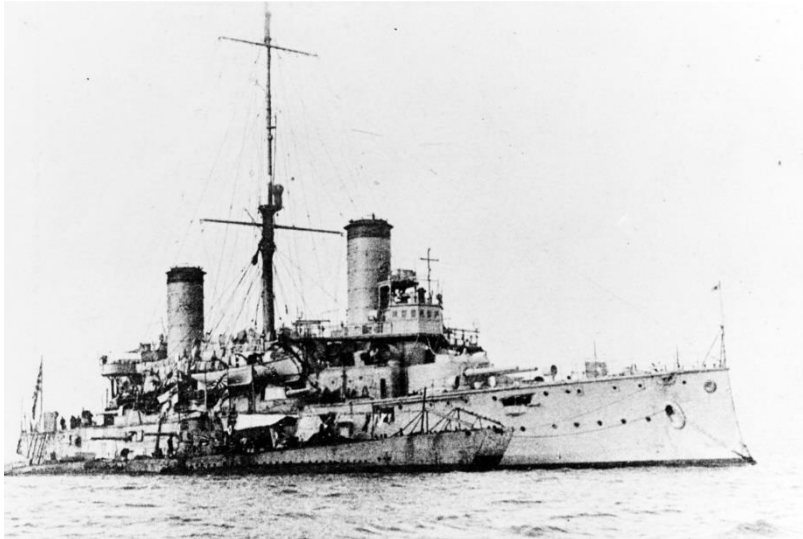


Foreword

I much enjoy discovering interesting but little-known snippets about naval warfare, particularly aspects of the First World War. For example, I particularly relished finding out that Japan sent the *Kasuga*-class armoured cruiser *Nisshin* and a flotilla of eight destroyers to Malta in 1918 to protect Allied shipping against German and Austrian submarine attacks in the Mediterranean. This was part of its contribution to the Allied war effort under the Anglo-Japanese Alliance.

Fascinatingly, *Nisshin* had originally been ordered for the Royal Italian Navy in 1901 but was then bought for the Argentinean Navy before being sold and delivered to the Imperial Japanese Navy in 1904. Wearing the flag of the Rising Sun, she participated in the Battle of the Yellow Sea that same year and was subsequently damaged in the Battle of Tsushima in 1905.

Photo Foreword-2



Japanese armoured cruiser *Nisshin* in 1918-19, with the Japanese submarines *O-4* (ex-German *UC-90*) and *O-5* (ex-*UC-99*) alongside. The Japanese naval ensign is flying over the German naval ensign on both submarines.

Naval History and Heritage Command photograph #NH 58666

Before operating in the Mediterranean, *Nisshin* had escorted Allied convoys and searched for German commerce raiders in the Indian Ocean and Australasia. After the Armistice, *Nisshin* and her flotilla of destroyers escorted four surrendered German U-boats from Portland in the UK back to Japan via the Mediterranean. Arriving in June 1919, no doubt the U-boats' technology was exploited and incorporated in the Japanese submarines that would roam the Pacific in the Second World War.

In similar vein, the USA sent destroyers across the Atlantic to help the Royal Navy in its battle against the U-boat menace although they operated in separate swathes of ocean. While RN vessels patrolled the defensive minefields laid in the English Channel, North Sea, Irish Sea and the Atlantic to the north of the British Isles, the USN destroyers operated out of Queenstown (now called Cobh) in County Cork in what was then British-governed southern Ireland (now the Republic of Ireland) as well as Brest in France. The American warships carried out patrol and escort duties in the waters between these locations and shepherded convoys carrying two million American soldiers to France.

In *Queenstown Bound*, my occasional co-author and friend, David Bruhn, has once again brought to life the vessels featuring in his account and the characters that manned them. Crossing the Atlantic in such small vessels was precarious enough but David describes how their ships' companies succeeded in performing outstanding feats of heroism while enduring the harshest of conditions.

After arriving in Queenstown on 4 May 1917, the first division of US Navy destroyers operated under the overall command of Vice Admiral Lewis Bayly, RN (later Admiral Sir Lewis Bayly KCB KCMG CVO), the Commander-in-Chief Coast of Ireland. Captain (later Vice Admiral) Joel Pringle, USN, acted as his Chief-of-Staff and was awarded the Distinguished Service Medal for exceptionally meritorious service in a duty of great responsibility as Commanding Officer of the destroyer tender USS *Mehville* and Chief-of-Staff, Destroyer Flotillas in European Waters.

Photo Foreword-3



Admiral Sir Rosslyn Wemyss (left), who became Britain's First Sea Lord in December 1917, and Captain Joel R. Poinsett Pringle, USN (right), who served as the senior officer afloat and later chief of staff of the U.S. destroyer flotilla based at Queenstown, Ireland. Naval History and Heritage Command photograph #NH 47246

By August 1918, twenty-four USN destroyers were operating from Queenstown with another thirty-three destroyers, sixteen armed yachts and nine minesweepers operating from Brest in France. As David has meticulously researched, these American reinforcements succeeded in

xx Foreword

keeping down the heads (and periscopes) of the German U-boats through their deliberately inconsistent movements.

The force achieved solid results when, following several inconclusive attacks on U-boats earlier in the year, USS *Fanning* and USS *Nicholson* depth-charged and sank *U-58* and captured her crew on 17 October 1917. The destroyers had already given great service by rescuing the survivors from the victims of many U-boat attacks when not escorting the convoys in which they sailed.

Largely owing to the tactics employed and the skill of their handlers, the destroyers suffered surprisingly few casualties. USS *Chauncey* was sunk on 19 November 1917 as the result of a collision with the British cargo ship SS *Rose* and USS *Jacob Jones* was torpedoed and sunk by *U-53* on 6 December 1917. In the meantime, German U-boats created havoc with their mines and torpedoes among shipping on the USA's eastern seaboard in an unsuccessful attempt to entice American naval forces away from more strategic European waters.

David Bruhn has produced a flowing, easily read description of this significant episode of the war at sea during the First World War and packed it with factual detail plus useful tables of information about the ships and men involved and the decorations they were awarded. I cannot recommend it highly enough.

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