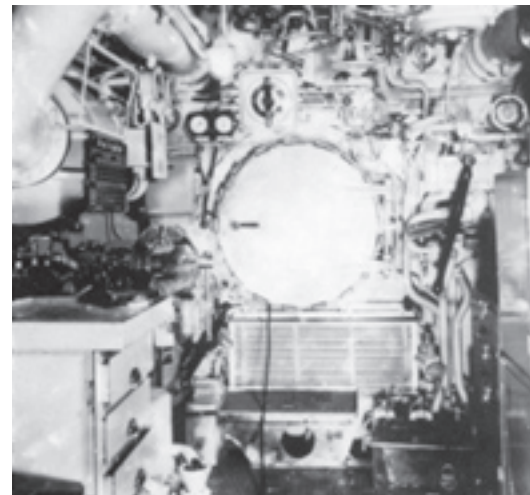
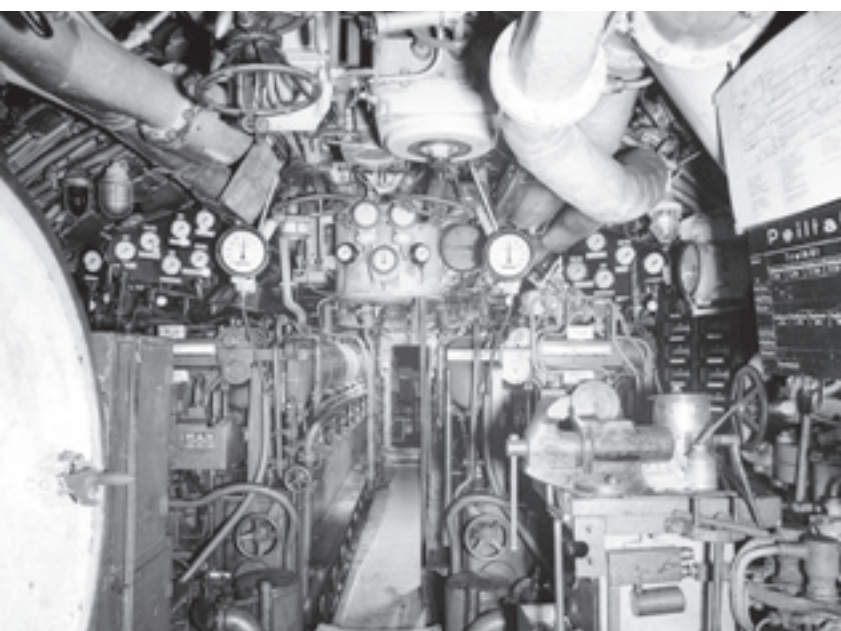


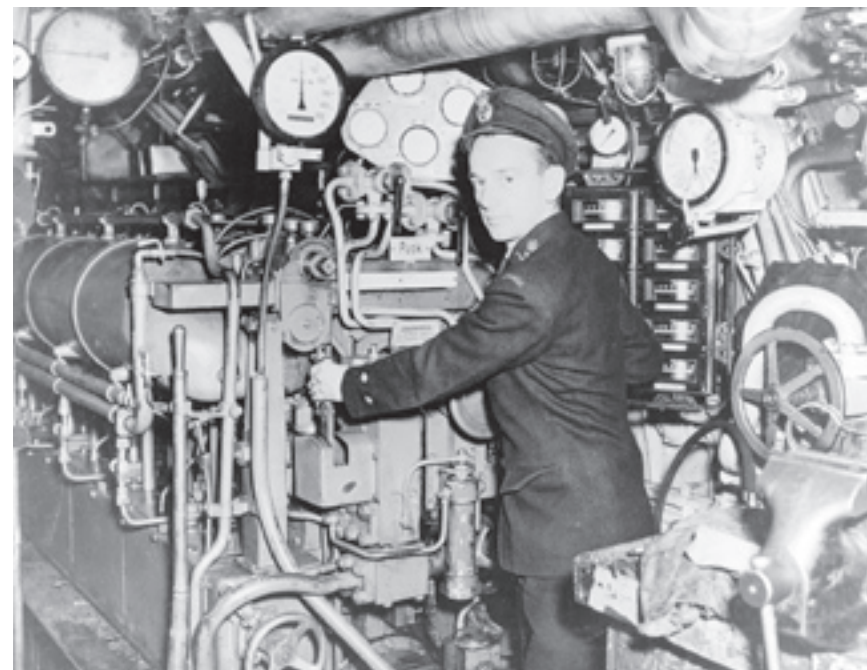
(Left) Diesel room, *U-889*, looking forward. This good shot of the diesel room of *U-889* gives some idea of the length of this large compartment and the size of the diesel engines. (RCN photo/G. Gadde/Halifax, 25 May 1945/NAC/PA-178913)



(Above) Diesel room, *U-190*, forward section. View of the pressure hatch leading to the *Zentrale* taken in 1942. From left to right can be seen storage lockers for engine parts and tools, the work bench, various engine, oil and cooling pumps. Note the step in front of the hatch. (Editor's collection)



(Left) Diesel room, *U-190*, looking aft. One of the larger compartments on the Type IX U-boat was the *Dieselmotorenraum*, or *D-Raum*. This view, taken from just inside the *Zentrale* (note the open hatch on the left side of the photo), shows the starboard and port MAN 9-cylinder engines that could provide a maximum surface speed of 18 knots. Note the workbench in the right foreground, the skirting for the diesel room hatch on the deckhead and, immediately in front, the two hand wheels for closing the lower diesel air valves. (RCN photo/A.F. Tigerstedt/Halifax/June 1945/NAC/PA-179010)



Port diesel, *U-190*, looking aft.

Chief Engine Room Artificer G.R. Benham, RCN, poses proudly at the throttle position of "Puck," the port M.A.N. 9-cylinder diesel engine. Directly above his left hand is the revolution indicator of the port engine and, immediately to the right of that device, can be seen the oil and air pressure gauges. The engine room telegraph is immediately behind his head, while mounted on the deckhead in the upper left of the photograph is a depth gauge. Note the work bench immediately behind Benham, with a vise mounted on it. (RCN photo, editor's collection)

***E-Maschinenraum* (electric motor compartment)**

The diesel engine compartment was separated from the electric motor compartment, which lay aft, by a watertight door. The *E-raum* contained the two 500 hp Siemens Type 2GU 345 electric motor/generators, powered by two 62-cell batteries located under the floorplates of the second watertight section (the officers and petty officers' quarters, galley and sound and radio cabins), which propelled the Type IXC/40 boat while submerged. At emergency speed, these motors could produce up to 7 knots but only for very short periods; to conserve batteries, slower speeds were more normal. This compartment was the province of the *Elektro Obermaschinist*, or chief petty officer in charge of the electric motors. As in the diesel compartment, commands were communicated by means of a telegraph and the common speeds were:

KF (*Kleine Fahrt*), "Dead Slow:" about 90 rpm

LF (*Langsame Fahrt*), "Slow:" about 120 rpm

HF (*Halbe Fahrt*), "Half Speed:" about 180 rpm

GF (*Grosse Fahrt*), three-quarter speed: about 220 rpm

AK (*Aüusserste Kraft*), "Full Ahead:" about 250 rpm