Preface

Photo Preface-1

St. Colman's Cathedral, Cobh, Ireland, in August 2022. The city was formerly called Queenstown and now is Cobh (pronounced Cove). The spire of St. Colman's was the last view immigrants had of Ireland as they departed for America.
Courtesy of CDR Stephen Phillips, USN-Ret

World War I was known as the "war to end all wars" because of the great slaughter and destruction it caused, leaving nine million soldiers dead and 21 million wounded, with Germany, Russia, Austria-Hungary, France, and Great Britain each losing nearly a million or more lives. Exactly five years after the assassination of Archduke Franz Ferdinand, the heir to the Austro-Hungarian empire—an event that is widely regarded as sparking the outbreak of World War I—the Treaty of Versailles formally ended the state of war between Germany and the Allied Powers. It was signed on 28 June 1919, amidst great hope for the future. Unfortunately, the treaty levied punitive terms on Germany that would destabilize Europe and lay the groundwork for World War II.

In the autumn of 1914, the officers and men of the Royal Navy weren't much concerned about the distant future. Pressed into action when Great Britain declared war on Germany, they were focused on the immediate threat posed by the Imperial Navy's High Seas Fleet and its "stilettoes of the sea" (submarines). Despite being part of the Triple Entente (an alliance formed in 1907 with France and Russia) and having previously promised to defend Belgium under the Treaty of London of 1839, Britain was not committed to going to war in 1914. In the end, however, she refused to ignore the events of 4 August, when Germany attacked France through Belgium. Within hours, Britain declared war on

Germany, and in a few days, Britain and her vast empire with its daughter dominions and colonies, France, Japan and Russia (the Allies) were all at war with Germany and Austria-Hungary (the Central Powers).[1]

GERMANY'S U-BOAT FORCE

Photo Preface-2

American destroyers began operating with the British fleet in May 1917. Battleship Division Nine, commanded by Admiral Hugh Rodman arrived on 7 December and quickly began operating as the Sixth Squadron of the British Grand Fleet. In this painting, *The Arrival of the American Fleet Off Scapa Flow, December 1917*, by Bernard F. Gribble, 1920, the USS *New York* leads the arriving ships, along with *Wyoming*, *Florida*, and *Delaware*. Cheering their arrival is the crew of the dreadnought HMS *Queen Elizabeth*, commanded by Admiral David Beatty, Royal Navy.
Naval History and Heritage Command photograph #28-003-A

From the very start, Germany employed its small submarine force—which grew into a large force—aggressively. On 6 August 1914, only two days after Britain entered the war, a group of ten submarines—*U-5*, *U-7*, *U-8*, *U-9*, *U-13*, *U-14*, *U-15*, *U-16*, *U-17*, and *U-18*—sailed from Heligoland to attack Royal Navy warships in the North Sea. Their departure from a base in the small German archipelago in the southeastern corner of the North Sea, marked the first submarine war patrol in history. The operation was a failure. Following an encounter with the 1st Light Cruiser Squadron, only eight boats returned to port. However, it caused the Royal Navy some uneasiness, disproving earlier

estimates as to the U-boats' range and leaving the security of the Grand Fleet's unprotected anchorage at Scapa Flow open to question.[2]

Another first occurred on 20 October 1914, when the SS *Glitra* became the first British merchant vessel to be sunk by a German submarine in World War I. She was bound from Grangemouth to Stavanger, Norway, with a cargo of coal when stopped by *U-17*, under the command of Kptlt. Johannes Feldkirchner. After ordering her crew into lifeboats, a boarding party opened the seacocks, sending the ship to the bottom west-southwest of Skudesnes, Norway (today, part of the municipalities of Bokn and Karmøy).[3]

This type of gentlemanly behavior was short-lived. The British, after having established a naval blockade of Germany at the outbreak of war in August 1914, declared the North Sea to be a war zone in early November, with any ships entering it doing so at their own risk. The Germans regarded this as a blatant attempt to starve its people into submission and set about to retaliate in kind.[4]

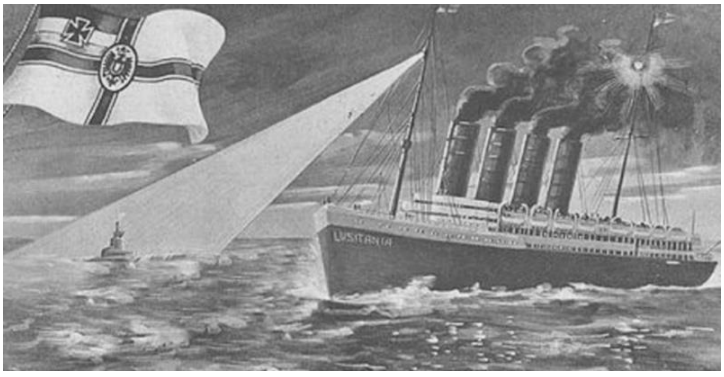
The only way available to counter the superior Royal Navy was to impose a similar blockade on Britain through the use of U-boats. On 4 February 1915, Vizeadmiral Hugo von Pohl, the commander of the High Seas Fleet, published a warning in the *Deutscher Reichsanzeiger* (Imperial German Gazette):

> The waters around Great Britain and Ireland, including the whole of the English Channel, are hereby declared to be a War Zone. From February 18 onwards, every enemy merchant vessel encountered in this zone will be destroyed, nor will it always be possible to avert the danger thereby threatened to the crew and passengers.
>
> Neutral vessels also will run a risk in the War Zone, because in view of the hazards of sea warfare and the British authorisation of January 31 of the misuse of neutral flags, it may not always be possible to prevent attacks on enemy ships from harming neutral ships.
>
> Navigation to the north of the Shetlands, in the eastern parts of the North Sea and through a zone at least thirty nautical miles wide along the Dutch coast is not exposed to danger.[5]

On 7 May 1915, *U-20* (Kptlt. Walther Schwieger) operating off the coast of Ireland fired a torpedo into RMS *Lusitania*, causing the massive ocean liner to list precariously and then sink in just eighteen minutes. The attack killed 1,198 passengers and crew—including 128 Americans. Contrary to popular belief, this did not directly precipitate U.S.

involvement in World War I, but did serve as a widespread propaganda tool and rallying cry once American troops began shipping out overseas two years later.[6]

Photo Preface-3



A German postcard depicting the *U-20* sinking RMS *Lusitania* on 7 May 1915 off a headland near Kinsale, County Cork, Ireland.

Germany would commission 375 U-boats of thirty-three separate classes belonging to seven general types, before the war's end in 1918. Additional submarines under construction were finished after the war, the last one being the *UB-133* in April 1919.

Ocean-going torpedo attack submarines (90)

Class	No.	Class	No.	Class	No.	Class	No.
U-19	4	*U-31*	11	*U-57*	12	*U-81*	6
U-23	4	*U-43*	8	*U-63*	3	*U-87*	6
U-27	4	*U-51*	6	large Ms.	4	*U-93*	22

Submarines built for export (6)				**Kerosene-powered submarines (18)**			
U-66	5	UA	1	*U-1*	1	*U-9*	4
				U-2	1	*U-13*	3
				U-3	2	*U-16*	1
				U-5	4	*U-17*	2

U-cruisers/Merchant U-boats (11)				**UB coastal torpedo attack subs (136)**			
U-139	3	*U-151*	7	*UB-1*	17	UB III	89
U-142	1			UB II	30		

UC coastal minelayers (95)				**UE ocean minelayers (19)**			
UC-1	15	UC III	16	UE I	10	UE II	97
UC II	64						

Two hundred, twenty-six submarines were torpedo-attack boats; 90 of them ocean-going and the remaining 136 coastal submarines. While these U-boats pursued shipping, coastal and ocean minelayers (collectively numbering 114) sowed fields around the U.K., intended to close British channels and harbours to vessels carrying vital cargos.

It is probably sufficient at this point to appreciate that Germany had large numbers of submarines. For readers desiring to glean the relationships between a particular class and the hull numbers of the boats within that class, an italicized designation in the table represents the first in a series of hull numbers associated with that class. For example, submarines *UC-1* through *UC-15* constituted the *UC-1* class. Conversely, the UC II and UC III classes are not italicized, indicating it is not possible from the information provided, to identify the hull numbers of their sixty-four and sixteen members, respectively. Regarding the UC III class, additional units were planned, but only sixteen minelayers entered service:

- UC-II class: *UC-16* to *UC-79* all entered service
- UC-III class: *UC-80* to *UC-192* planned, but only *UC-90* to *UC-105* entered service. *UC-105* was commissioned on 28 October 1918, seven days after a recall order was sent to all U-boats at sea on 21 October 1918. She was the sixteenth UC-III boat commissioned, but never left the Blohm Voss yard at Hamburg. UC-80 to UC-86 were not built; *UC-106* to *UC-192* were not completed before the war ended.[8]

U-BOAT ROUTES TO ALLIED SHIPPING LANES

Our experience in attempting to close the Strait has involved both blood and tears.

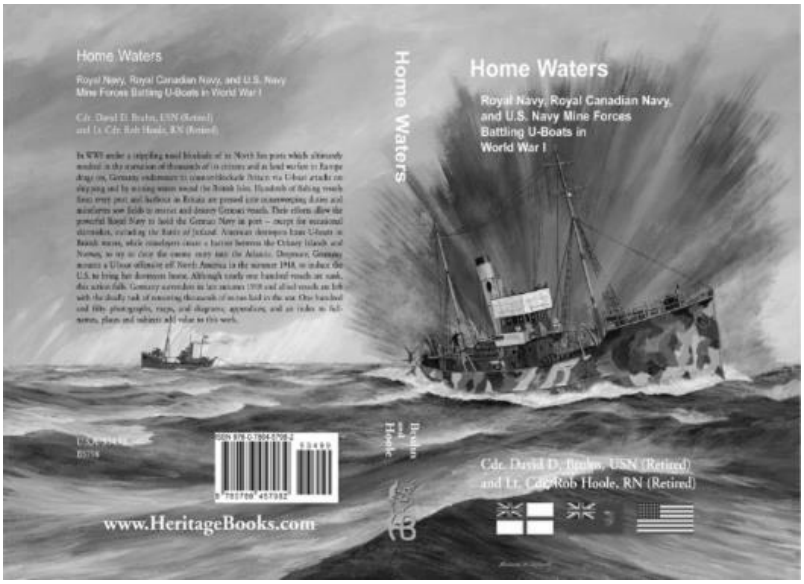
—Observation by a British naval officer regarding initial efforts to deny Dover Strait to transit by German submarines. Blood referred to the men lost laying mines and nets, and tears because the arduous work of weeks could be swept away in the storm of a single night. Ultimately, however, these challenges were overcome.[9]

Once expanded to include action against merchant shipping, the U-boat campaign was highly destructive, resulting in the loss of nearly half of Britain's merchant fleet during the course of the war. To counter the submarine threat, the Allies implemented a number of new measures, which included assigning destroyers as escorts for ship convoys, and laying mine barrages across the routes that U-boats regularly traversed.

German submarines operated from bases at Ostend and Zeebrugge on the Belgian coast, Wilhelmshaven and Cuxhaven on the German coast, and from the harbour of Kiel in the Baltic Sea. From all these

points, their transit to the great shipping concentrations to the west and south of Ireland was long and difficult. In order to reach these rich hunting grounds, U-boats had either to pass through the Straits of Dover to the south, or through the expansive passage between the Shetland Islands and Norway, where the North Sea opened into the Atlantic, and thence sail around the northern coast of Ireland.[10]

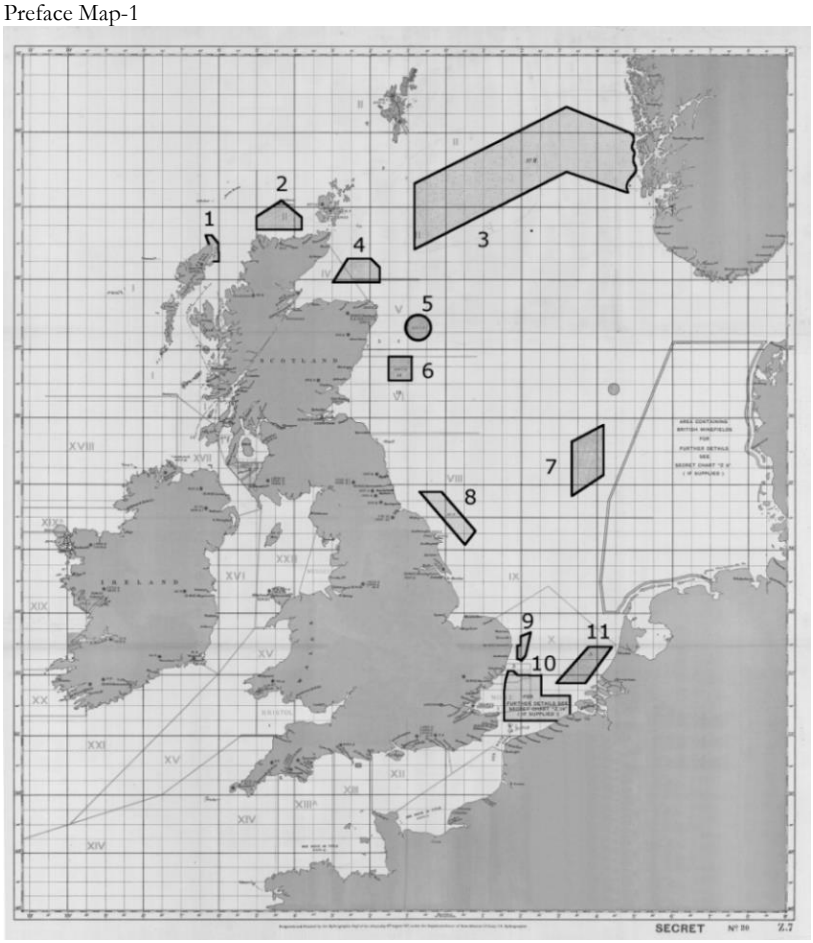
BRITISH AND GERMAN MINING CAMPAIGNS



Home Waters by David Bruhn and Rob Hoole, a companion book to *Queenstown Bound*.

As detailed in Rob Hoole's and my book *Home Waters*, dominance of the seas by Allied navies (which allowed the blockade of German ports to foodstuffs and vital war materiel) was ultimately a key factor in bringing the German nation to its knees in World War I. However, the war at sea was hard fought. Germany endeavored to counter-blockade Britain with U-boat attacks on shipping and by mining waters around the British Isles. To counter these actions, hundreds of fishing vessels from every port and harbour in Britain were pressed into minesweeping duties, and British minelayers sowed fields (see map) to restrict the movements of and destroy enemy submarine and surface vessels.

Preface Map-1



Approximate positions of minefields around the British Isles, 19 August 1918. William Rea Furlong map collection, Library of Congress.[11]

British Defensive Minefields

1. Butt of Lewis
2. West Orkney/Pentland Firth Barrage
3. North Sea (Northern) Mine Barrage
4. Firth of Moray Barrage
5. Long Forties Minefield
6. Stonehaven Minefield
7. Dogger Bank Minefield
8. Humber & Wash Minefield
9. Smith's Knoll Minefield
10. Dover Barrage
11. Flanders Barrage

AMERICA ENTERS THE WAR

On 6 April 1917, the House of Representatives adopted a war resolution on a vote of 373 to 50, leading to a declaration of war on Germany by the United States. The Navy then had 197 commissioned ships, 4,376

regular officers, 877 reserve officers, 64,118 regular enlisted men, and 12,206 reservists. Constituting 193 ships of this fleet were the following:

- 14 modern battleships (2 more completed before war's end)
- 23 old pre-Dreadnought battleships
- 12 old armored cruisers
- 24 old protected cruises
- 3 newer, more useful, scout cruisers
- 68 destroyers (another 46 completed before war's end)
- 49 submarines (another 30 completed before war's end)[12]

On 1 January 1917, the Atlantic Fleet Destroyer Force (formerly the Atlantic Fleet Torpedo Flotilla, with its destroyers then termed torpedoboats) was organized as shown in the tables. Comprising the Force were three destroyer flotillas, each one consisting of between two and four subordinate destroyer divisions. The asterisks signify flotillas whose ships had reduced crews; "R" after a ship's name denotes a reserve vessel; and "F" a division that was forming.

In addition to those of the Atlantic Fleet Destroyer Force, the destroyers of the Pacific Coast Torpedo Force (Reserve), and Asiatic Fleet Torpedo Force are also identified.

U.S. Atlantic Fleet Destroyer Force (1 January 1917)

Destroyer Flotilla One*

Division 1	Division 2
USS *Smith*	USS *Walke*
USS *Flusser*	USS *Monaghan*
USS *Lamson*	USS *Perkins* - R
USS *Preston*	USS *Roe*
USS *Reid*	USS *Sterret*
	USS *Terry*

Destroyer Flotilla Two

Division 3	Division 4	Division 5
USS *Henley*	USS *Jarvis*	USS *Jouett*
USS *Mayrant* – R	USS *Ammen*	USS *Trippe*
USS *Beale*	USS *Downes*	USS *Jenkins*
USS *Patterson*	USS *Burrows*	USS *Benham*
USS *Warrington*	USS *Fanning*	USS *Paulding*

Destroyer Flotilla Three

Division 6	Division 7	Division 8	Division 9 - F
USS *Balch*	USS *Ericsson*	USS *Wadsworth*	USS *Rowan*
USS *Aylwin*	USS *O'Brien*	USS *Conyngham*	USS *Sampson*
USS *Parker*	USS *McDougal*	USS *Jacob Jones*	USS *Davis*
USS *Duncan*	USS *Winslow*	USS *Porter*	USS *Wilkes*
USS *Drayton*	USS *Cushing*	USS *Tucker*	USS *Cassin*
USS *McCall*	USS *Nicholson*	USS *Wainwright*	USS *Cummings*

Pacific Coast Torpedo Force (Reserve)		Asiatic Fleet Torpedo Force
Division 1	Division 2	Division
USS *Paul Jones*	USS *Hull*	USS *Bainbridge*
USS *Perry*	USS *Hopkins*	USS *Barry*
USS *Preble*	USS *Lawrence*	USS *Chauncey*
USS *Stewart*	USS *Truxton*	USS *Dale*
USS *Whipple*		USS *Decatur*[13]

The first destroyer division sent to Europe arrived at Queenstown, Ireland, on 4 May 1917. It quickly became apparent that destroyers and other anti-submarine vessels were the key to defeating the U-boats, even though they were in short supply. As a consequence, Secretary of the Navy Josephus Daniels ordered the halt to battleship construction on 21 July 1917—overriding objections of the Navy General Board—and shifted freed-up resources to the construction of anti-submarine ships, as well as the acquisition and refurbishment of transports for carrying troops and cargo. Many of the latter ships were former German ones, seized in American ports after the United States entered the war.[14]

As a part of the Navy's dramatically increased anti-submarine warfare capabilities, hundreds of yachts were commandeered (or in many cases volunteered by their owners) and armed to serve in a coastal convoy escort role. A number of these were deployed to European waters, principally to French ports and Gibraltar. In addition to this "quick fix," the Navy also acquired 441 new 110-foot wooden-hulled submarine chasers armed with guns and depth charges. Some 235 of these vessels would reach Europe before the war ended.[15]

By the time of the armistice on 11 November 1918, there would be over 2,000 ships and craft in the U.S. Navy with manpower approaching 600,000 personnel—an astounding growth in such a short time.[16]

USN DESTROYERS ARE GREATEST CONTRIBUTION

When the war ended we had seventy-nine destroyers in European waters, while Great Britain had about 400. These included those assigned to the Grand Fleet, to the Harwich force, to the Dover patrol, to Gibraltar and the Mediterranean, and other places, many of which were but incidentally making war on the submarines.

As to minor ships—trawlers, sloops, Q-boats, yachts, drifters, tugs, and the other miscellaneous types used in this work—the discrepancy was even greater…. Yet the help which we contributed was indispensable to the success that was attained. For, judging from the situation before we entered the war, and knowing the inadequacy of the total Allied anti-submarine forces even after we had entered, it seems hardly possible that, without the assistance of the United States Navy, the vital lines of communication of the armies in the field could have been kept open, the civil populations of Great Britain supplied with food, and men and war materials sent from America to the Western Front.

—Admiral William Snowden Sims, Pulitzer-prize winning book, *The Victory at Sea*.[17]

Photo Preface-4

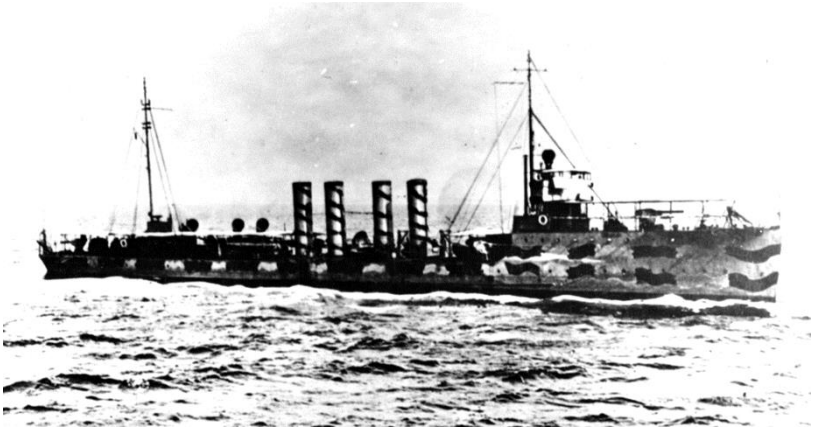
Gun crew drilling with their 4"/50 gun aboard a US Navy destroyer in WWI. Naval History and Heritage Command photograph #NH 94961

Regarding the sustainment of Britain's civilian population, prior to the United States' entry into the war, this requirement was amply met by her huge merchant fleet. Initially, U-boats had little impact on the supply of food and other necessities to Britain by sea. However, as Germany

dramatically expanded her submarine force, resulting in much greater losses of merchant shipping, the critical supply train was imperiled.

Destroyers—the subject of this book—were the most significant U.S. Navy contribution to the war effort. By August 1917, forty-five of the Navy's sixty-eight destroyers were deployed to Europe. Initially, American destroyers were all based at Queenstown, Ireland. In August 1917, a small U.S. force was also stood up (established) at Gibraltar, consisting of the Navy's only three scout cruisers and five elderly destroyers. The latter, formerly units of the Asiatic Fleet, arrived from the Philippines via transit of the Suez Canal and Mediterranean Sea.[18]

Photo Preface-5



A U.S. Navy destroyer in early World War I camouflage;
it may be the *Paulding* (DD-22) or *Trippe* (DD-33).
Naval History and Heritage Command photograph #NH 66286

Following the implementation of a convoy system and associated escort requirements necessitating expanded USN destroyer operations, destroyers also operated from French ports. By August 1918, twenty-four U.S. destroyers were operating from Queenstown, and another thirty-three destroyers, sixteen armed yachts, and nine minesweepers were based in Brest, France.[19]

Transatlantic convoys were generally escorted from U.S. ports (mainly New York and Hampton Roads) by anti-submarine vessels and one or two older armored cruisers capable of warding off any potential attacks by German surface raiders. Upon approaching the areas of greatest U-boat threat, destroyers from Queenstown or Brest/Saint-Nazaire, would rendezvous with the convoy, and provide escort to British or French ports. Nearer the coast, armed yachts and submarine chasers would join to provide additional protection in the approaches.[20]

Photo Preface-6

U.S. Navy sailors patrolling streets of Queenstown, Ireland.
Naval History and Heritage Command photograph #NH 121455

Photo Preface-7

U.S. Navy Base Canteen at Queenstown, Ireland, 1918.
Naval History and Heritage Command photograph #NH 121446

TURNING OF THE TIDE, AND ULTIMATE VICTORY

> *Instead of being usually the pursuer it was now often the pursued. Instead of sailing jauntily upon the high seas, sinking helpless merchantmen almost at will, it was half-heartedly lying in-wait along the coasts, seeking its victims in the vessels of dispersed convoys. If it attempted to push out to sea, and attack a convoy, escorting destroyers were likely to deliver one of their dangerous attacks; if it sought the shallower coastal waters, a fleet of yachts, sloops, and subchasers was constantly ready to assail it with dozens of depth charges.*
>
> —Adm. William Sims in *The Victory at Sea*, describing the change in naval situation that occurred in only one year from April 1917, when an atmosphere of gloom prevailed in Allied councils, to March 1918, when it became apparent that the German submarine campaign had failed.[21]

Up to March, 1918, only a relatively small part of the formidable American armies that were forming had reached Europe. The Germans had mistakenly believed that its submarines could prevent the movement of large numbers of troops across the seemingly impassable 3,000-mile watery gulf separating them from the field of battle. Awakened from this delusion, it became apparent that not only could American soldiers be transported to Europe, the great industries of America could provide munitions and food to supply these troops indefinitely, and these, too, could be brought to the Western Front.[22]

Nevertheless, fighting continued with prolonged great loss of life in trenches on land, in the air, and on the sea until the 11th hour on the 11th day of the 11th month of 1918, when the Great War ended. At 0500 that morning, Germany, bereft of manpower and supplies and faced with imminent invasion, signed an agreement for peace with the Allies in a railroad car outside Compiégne, France. An announcement of an armistice commencing at 1100 hours followed the signing.

During the war, German U-boats sank over 5,200 vessels and came dangerously close to choking off Britain's critical supply of food in the spring of 1917, which could have led to the collapse of the British war effort but for the entrance of the United States into the conflict. The safeguarding of American soldiers on the ocean was largely an achievement of the U.S. Navy. Britain provided a slightly larger amount of tonnage for this purpose than the United States; but about 82 percent of the escorting was done by American forces. The transportation of these American troops, and their vital contributions to the Allied war

effort, brought the great struggle to an end. The U.S. Navy's ability to get two million U.S. soldiers safely to France changed the course of the war, and of world history.[23]

Photo Preface-8

Painting *The Last Night of the War* by Frederick C. Yohn, 1920, depicting United States Marines crossing the River Meuse on pontoon bridges constructed by engineers of the American Expeditionary Force. On 10 November 1918, under a heavy artillery barrage, the attack successfully established a bridgehead looking toward the further advance of the 2d Division on Montdidier. The announcement of an armistice commencing at 1100 hours brought a quick end to fighting on the morning of 11 November.
Naval History and Heritage Command photograph #60-381-G

WWI PERSONAL AWARDS AND CAMPAIGN MEDAL

Medal of Honor

Distinguished Service Medal

Navy Cross

Victory Medal with Escort Service Clasp

The order of precedence of U.S. Navy personal awards for valor in World War I were: (1) Medal of Honor, (2) Distinguished Service Medal, and (3) Navy Cross. The Distinguished Service Medal out ranked the Navy Cross until 1942.

A Victory Medal was awarded to all persons in the naval service who served on active duty between 6 April 1917 and 11 November 1918. Appendix A identifies destroyers whose duty during this period qualified crewmembers to affix a destroyer clasp to their medal. This clasp was "For service on the high seas on such duty east of the thirty-seventh meridian and north of the Equator, between 6 April 1917, and 11 November 1918, and on the high seas of the Atlantic Ocean north of the Equator between 25 May 1918, and 11 November 1918." One of the destroyers listed in the appendix earned the patrol clasp and two the transport clasp. The criteria for the destroyer and patrol clasps were the same. To earn the transport clasp, a crewmember had to be "Regularly attached to a transport or cargo vessel for one voyage across the North Atlantic between 6 April 1917, and 11 November 1918."[24]

Also eligible for the Victory Medal were those who entered the naval service on or after 12 November 1918, and prior to 30 March 1920, and served not less than ten days on shore in Northern Russia or Siberia, or who were attached to one of the following vessels: *Albany*, *Brooklyn*, *Des Moines*, *Eagle No. 1*, *Eagle No. 2*, *Eagle No. 3*, *New Orleans*, *Sacramento*, *South Dakota*, or *Yankton*.[25]

MEDAL OF HONOR

Of twenty-one Medals of Honor awarded to U.S. Navy personnel during World War I, five were awarded for direct combat against the enemy at sea or the result of combat at sea:

- Gunner's Mate First Class Osmond K. Ingram, USN, (posthumous) on 15 October 1917 for attempting to jettison depth charges when his ship was hit by a torpedo
- Ensign Daniel Augustus Joseph Sullivan, USNRF, on 21 May 1918 for securing a live depth charge that had come loose during an attack on a German submarine
- Lieutenant Edouard Victor Michel Izac, USN, on 21 May 1918, when he was captured by a German submarine and subsequently made multiple escape attempts before succeeding and bringing important intelligence back
- Ensign Charles Hazeltine Hammann, USNRF, on 21 August 1918 for landing his aircraft at sea to rescue another pilot who had been shot down

- Lieutenant Commander James Jonas Madison, USNRF, on 4 October 1918 as commanding officer of armed transport USS *Ticonderoga*, who, despite severe wounds, valiantly fought an hours-long battle with a German submarine before his ship finally sank[26]

In *Queenstown Bound*, readers will learn about three of these heroic individuals: GM1c Osmond Ingram, Lt. Edouard Izac, and Lt. Comdr. James Madison.

BOOK PHILOSOPHY/STRUCTURE

Queenstown Bound opens in Chapter 1 with an account of the sinking, on 17 November 1917, of *U-58* by destroyers USS *Fanning* (#37) and USS *Nicholson* (#52). Setting aside the loss of the Confederate States Ship CSS *H. L. Hunley* in February 1864, this marked the first occasion of U.S. Navy warships sinking an enemy submarine in combat. (The cause of the *Hunley*'s loss is unknown, but may have been associated with her attack on the Union sloop-of-war USS *Housatonic*.)[27]

Following this action-packed opening chapter, the book proceeds in chronological order with a couple of forays. Chapter 4, titled "USN Anti-Submarine Warfare," is devoted to technical aspects of waging war against submarines in WWI, and intended to illustrate how difficult this challenge was in the absence of radar, sonar, homing torpedoes, and dedicated supporting aircraft that exists today. (Blimps were employed for observation and gathering information, and patrol aircraft to conduct searches for and deliver attacks on surfaced U-boats.)

The book leaves European waters for a bit in Chapter 18 to describe a German submarine offensive off the North American Eastern Seaboard in 1918. Sending the group of U-boats across the Atlantic was apparently undertaken in the hope of alarming Americans sufficiently to demand the recall of U.S. Navy destroyers, then hunting U-boats in British waters, to defend the U.S. East Coast. Such a diversion of destroyers would have weakened the defense of the western approaches of Britain and France making shipping approaching the coasts more vulnerable to submarine attack.

ROYAL CANADIAN NAVY "READY, AYE, READY"

The wholesome sea is at her gates, her gates both east and west.

—Words inscribed above the four doors to the entrance of Canada's Parliament Buildings in Ottawa.

Photo Preface-9

Royal Canadian Navy World War I recruiting poster.

The U-boats dispatched to North America's Eastern Seaboard sank a considerable number of American vessels and also some Canadian ones. The Royal Canadian Navy, still in its formative stage during the war, had few vessels and thus most of her volunteer force served with units of the Royal Navy. Nevertheless, once aware that U-boats were working Canadian east coast fishing banks, Capt. Walter Hose, RCN (Captain of Patrols) ordered what vessels he had to sea. These were the auxiliary patrol ships HMCS *Cartier*, *Hochelaga* and *Stadacona*, and the unarmed minesweeping trawlers *TR-22* and *TR-33*. They were soon joined by three Halifax-based U.S. Navy submarine chasers under Hose's operational control to provide assistance in patrolling local waters.

COMPARABLE NAVAL OFFICER RANK STRUCTURE

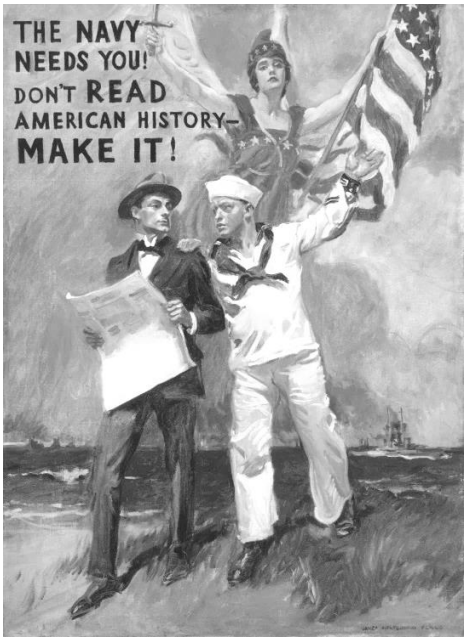
The United States and Royal Canadian navies were both patterned after the Royal Navy and, sharing a common language, utilized a similar officer rank structure. An RN sub lieutenant is the equivalent of a USN lieutenant (junior grade), and an RN midshipman the same as a USN ensign, because the Royal Navy does not use the latter rank. The rank of midshipman in the U.S. Navy and Imperial German Navy was below that of Ensign and Oberleutnant zur See, respectively.

Royal/Royal Canadian/U.S. Navy		Imperial German Navy	
Rank		**Rank**	
Admiral	Adm.	Admiral	Adm.
Vice Admiral	Vice Adm.	Vizeadmiral	VAdm.
Rear Admiral	Rear Adm.	Kontreadmiral	Kadm.
Captain	Capt.	Kapitän zur See	Kpt. z. S.
Commander	Comdr.	Fregattenkapitän	FKpt.
Lieutenant Commander	Lt. Comdr.	Korvettenkapitän	KKpt.
Lieutenant	Lt.	Kapitänleutnant	Kptlt.
Sub Lieutenant	Sub Lt. [RN]	Oberleutnant zur See	OLt. z. S.
Lieutenant, Junior Grade	Lt. (jg) [USN]	Oberleutnant zur See	OLt. z. S.
Ensign	Ens. [USN]	Leutnant zur See	Lt. z. S.
Midshipman	Mid. [RN]		
Midshipman	Mid. [USN]	Oberfähnrich zur See	Fähn. z. S.

WITH THE U.S NAVY'S DESTROYER FORCE

With this overview in their wake, readers may now (vicariously) stand out to sea in U-boat infested waters, over a century ago, with sailors of the U.S. Navy Destroyer Forces.

Photo Preface-10



U.S. Navy World War I recruiting poster.
Naval History and Heritage Command photograph