



U52 Kriegstagebuch

Datum	Uhrzeit	Vorkommnisse
		<p data-bbox="634 317 1308 386" style="text-align: center;"><u>Geheime Kommandofache!</u></p> <p data-bbox="883 457 1057 491" style="text-align: center;">" U 5 2 "</p> <p data-bbox="834 531 1109 564" style="text-align: center;"><u>Kriegstagebuch</u></p> <p data-bbox="834 636 1109 669" style="text-align: center;">1st War Patrol</p> <p data-bbox="537 743 1214 884">Kommandant: Obln.zS. Alfred Keitzer Angefangen : 22. August 1939. Abgeschlossen: 12. Oktober 1939.</p> <p data-bbox="537 957 961 991">Alle Zeiten: Zulu-Zeit</p> <p data-bbox="537 1010 1268 1043">Alle Positionen: Kriegsmarine Quadrant</p> <p data-bbox="818 1089 1127 1146" style="text-align: center;"><i>Alfred Keitzer</i></p> <div data-bbox="680 1226 1084 1430" style="text-align: center;"></div> <div data-bbox="980 1402 1247 1682" style="text-align: center;"></div> <p data-bbox="537 1709 1097 1850">Copies to: 2 x O.K.M. 1 x B.d.U. 1 x 1.A.d.Uboote 1 x 1.U.-Flottille</p>

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21.8.39	0800	KIEL. WEAPONS AND STORES LOADED. ALL CREW PRESENT AND ACCOUNTED FOR. READY TO GET UNDERWAY.
	0849	DEPARTING KIEL FOR ASSIGNED PATROL QUADRANT.
	0925	THROUGH THE KIEL SCHLOSS AND HEADED DOWN THE KEISER WILHWLM KANAL. IWO HAS THE BRIDGE. OPEN ORDERS - ASSIGNED TO QUADRANT BF47.
22.8.39	1128	THROUGH THE BRUNSBUETTEL SCHLOSS ON ROUTE TO ASSIGNED PZ. SIGNAL TRANSMITTED TO BDU. CSE 322 SPD 6 KTS. WX:CLR UNLIMITED VIS SEA 2.
1.9.39	0735	BF1421. ARRIVE ON STATION AT PATROL AREA. SEND SIGNAL TO BDU AND BEGIN SEARCH PATTERN.
3.9.39	1800	SIGNAL FROM BDU. AS OF 1700 TODAY BOTH BRITAIN AND FRANCE ARE AT WAR WITH GERMANY. ----- BEGIN WAR TIME LOG -----
4.9.39	0618	BF4721. SIGHT LARGE BRITISH CONVOY CSE 090 SPD 4 KTS. AT LEAST FIVE ESCORTS SIGHTED; PROBABLY MORE. ENTER FROM THE FORWARD RIGHT CORNER AND PROCESS TO ATTACK THIRD COLUMN. ORIGINALLY IDENTIFIED LAST SHIP IN COLUMN AS A HEAVY FREIGHTER TYPE 25 (9.015 BRT) ONLY TO LEARN AFTER WE ATTACKED HER THAT SHE WAS A HEAVY TANKER TYPE 9 (14.126 BRT) - TUBE 1; 1 HIT; HEAVILY DAMAGED. MIDDLE TARGET WAS A HEAVY FREIGHTER TYPE 8 (8.938 BRT) - TUBES 2 & 3; 2 HITS; SUNK. THIRD TARGET WAS A MEDIUM TANKER TYPE 3 (5.018 BRT) - TUBE 4; DUD. THE CONVOY STARTED TO EVADE AS WE MADE OUR WAY TO THE REAR OF THE CONVOY AT PERISCOPE DEPTH AND DEAD SLOW. AS WE APPROACHED THE BACK OF THE CONVOY, WE NOTICED A BITTON ESCORT OFF TO OUR FORWARD RIGHT SIDE. IT APPEARED SHE HAD NOT DETECTED US AND WAS NOT ACTIVELY PINGING. IT WAS

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		<p>ESTIMATED THAT SHE WOULD PASS US DOWN OUR RIGHT SIDE AT 2500M. AS WE TURNED PORT TO GET A LITTLE MORE SEPARATION, THE ESCORT SUDDENLY MADE AN S-TURN AND PUT HER NOSE RIGHT ON US. CONVINCED SHE HAD SPOTTED US, I ORDERED A STOP TURN TO PUT HER ON OUR NOSE AND FIRED TUBE 1 WITH ZERO AOB FOLLOWED BY AN IMMEDIATE ORDER TO FLOOD THE NEGATIVE TANK AND TAKE US DEEP STILL AT DEAD SLOW. THE TORPEDO WAS A DUD, BUT AMAZINGLY, THE ESCORT DID NOT GO ACTIVE AND PASSED RIGHT OVER US WITHOUT ATTACKING. WE HAD NOT BEEN DETECTED AFTER ALL.</p> <p>WE STAYED AT 70M FOR SOME TIME TO MAKE SURE THAT THE CONVOY AND ESCORTS WERE WELL PAST BEFORE SURFACING AT 0755.</p> <ul style="list-style-type: none"> ⊗ TUBE 1 T2 3M CTFZ AT 38HM HT-9 HIT ⊗ TUBE 2 T2 3M CTFZ AT 30HM HF-8 HIT ⊗ TUBE 3 T2 3M CTFZ AT 30HM HF-8 HIT ⊗ TUBE 4 T2 3M CTFZ AT 12HM MT-3 DUD ⊗ TUBE 1 T2 1M CTFZ AT 10HM BITTON DUD
	1000	SEND STATUS SIGNAL TO BDU. FUEL: 80, EELS: 9. WX: CLR LT HAZE MOD VIS WIND NW 6 SEA 2.
	1200	SIGNAL FROM BDU. REPOSITION TO CF76. NAVIGATOR ESTIMATES 6 DAYS 13 HRS AT 6 KTS. SET COURSE 213.
10.9.39	2300	ARRIVE AT NEW PATROL QUADRANT. SEND STATUS SIGNAL TO BDU. FUEL: 67, EELS:9, GUN: 220. WX: CLR MOD VIS WIND SSE 4 MS, SEA 1.
13.9.39	1119	CF7652. SIGHT BRITISH MEDIUM TANKER CSE NORTH AT 8 KTS. SPOTTED US AND TURNED EAST AT 11 KTS. AT FIRST THOUGHT WE WERE DEALING WITH A SMALL TANKER, BUT AS WE APPROACHED IT BECAME APPARENT IT WAS THE MEDIUM TANKER TYPE 14 (8.027 BRT). CAUGHT UP WITH HER AND BEGAN FIRING AT 20HM AND HIT HER SCORING 31 HITS OUT OF 43 8.8 CM GUN ROUNDS FIRED. FINALLY CALLED FOR CEASE FIRE AS IT WAS CLEAR THIS SHIP WAS TOO LARGE FOR OUR 8.8 CM GUN TO TAKE DOWN. TURNED AWAY AND LEFT THE SCENE AFTER INSURING HER RADIO MAST WAS TAKEN OUT.

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14.9.39	0045	SEND STATUS SIGNAL TO BDU. FUEL: 61, EELS: 9, GUN: 177. WX: CLR LT HAZE MOD VIS WIND NNW 5 SEA 2.
	0200	SIGNAL FROM BDU. REPOSITION TO BF47. NAVIGATOR ESTIMATES 5 DAYS 14 HRS AT 6 KTS. SET COURSE 042.
19.9.39	1637	BF4777. ARRIVE AT NEW PATROL QUADRANT. FUEL: 50, EELS:9, GUN: 177. WX: CLR UNLIMITED VIS WIND CALM.
	1945	TRANSMIT STATUS SIGNAL TO BDU THAT WE ARE NOW ON STATION AND BATTLE READY.
	2336	BF4755. SIGHT TWO LONE BRITISH TANKERS HDG 250 SPD 5.2 KTS. FIRE TWO EELS AT EACH TARGET; MEDIUM TANKER TYPE 48 (7.487 BRT) HIT WITH 2 DUDS; DAMAGED MEDIUM TANKER TYPE 10 (4.978 BRT) WITH 1 HIT AND A PREDET. WE MOVE AWAY, SURFACE, AND CONTINUE OUR PATROL. ⊗ TUBE 2 T2 3M CTFZ AT 22HM MT-48 DUD ⊗ TUBE 3 T2 3M CTFZ AT 22HM MT-48 DUD ⊗ TUBE 1 T2 3M CTFZ AT 10HM MT-10 HIT ⊗ TUBE 4 T2 3M CTFZ AT 10HM MT-10 PREDET
20.9.39	0145	TRANSMIT STATUS SIGNAL TO BDU. LI REPORTS FUEL AT 50%. ALSO INFORM BDU THAT FOOD AND WATER PROVISIONS ARE LOW.
	0800	SIGNAL FROM BDU. AUTHORIZED RESUPPLY MV MAX ALBRECHT AT EL FERROL, SPAIN. WE PLOT A COURSE FOR EL FERROL; NAVIGATOR ESTIMATES 32 HOURS SAILING TIME, BUT WE WILL HAVE TO REMAIN UNDETECTED AND SUBMERGE WELL OUTSIDE THE HARBOR AS WE MAKE OUR ENTRANCE.
21.9.39	1835	BF7933. WE DIVE TO PERISCOPE DEPTH 10 KM FROM THE ENTRANCE TO EL FERROL HARBOR AND PROCEED IN CAREFULLY NOT TO BE SIGHTED. AFTER DARK, WE SURFACE WELL INSIDE THE HARBOR AND PROCEED TO MV MAX ALBRECHT AT ANCHOR AND MOOR ALONGSIDE.


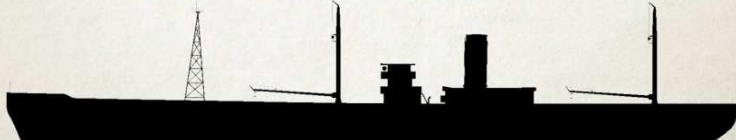
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	2200	<p>-----</p> <p style="text-align: center;">MOORED ALONGSIDE MV MAX ALBRECHT</p> <p>-----</p> <p>THE OFFICERS ARE ESCORTED UP TO THE OFFICERS MESS AND INTRODUCED TO THE CAPTAIN AND HIS STAFF ALL DECKED OUT IN THEIR DRESS BLUES.</p> <p>THEY HAVE PREPARED A BUFFET FOR US - SUCH LAVISHNESS WE HAVE NOT SEEN SINCE PERHAPS OUR MIDSHIPMEN DAYS. AS WE FEAST AND EXCHANGE PLEASANTRIES, U-52 TAKES ON FRESH FOOD, VEGETABLES AND MEAT, WATER, MAIL, AND 78 CBM FUEL. LETTERS TO HOME FROM THE CREW ARE TURNED OVER TO THE SHIP'S QUARTERMASTER.</p> <p>-----</p>
22.9.39	0300	BF7961. WE CAST OFF ALL LINES AND MAKE OUR WAY BACK OUT OF EL FERROL HARBOR AND DIVE BEFORE DAWN.
	1200	BF7915. SURFACE TO VENT AND RECHARGE BATTERIES. SET COURSE BACK TO ASSIGNED PQ.
23.9.39	2000	BF4788. SEND STATUS SIGNAL TO BDU THAT WE ARE PROVISIONED AND BACK ON STATION BATTLE READY. FUEL:98, EELS:5, GUN:177. WX: OCST MOD VIS HAZE WIND NNE 8 MS SEA 3.
30.9.39	1920	CONVOY HEARD ON HYDROPHONE. TURNING HDG 250 TO INTERCEPT
	2105	<p>BF4723. ESCORT SIGHTED. IN HEAVY FOG, IT WAS HARD TO SEE ANY OF THE MERCHANTS SHE WAS PROTECTING. STARTED RUNNING ON A PARALLEL COURSE 180 AT 5000 METER DISTANCE. ESTIMATED THE ESCORT WAS MAKING 5.5 KTS. EVENTUALLY WE SIGHTED A FORWARD ESCORT. ONCE PARALLEL TO THIS ESCORT, WE STARTED CUTTING IN AT 10 DEGREE INCREMENTRS UNTIL WE SIGHTED THE LEAD ESCORT - ALL FLOWER CORVETTES.</p> <p>ONCE WE HAD THE LEAD ESCORT AT 110 DEGREES RELATIVE, WE SUBMERGE AND CUT IN ON A HEADING OF 280. AS WE APPROACH WE FINALLY MADE OUT THE CONVOY - 1 LIGHT MERCHANT, 2 HEAVY FREIGHTER, 2 HEAVY TANKERS, AND A PASSENGER LINER.</p>

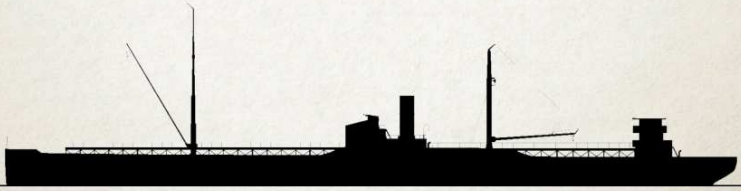
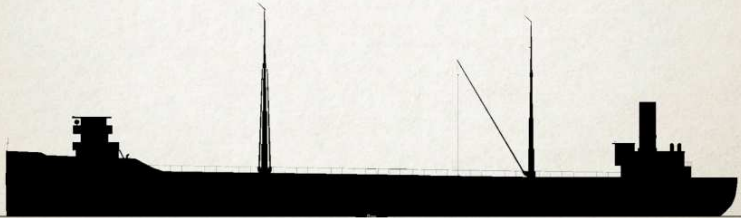
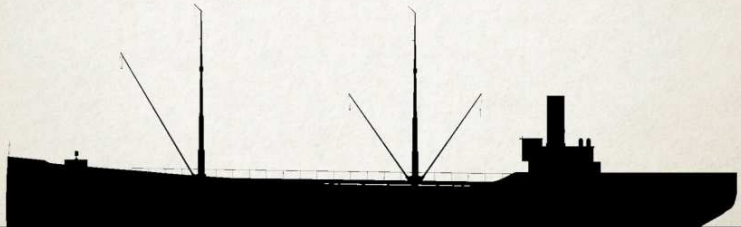
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		<p>WE FIRED ONE EEL AT THE LIGHT MERCHANT WHICH MISSED. WE REASSESSED THE SPEED AT 5 KTS THEN FIRED ONE EEL EACH AT A HEAVY TANKER AND THE PASSENGER LINER; BOTH DUDS.</p> <p>OUT OF IMMEDIATE TORPEDOES (ONLY TWO STERNS LEFT), WE MAKE A SLOW DIVE TO 150 METERS AND SLIPPED OUT ON A RECIPROCAL HEADING 360 OUT OF THE CONVOY AND SURFACED AT A SAFE DISTANCE.</p> <p>⊗ TUBE 1 T2 3M CTFZ AT 36HM LM-29 MISS ⊗ TUBE 4 T2 3M CTFZ AT 13HM HF-30 DUD ⊗ TUBE 5 T2 3M CTFZ AT 10HM PL=4 DUD</p>
1.10.39	0151	SEND STATUS SIGNAL TO BDU. FUEL:84, EELS:2 STERN, GUN:177. WX: OCST RDCD VIS HAZE WIND N 8 MS SEA 2.
	0600	SIGNAL FROM BDU TO RETURN TO BASE.
6.10.39	1221	AM3355. TRANSMIT INBOUND POSREP TO BDU.
8.10.39	0218	AN1336. ALARM! CAUGHT BY A LOW FLYING BRITISH AIRCRAFT. HEAVY MACHINE GUN FIRE AS WE SCRAMBLE TO DIVE. WATCH STANDER GEBMANN SLIGHTLY GRAZED IN THE LEFT ARM; TREATED AND WILL BE OKAY. DON'T WANT TO STAY DOWN TOO LONG AS THAT AIRCRAFT WILL SURELY CALL IN SURFACE UNITS. WE TURN NORTH TO HEAD AROUND SHETLAND TO AVOID DETECTION BETWEEN ORKNEY AND SHETLAND ISLANDS. THERE DOES NOT APPEAR TO BE ANY INTERNAL DAMAGE TO THE BOAT.
	0300	ALL CLEAR. SURFACE THE BOAT AND HEAD NNE AT FULL SPEED FOR A COUPLE OF HOURS TO GET OUT OF THE AREA. A QUICK CHECK OF THE EXTERNAL HULL BY THE LI AND I SHOWS ONLY MINOR DAMAGE. WILL NOTIFY BDU WHEN SAFE TO DO SO.
9.10.39	0800	AN2765. SEND STATUS SIGNAL TO BDU. WX: PRTL CLDS MOD VIS LT HAZE BRIGHT MOON SEA 2.
11.10.39	0204	AN9565. WEST OF HELGOLAND. TRANSMIT SIGNAL TO BDU REQUEST FOR ESCORT. TURNING TO CSE 114 SPD 6 KTS INBOUND BRUNSBUETTEL SCHLOSS. FUEL:64

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12.10.39	0958	ENTERING THE KAISER WILHELM KANAL VIA THE BRUNSBUETTEL SCHLOSS.
	1115	EXIT KIEL SCHLOSS INBOUND.
	1200	<p>MOORED DOCKSIDE AT KIEL AFTER 52 DAYS AT SEA.</p> <p>SANK 1 ENEMY MERCHANT FOR 8.938 BRT DAMAGED 3 ENEMY MERCHANTS FOR 27.131 BRT</p> <p>TORPEDOES: 4 HITS; 6 DUDS; 1 PREDET, 1 MISS 43 X 8.8 CM GUN ROUNDS EXPENDED</p> <div style="display: flex; align-items: center; margin-top: 20px;">  <div style="margin-left: 20px;"> <p><i>Alfred Keitzer</i></p> <hr style="width: 100%; border: 0.5px dotted black;"/> <p>Oberleutnant zur See U52 Kommandant</p> </div> </div> <p style="margin-top: 40px;">SHIPS SUNK:</p> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p>U52 RECOGNITION MANUAL IDENTIFIED SHIPS DISTANCE TABLE RADIO LOG DIRECTION FINDER LOG NOTES</p> <p>IDENTIFIED SHIPS - DETAILS</p> <p>HEAVY FREIGHTER, TYPE 8</p> <p>Displacement: 8938 tons Length: 145 m Draught: 7 m Beam: 22 m Speed: 15 kts Mast height: 28 m</p>  <p style="text-align: center; font-size: small;">ADD TO IDENTIFIED SHIPS LIST</p> </div>

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		<p data-bbox="537 310 802 344">SHIPS DAMAGED:</p> <div data-bbox="537 384 1403 869"><p>MISSION RECOGNITION MANUAL IDENTIFIED SHIPS DISTANCE TABLE RADIO LOG DIRECTION FINDER LOG NOTES</p><p>RECOGNITION MANUAL - MERCHANTS - DETAILS</p><p>HEAVY TANKER, TYPE 9</p><p>Displacement: 14126 tons Length: 149 m Draught: 5 m Beam: 16 m Speed: 14 kts Mast height: 37 m</p><p>ADD TO IDENTIFIED SHIPS LIST</p></div> <div data-bbox="537 905 1403 1390"><p>MISSION RECOGNITION MANUAL IDENTIFIED SHIPS DISTANCE TABLE RADIO LOG DIRECTION FINDER LOG NOTES</p><p>RECOGNITION MANUAL - MERCHANTS - DETAILS</p><p>MEDIUM TANKER, TYPE 14</p><p>Displacement: 8027 tons Length: 118 m Draught: 6 m Beam: 18 m Speed: 10 kts Mast height: 34 m</p><p>ADD TO IDENTIFIED SHIPS LIST</p></div> <div data-bbox="537 1425 1403 1911"><p>MISSION RECOGNITION MANUAL IDENTIFIED SHIPS DISTANCE TABLE RADIO LOG DIRECTION FINDER LOG NOTES</p><p>RECOGNITION MANUAL - MERCHANTS - DETAILS</p><p>MEDIUM TANKER, TYPE 10</p><p>Displacement: 4978 tons Length: 115 m Draught: 6 m Beam: 18 m Speed: 10 kts Mast height: 35 m</p><p>REMOVE FROM IDENTIFIED SHIPS LIST</p></div>