-route West Hartlepool to the Porsgrund in Telemark County, Norway, with a cargo of coal when it was sunk in the North Sea causing 8 fatalities.

26 June 1918 - The U 86 encountered the 9399 ton defensively armed British passenger steamer 'Atlantian', which was built in 1899 by the Armstrong, Whitworth & Co., Ltd. of Newcastle, and was then being operated by Fred. Leyland & Co. (1900), Ltd. of Liverpool. The vessel was en-route Galveston, Texas, USA, to Liverpool when it was torpedoed without warning and sunk at 55° 42'N, 12° 57'W, approximately 110 miles north by west ½ west of the Eagle Island off the north-west coast of County Mayo in Ireland. No fatalities were caused, but the Chief Officer and W/T Operator were taken prisoner.

27 June 1918 - The U 86 encountered the 11,423 ton Canadian hospital ship 'HMHS Llandoverly Castle' which was built in 1914 by Barclay, Curle & Co., Ltd. of Glasgow, and was originally operated by the Union-Castle Mail SS. Co., Ltd. of London prior to being requisitioned in 1916 and assigned to the Canadian forces. The vessel, which was en-route Halifax, Nova Scotia, Canada, to Liverpool, was torpedoed without warning and sunk 116 miles west of the Fastnet Rock off the west coast of County Cork in Ireland, causing horrific casualties. This was the worst atrocity of the Naval war, as against international law and standing orders of the *Kaiserliche Marine*, Patzig had sunk the ship. To make matters worse, as the crew took to the lifeboats, the U 86 surfaced, ran down all the lifeboats except one, and shot at survivors in the water. Only the 24 people in the remaining lifeboat survived. They were rescued shortly afterwards and testified as to what had happened. The 234 others on board Llandoverly Castle were lost, including fourteen nursing sisters.

The worst act of barbarity in the Naval War

The sinking of the Hospital Ship 'Llandoverly Castle' at 9 p.m. on 27 June 1918 by U 86, after which Kapitän Patzig turned his guns on the lifeboats.

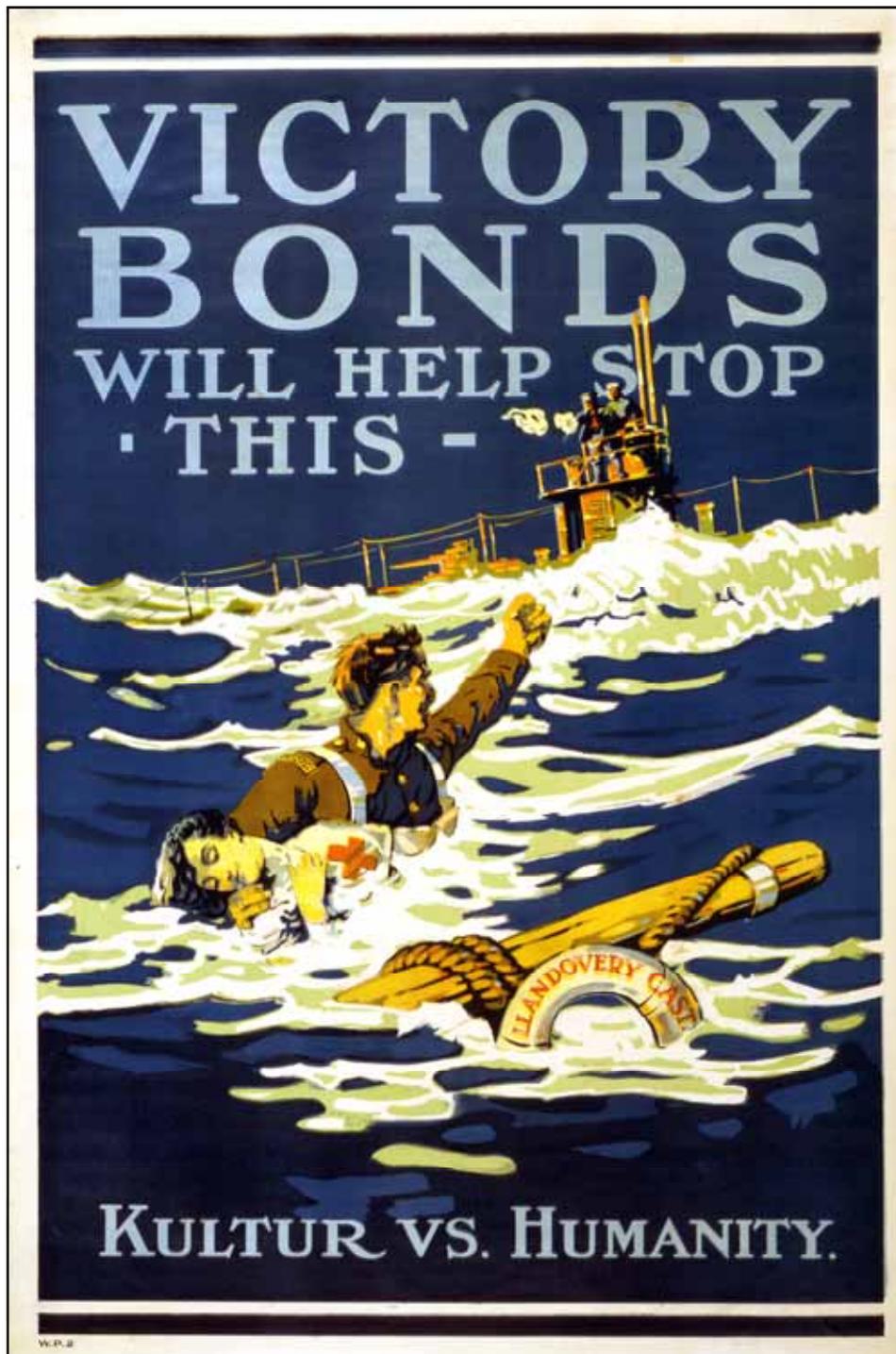


**The 'Llandoverly Castle' Lifeboat Murders.
Drawn and published by F.E. Lockwood, Argyle Street, Derby.**



**Oberleutnant zur See
Helmut Brümmer-Patzig
(1890 to 1984)**

**The infamous
commander of the U 86
(January to August 1918)**



This powerful 1918 Canadian propaganda poster used the sinking of 'HMHS Llandoverly Castle' as a focal point for selling Victory Bonds.

After the war Patzig, along with two of his officers, Leutenants Ludwig Dithmar and Johan Boldt, were arraigned for trial in Germany on war crimes. On 21 July 1921 the two Leutenants were tried and convicted, but Patzig was able to escape prosecution as he had fled to the Free City of Danzig from where he avoided extradition. Although Dithmar and Boldt were sentenced to four years in prison, they served only four months as at the Court of Appeal they were acquitted on the grounds that Patzig was solely responsible. Finally, any attempt at his prosecution ended on 20 March 1931 by virtue of the Laws of Amnesty.

1 July 1918 - The U 86 encountered the 16,336 ton troopship 'USS Covington', which had been built in 1908 by F. Schichau of Danzig. Built as the 'Cincinnati' for the Hamburg-Amerika Linie of Hamburg, she was interned in the U.S. in 1914 when the war broke out. It was seized at Boston when the U.S. entered the war in 1917, and handed over to the U.S. Navy. The vessel was in Convoy OR51, which consisting of eight troopships escorted by seven destroyers, which sailed from Brest for the USA on 1 July. Later that day, at 47° 31'N, 7° 09'W, some 100 miles west of Ushant in Brittany, the 'USS Covington' was subjected to a torpedo attack. The submarine was then unsuccessfully attacked by four destroyers, one of which rescued the survivors. The 'USS Covington' was then taken in tow by three tugs, but sank during the afternoon. A total of 6 fatalities were caused.

30 June 1918 - The U 86 encountered the 3545 ton defensively armed British steamer 'Origen', which had been built in 1918 by the Caledon SB. & Eng. Co., Ltd. of Dundee, and was then being operated by Booth SS. Co., Ltd. of Liverpool. The vessel was en-route London to Oporto in Portugal and on to Brazil, when it was torpedoed without warning and sunk at 47° 28'N, 8° 20'W, some 115 miles west ¼ south of Ushant in Brittany, causing one fatality.

1 August 1918 - Oberleutnant zur See Helmut Brümmer-Patzig took command of submarine U 90. During the time he was in command of U 86 he sunk 19 ships amounting to a total of 70,884 gross registered tons.

11 November 1918 - Armistice signed.

20 November 1918 - The U 86 was surrendered at Harwich by its commander Ernst Wanach.

6 December 1918 - The U 86 and her tug left Harwich during the morning. Under the command of Lieutenant Manley, R.N., and a crew of just 13 which was considered sufficient for the purpose, it was moved to Bristol where it was to be put on public display. However, a breakdown off Start Point in South Devon necessitated spending a night at Torquay.

8 December 1918 - The U 86 resumed its journey to Bristol and, although the weather was very unfavourable until Land's End was passed, Walton Bay near Clevedon was

was very unfavourable until Land's End was passed, Walton Bay near Clevedon was reached the following evening.

10 December 1918 - With the aid of two tugs, the River Avon was safely navigated on the morning's tide, right up to the Bristol City Docks. A dredger was immediately put to work preparing a temporary berth for U 86 near the steps at St Augustine's Bridge opposite the Co-Operative Wholesale Society's warehouse, to where it was hoped to move the boat within 24 hours.

13 December 1918 - Alderman Twiggs, the Lord Mayor of Bristol, along with the Sheriff and a party of civic representatives, went aboard the U 86 and almost immediately were divided into small parties for its inspection. For the public, a nominal charge was made for the privilege of boarding the vessel, the proceeds of which were given to the Naval and Mercantile Widows and Orphans' Fund.

16 January 1919 - The U 86, which has been on display at the Floating Harbour for over a month, left Bristol during the morning.

30 June 1921 - By the summer of 1921 eleven old U-boats, still waiting to be sold for scrap, lay at Portsmouth and Devonport, but as the deadline of 1 July for most submarines being 'rendered incapable' approached it was decided that they should be sunk in deep water by 30 June. Although at the last minute two were sold to the Netherlands for scrapping, on the 28th the other nine boats, including the U 86 which had been languishing at Portsmouth, were towed out with the intention of sinking them by gunfire from British submarines L21 and L52 of the 2nd Submarine Flotilla some 60 miles south of the Eddystone lighthouse off Rame Head in Cornwall. However, on 30 June, and stripped of its Diesel engines, the U 86 foundered in the English Channel south of the Isle of Wight and sank at 50° 31.1'N; 00° 33.9'W where its wreckage was located by Wessex Archaeology in 2006.

SUBMARINE UC 92 - TECHNICAL SPECIFICATION

The UC 92 was a Type UC III diesel powered double-hulled mine-laying submarine for high seas operation, of which 16 of that class, UC 90 to UC 105, were completed in 1917 and 1918 by the Blohm und Voss shipyard in Hamburg. The UC 92 was ordered by the *Kaiserliche Marine* on 12 January 1916 and subsequently given the yard number 326, although it was not finally launched until 19 January 1918.

Displacement - 491 t (483 long tons) surfaced: 571 t (562 long tons) submerged.

Maximum hull length measured parallel to the waterline - 56.51 m (185 ft 5 in).

Length of pressure hull - 42.20 m (138 ft 5 in).

Beam measured parallel to the waterline - 5.54 m (18 ft 2 in).

Beam - 4.15 m (13 ft 7 in).

Draught - 3.77 m (12 ft 4 in).

Installed power surfaced - Two 6-cylinder 4 stroke diesel engines each producing 300

metric horsepower (220 kilowatts; 300 Shaft Horse Power) giving a total of 600 metric horsepower (440 kilowatts; 590 Shaft Horse Power)

Installed power submerged - Two electric motors producing 770 metric horsepower (570 kilowatts; 760 Shaft Horse Power).

Propulsion - Two shafts.

Fuel capacity - 55 tons in interior bunkers and 11 tons in saddle tanks.

Speed surfaced - 11.5 knots (31.1 km/h; 19.3 mph).

Speed submerged - 6.6 knots (12.2 km/h; 7.6 mph).

Range surfaced - 9850 nautical miles (18,240 km; 11,340 miles) at 7 knots (13 km/h; 8.1 mph).

Range submerged - 40 nautical miles (74 km; 46 miles) at 4.5 knots (8.3 km/h; 5.2 mph).

Diving time - 15 seconds when underway.

Maximum Depth - 75 m (246 ft).

Complement - 6 officers and 26 enlisted men.

Armament (torpedoes) - 3 x 50 cm (19.7 in) torpedo tubes (one on the stern and two on the bow); seven torpedoes normally carried.

Armament (mines) - 18 x 100 cm (39 in) mine tubes; fourteen UC 200 mines normally carried.

Armament (deck guns) - The UC 92 had a single 10.5 cm (4.1 inch) TK L/45 cannon mounted forward.

SUBMARINE UC 92 - OPERATIONAL SUMMARY

Although the UC 92 was commissioned into the *Kaiserliche Marine* on 14 August 1918, as with the rest of the completed UC III boats it conducted no war patrols and sank no ships prior to being surrendered at Harwich on 24 November 1918 by its commander Johannes Babel.

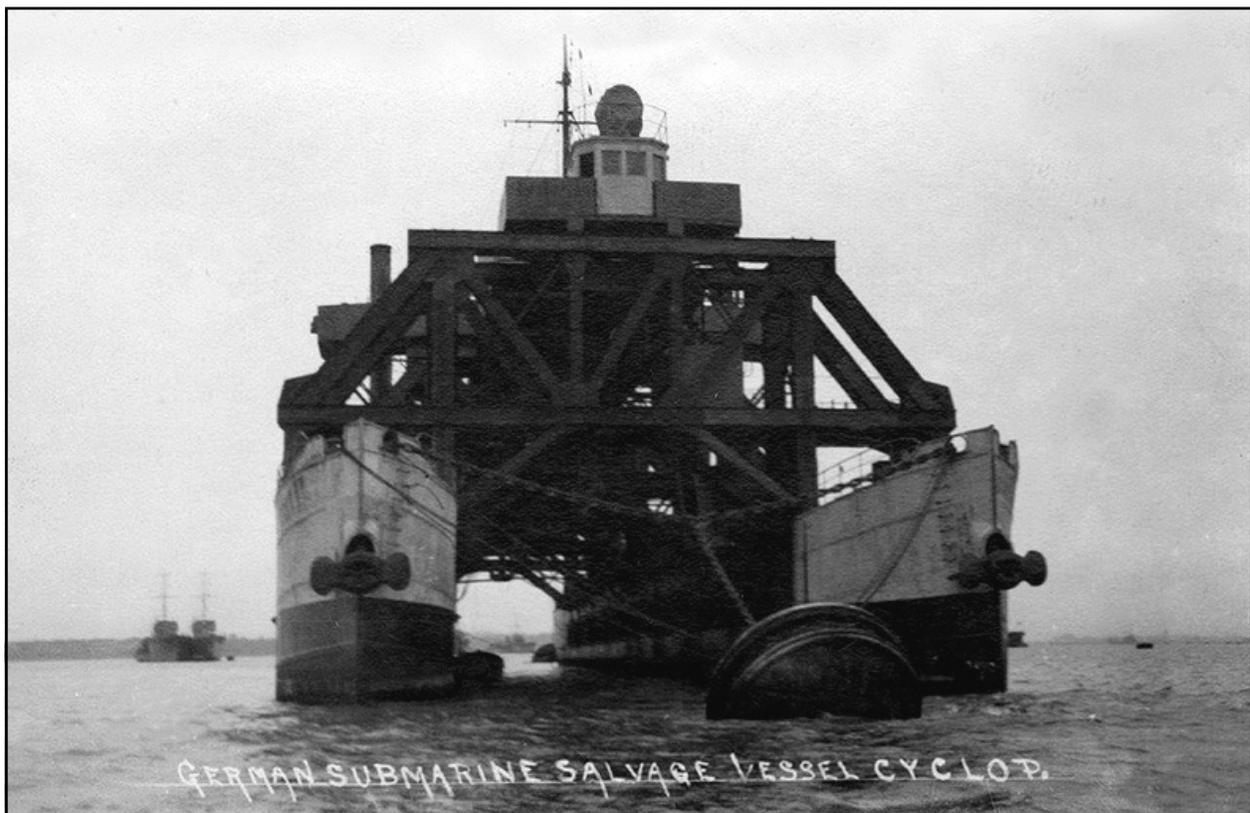
In early December 1918 the UC 92 left Harwich for Bristol, where it was to be put on public display. However, a breakdown delayed it, and it was not until 24 December that it was announced that the UC 92, under the command of Lieutenant B. Smith. R.N., was moored in the Floating Harbour near St. Augustine Bridge, alongside the U 86 which had arrived earlier in the month. Upon its arrival it was noted that some of the electric attachments aboard the UC 92 had not been connected up and its diesel engines bore the date of January 1918. This created the correct impression that it was a new boat which has seen little, if any, service. After the public display ended, the UC 92 finally left Bristol on 21 January 1919, en-route for Devonport. Then, on 19 February 1919, in the records of U-boats in British hands, the UC 92 is listed as being moored at Pembroke.

Towards the end of 1920 the UC 92, along with five other old U-boats, the UB 112, UB 86, UB 97, UB 128, and UB 106, were taken to Falmouth Bay where they were to be used by the Royal Navy in a series of explosive test trials in order to find weaknesses in their design. Consequently, between November 1920 and March 1921 a variety of tests were undertaken using the 'SS Cyklop', an ex-German submarine lifter, along with

'HMS Maidstone', acting as the parent ship, and the trawler 'Strathcoe', which was used to tow the submarines.

The trials involved lowering the submarines to a specified depth beneath the 'SS Cyklop', replicating "the condition of a submarine in diving trim as nearly as possible". A range of different charges were then set off at a variety of distances from the submarines which were subsequently brought back to the surface and the damage observed and recorded. The experiments on each submarine were noted in a report, which included photographs of the experiments and damage inflicted on the U-boats (TNA, ADM 189/102).

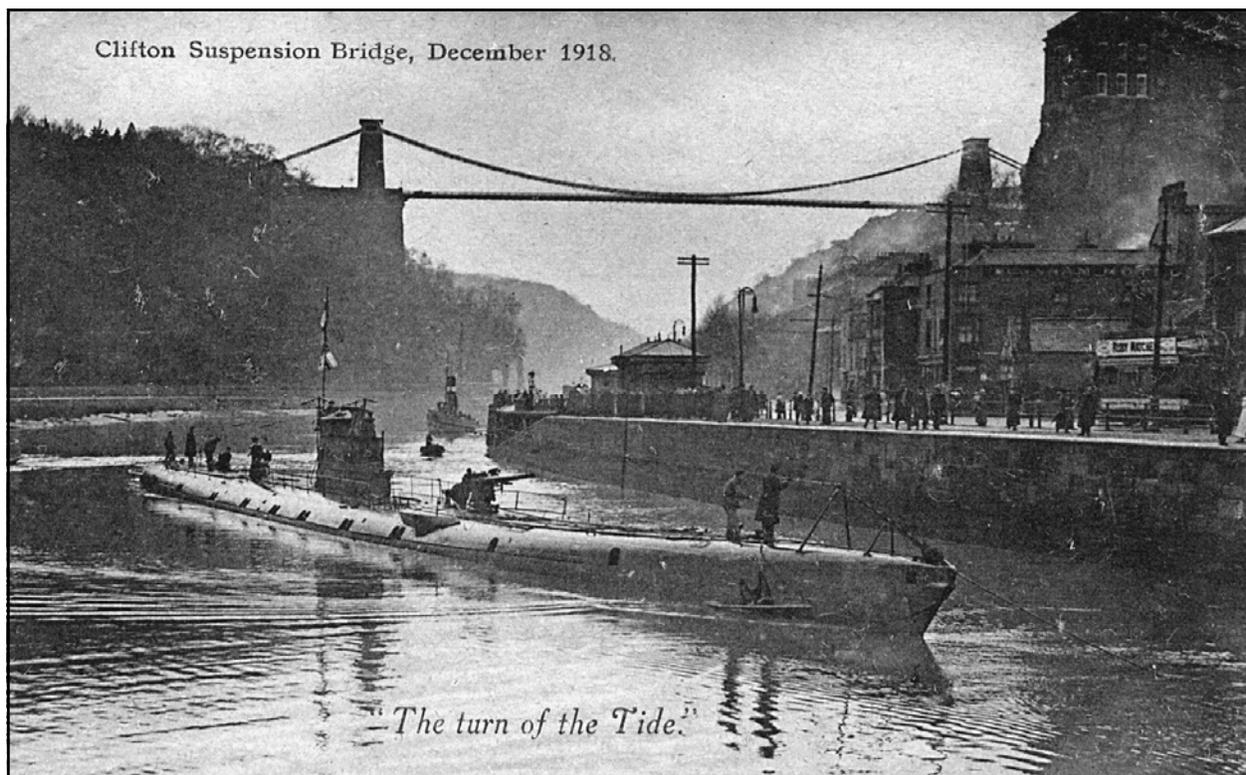
Following the end of the experiments in 1921, the UC 92 was grounded on Castle Beach at Falmouth and partially salvaged over the following decades, with some efforts noted as late as the 1960s. In 2013, Wessex Archaeology, assisted by local divers with knowledge of the site, conducted a survey of UC 92, along with the other submarines. The wreck was positively identified, as UC 92 was the only one of the submarines brought to Falmouth to have been a mine-laying vessel, and her six mine tubes were identified among the surviving wreck features. The lower parts of the vessel still remain on the seabed, just off shore at 50° 15'N, 5° 06'W, with its bow towards the beach, while parts of the structure still break the surface during low water spring tides.



The 'SS Cyklop', the ex-German submarine lifter used in the tests in Falmouth Bay involving the UC 92

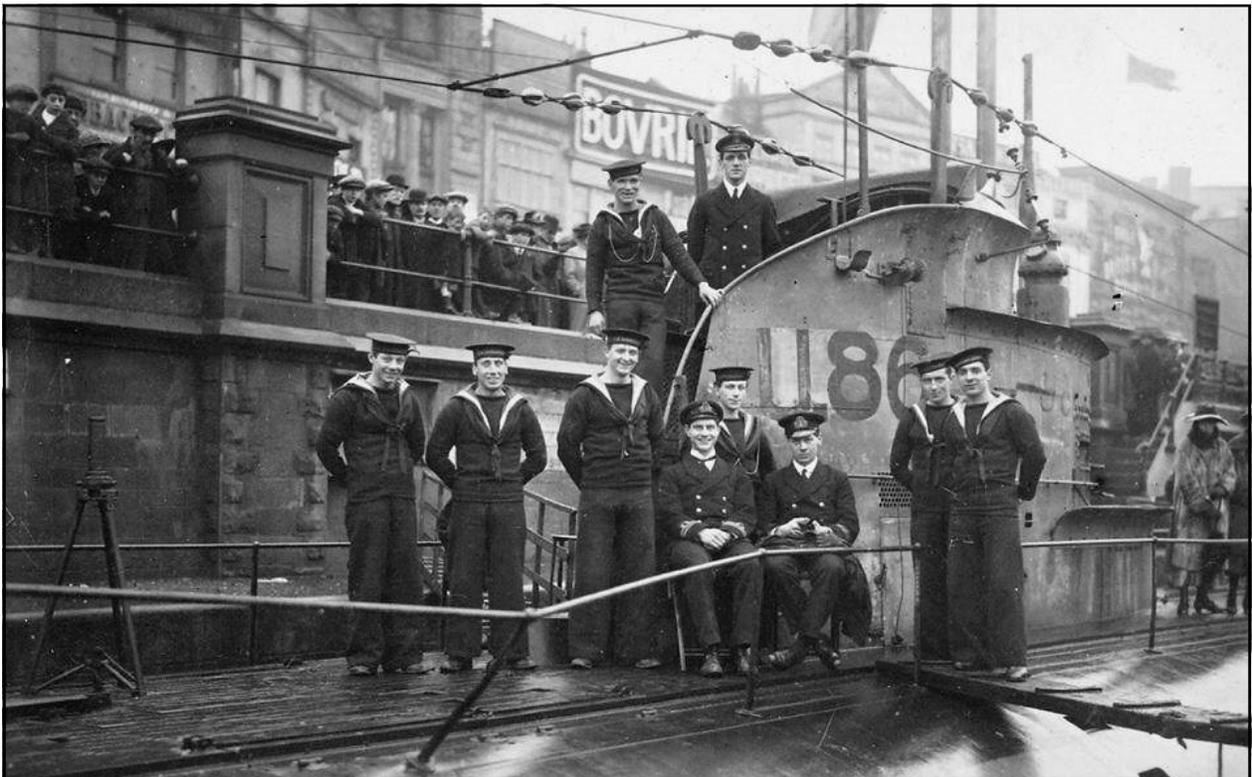


Bringing the U 86 up the River Avon on 10 December 1918. The 10.5 cm (4.1 inch) TK L/45 cannon can be seen mounted for'ard.



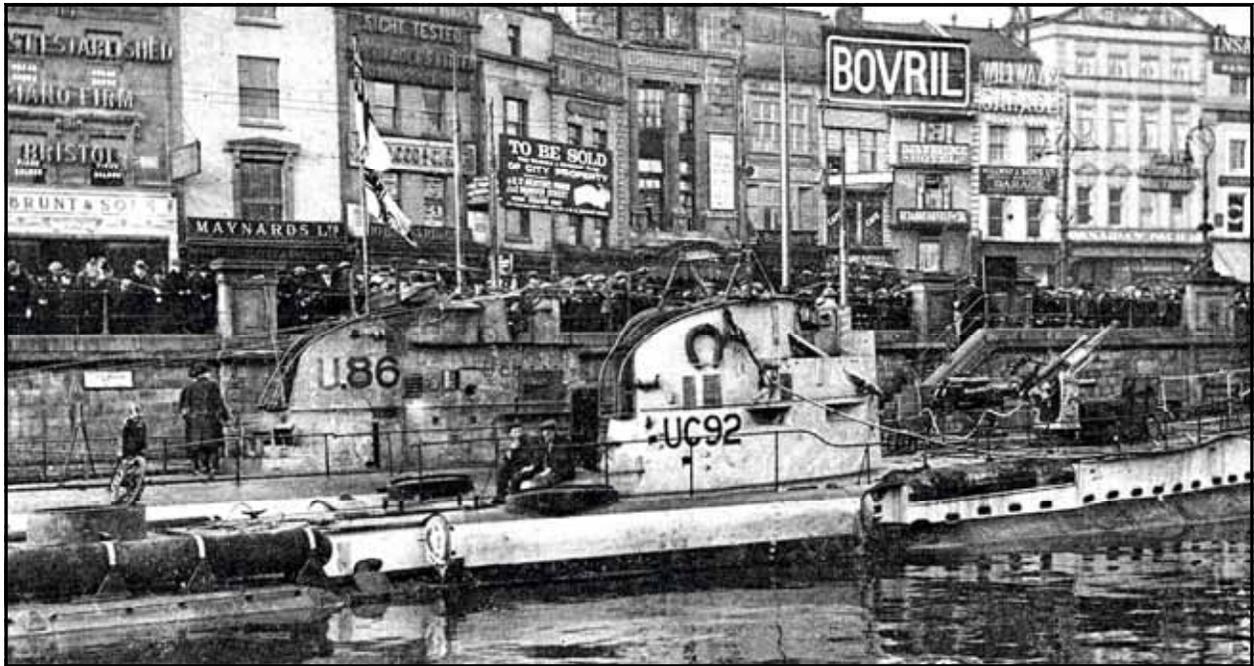


U 86 in the Bristol City Docks

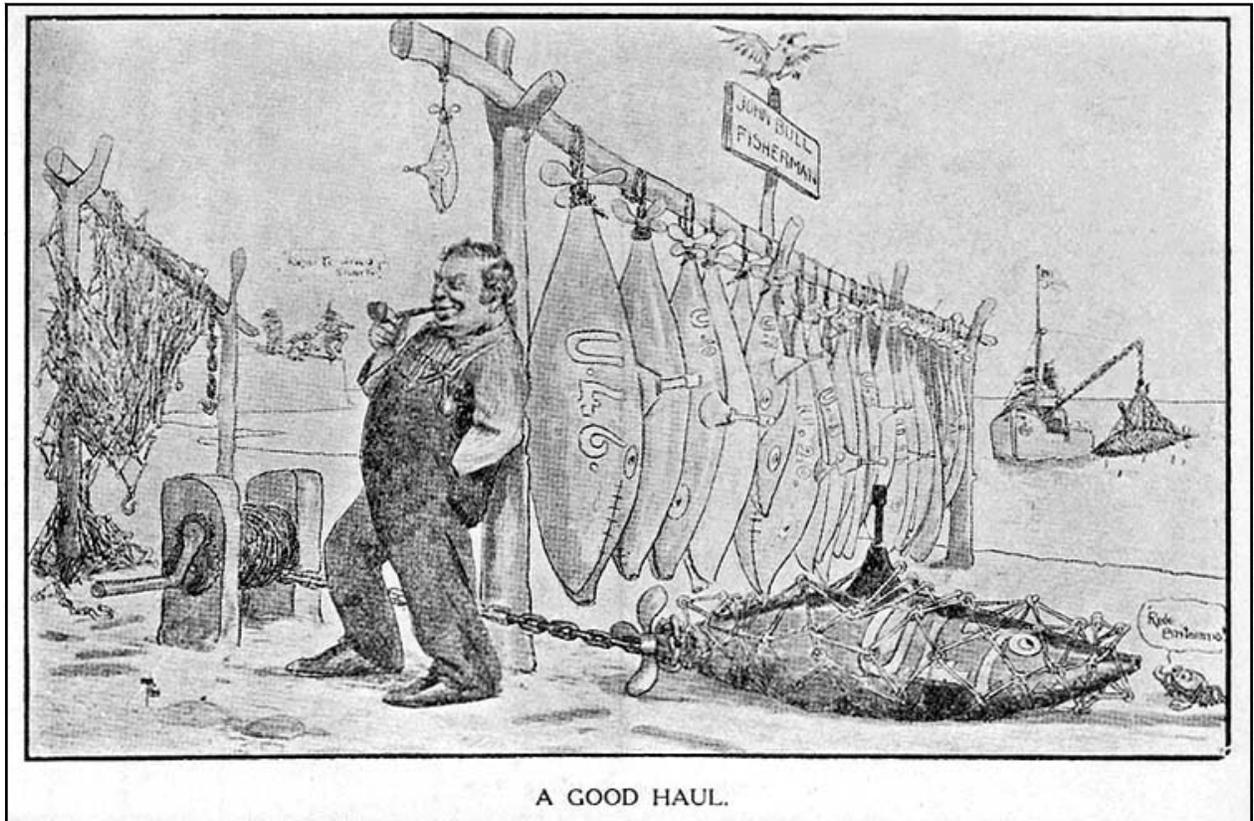




These photographs taken in January 1919 show the stern torpedo tube of the UC 92, in front of which is a 50 cm (19.7 inch) torpedo. On the U 86 in the foreground is the 8.8 cm (3.5 inch) TK L/30 cannon mounted aft on the submarine.



U 86 and UC 92 moored at St Augustine's Steps in the Bristol City Docks in January 1919.



A satirical postcard by William Springett

APPENDIX

IV-U Flotille, Hochseeflotte, 2/1917 to 11/1918 (Headquarters at Emden on the German North Sea coast)

Chef: Kapitänleutnant (Korvettenkapitän from 17 March 1918) Georg Prause

U 28 - joined 10 May 1917 from Kiel U-boat Training School - lost 2 September 1917.
U 30 - became a training boat at Kiel on 19 November 1917.

U 66 - lost 3 September 1917.
U 67 - surrendered to Britain 20 November 1918.
U 69 - lost 12 July 1917.
U 70 - surrendered to Britain 20 November 1918.
U 81 - lost 1 May 1917.
U 82 - surrendered to Britain 19 January 1919.
U 83 - lost 17 February 1917.
U 84 - lost 26 January 1918.
U 85 - lost c.7 March 1917.

U 86 - joined 21 February 1917 - surrendered 20 November 1918.

U 93 - joined 5 April 1917 - lost January 1918.
U 94 - joined 20 April 1917 - surrendered to Britain 20 November 1918.
U 95 - joined 24 May 1917 - lost 7 January 1918.
U 96 - joined 24 May 1917 - surrendered to Britain 20 November 1918.
U 97 - joined 27 August 1917 - lost 21 November 1918 en-route to surrender.
U 98 - joined 19 September 1917 - surrendered to Britain 16 January 1919.

U 105 - joined 3 September 1917 - surrendered to France 20 November 1918.
U 106 - joined 2 September 1917 - sunk 7 October 1917.
U 107 - joined 21 September 1917 - surrendered to Britain 20 November 1918.
U 108 - commissioned 5 December 1917 - surrendered to France 20 November 1918.
U 109 - commissioned 7 November 1917 - lost 28 January 1918.
U 110 - joined 22 December 1917 - lost 15 March 1918.

U 111 - commissioned 30 December 1917 - surrendered to Britain 20 November 1918.
U 113 - commissioned 23 February 1918 - surrendered to Britain 20 November 1918.
U 114 - commissioned 19 June 1918 - surrendered to Italy 26 November 1918.
U 160 - commissioned 26 May 1918 - surrendered to France 20 November 1918.
U 161 - commissioned 29 June 1918 - surrendered to Britain 20 November 1918.
U 162 - commissioned 31 July 1918 - surrendered to France 20 November 1918.
U 163 - commissioned 21 August 1918 - surrendered to Italy 22 November 1918.
U 164 - commissioned 17 October 1918 - surrendered to Britain 22 November 1918.
U 165 - commissioned 6 November 1918 - sank 18 November 1918.

NOTE: During World War One German submarines had their identifying numbers preceded by the initials 'SM' (Seiner Majestät), and combined with the U for Unterseeboot can be translated as 'His Majesty's Submarine'.