**U505: From WWII Germany to Chicago’s Museum of Science and Industry**

*“At a point about halfway between the Canaries and the Cape Verdes, Captain Dan Gallery, commanding the Guadalcanal escort carrier group, performed the unusual feat of boarding and salvaging a U-boat…U505 after serving as a “tame submarine” during the remainder of the war, found a final resting place in the Chicago Museum of Science and Industry” Samuel* Eliot Morison The Two ocean War

**DESIGN**

* Builder was Deutsche Werft AG Hamburg
* Keel laid June 1940, launched May 1941, commissioned August 1941
* [German Type IXC submarines](https://en.wikipedia.org/wiki/German_Type_IX_submarine#Type_IXC) were slightly larger than the original [Type IXBs](https://en.wikipedia.org/wiki/German_Type_IXB_submarine). *U-505* had a displacement of 1,120 tons
* The U505 had a maximum surface speed of 18.3 knots using diesel and a maximum submerged speed of 7.3 knots using electric batteries, Range 13450 nautical miles
* 6 torpedo tubes (4 bow, 2 stern), 22 torpedoes, able to dive to 750 ft

**SERVICE HISTORY**

* U505 conducted twelve patrols, sinking eight ships totaling 45,005 tons Three of these were American, two British, one Norwegian, one Dutch, and one Colombian.
* **FIRST PATROL– Axel-Olaf Loewe**
* U505 began her first patrol from Kiel on 19 January, while still formally undergoing training.
* For sixteen days, she circumnavigated the British Isles and docked at [Lorient](https://en.wikipedia.org/wiki/Lorient) in [occupied France](https://en.wikipedia.org/wiki/German_military_administration_in_occupied_France_during_World_War_II) on 3 February. U505 engaged no enemy vessels and was not attacked.
* **SECOND PATROL – Loewe**
* *U-505* left Lorient on 11 February 1942 on her second patrol. In 86 days, she traveled to the west coast of Africa, where she sank her first vessel. In less than one month, *U-505* sank four ships: British *Benmohr*, Norwegian *Sydhav*, American *West Irmo*, and Dutch *Alphacca* for a total of 25,041 tons. German film “Das Boot” sub attacks night, on surface
* On 18 April, *U-505* was attacked by an Allied aircraft in the mid-Atlantic but suffered little damage.
* **THIRD PATROL – Loewe**
* *U-505* began her third patrol on 7 June 1942, and sank the American ships [*Sea Thrush*](https://en.wikipedia.org/w/index.php?title=SS_Sea_Thrush&action=edit&redlink=1)[[](https://en.wikipedia.org/wiki/German_submarine_U-505#cite_note-9)and [*Thomas McKean*](https://en.wikipedia.org/wiki/SS_Thomas_McKean) and the Colombian *Urious* in the [Caribbean Sea](https://en.wikipedia.org/wiki/Caribbean_Sea).
* *Urious* was a sailing ship belonging to a Colombian diplomat, and its sinking was one of a long series of incidents that gave Colombia political grounds to declare war on Germany a year later. *U-505* then returned to Lorient on 25 August after 80 days on patrol without being attacked
* **FOURTH PATROL –** **Peter Zschech**
* *U-505*'s fourth patrol sent her to the northern coast of South America. She left Lorient on 4 October 1942 and sank the British vessel *Ocean Justice* off the coast of [Venezuela](https://en.wikipedia.org/wiki/Venezuela) on 7 November.
* On 10 November near [Trinidad](https://en.wikipedia.org/wiki/Trinidad), *U-505* was surprised on the surface by a [Lockheed Hudson](https://en.wikipedia.org/wiki/Lockheed_Hudson), which made a low-level attack, landing a 250 lb. bomb directly on the deck from just above water level. The explosion killed one watch officer and wounded another in the conning tower. It also tore the antiaircraft gun off its mounting and severely damaged the ship's pressure hull. The aircraft was hit by fragmentation from the bomb's explosion and crashed into the ocean near *U-505*, killing RAAF pilot Flight Sergeant Ronald Sillcock and his entire crew.
* With the pumps inoperative and water flooding the engine room in several places, Zschech ordered the crew to abandon ship, but the technical staff (led by Chief Petty Officer Otto Fricke) insisted on trying to save it. The vessel was made water-tight after almost two weeks of repair work. After sending the wounded watch officer to the [supply submarine](https://en.wikipedia.org/wiki/German_Type_XIV_submarine) ("milk cow") [*U-462*](https://en.wikipedia.org/wiki/German_submarine_U-462), *U-505* limped back to Lorient on reduced power
* **ABORTED PATROLS Fifth thru Ninth**
* After six months in Lorient for repairs, *U-505* started her fifth patrol. She left Lorient on 1 July 1943 and returned after 13 days, after an attack by three British destroyers that had stalked her for over 30 hours
* *U-505*'s next four patrols were all aborted after only a few days at sea, due to equipment failure and sabotage by French dockworkers working for the [Resistance](https://en.wikipedia.org/wiki/French_Resistance). Faults found included sabotaged electrical and radar equipment, a hole deliberately drilled in a diesel fuel tank, and faulty welds on parts repaired by French workers.
* **TENTH PATROL Zschech suicide**
* *U-505* departed British destroyers spotted her east of the [Azores](https://en.wikipedia.org/wiki/Azores) on 24 October 1943, and it was forced to submerge and endure a severe depth-charge attack
* Zschech committed suicide in the submarine's control room, shooting himself in the head in front of his crew, the only known submariner commit suicide underwater in response to the stress of a prolonged depth charging.
* **TWELFTH PATROL Harald Lange**
* The Allies had learned from decrypted German messages that U-boats were operating near [Cape Verde](https://en.wikipedia.org/wiki/Cape_Verde), but not their exact locations.The US Navy dispatched Task Group 22.3 to the area, a [hunter-killer group](https://en.wikipedia.org/wiki/Hunter-killer_group) commanded by Captain [Daniel V. Gallery](https://en.wikipedia.org/wiki/Daniel_V._Gallery). consisted of the escort aircraft carrier [*Guadalcanal*](https://en.wikipedia.org/wiki/USS_Guadalcanal_(CVE-60)) and the destroyer escorts [*Pillsbury*](https://en.wikipedia.org/wiki/USS_Pillsbury_(DE-133)), [*Pope*](https://en.wikipedia.org/wiki/USS_Pope_(DE-134)), [*Flaherty*](https://en.wikipedia.org/wiki/USS_Flaherty), [*Chatelain*](https://en.wikipedia.org/wiki/USS_Chatelain),

**ATTACK AND CAPTURE June 4, 1944**

* *Chatelain* was so close to *U-505* that depth charges would not sink fast enough to intercept the U-boat, so it fired [Hedgehog antisubmarine mortars](https://en.wikipedia.org/wiki/Hedgehog_(weapon)) before passing the submarine and turning to make a follow-up attack with depth charges.
* A large oil slick a F4F fighter pilot radioed: "You struck oil! Sub is surfacing!”, Captain Lange abandoned ship and tried to scuttle U505
* Captain Gallery wanted to capture a U-boat and had encouraged his captains to plan for such an eventuality. *Chatelain* and *Jenks* collected survivors, while an eight-man party from *Pillsbury* led by Lt [Albert David](https://en.wikipedia.org/wiki/Albert_David) attempted to save U505 from sinking.
* They secured charts and codebooks getting two Enigma machines, closed scuttling valves, and disarmed demolition charges. They stopped the water coming in and the submarine remained afloat,U505 crewman, Ewald Felix, helped foil the scuttling attempt.
* Despite the capture taking place close to Allied-controlled French Morocco, [Casablanca](https://en.wikipedia.org/wiki/Casablanca) was known to be infiltrated by German spies, thus another safe port was needed, fleet tug Abnaki. Took it to Bermuda, it was painted like a US sub and renamed USS *Nemo*
* The US Navy took 58 prisoners from *U-505*, and interned them at [Camp Ruston](https://en.wikipedia.org/wiki/Camp_Ruston), near [Ruston, LA](https://en.wikipedia.org/wiki/Ruston,_Louisiana), in great secrecy because of the Enigma. The U505 crew were isolated from other prisoners of war, and the [Red Cross](https://en.wikipedia.org/wiki/Red_Cross) was denied access to them. The *Kriegsmarine* declared the crew dead and informed the families, the crew was not returned until 1947
* In 1946 the Navy decided to use it as a target for gunnery and sink it, Rear Admiral Gallery was from Chicago and wanted it at the MSI, which dedicated it on 25 September 1954, after 50 years of Chicago weather, U505 was moved indoors April 2004

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