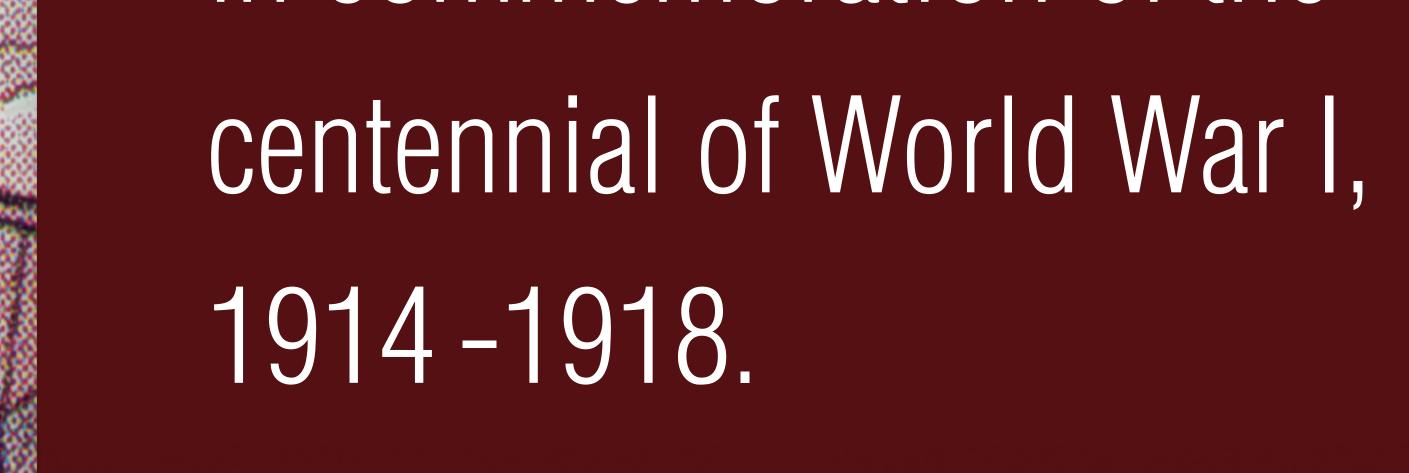
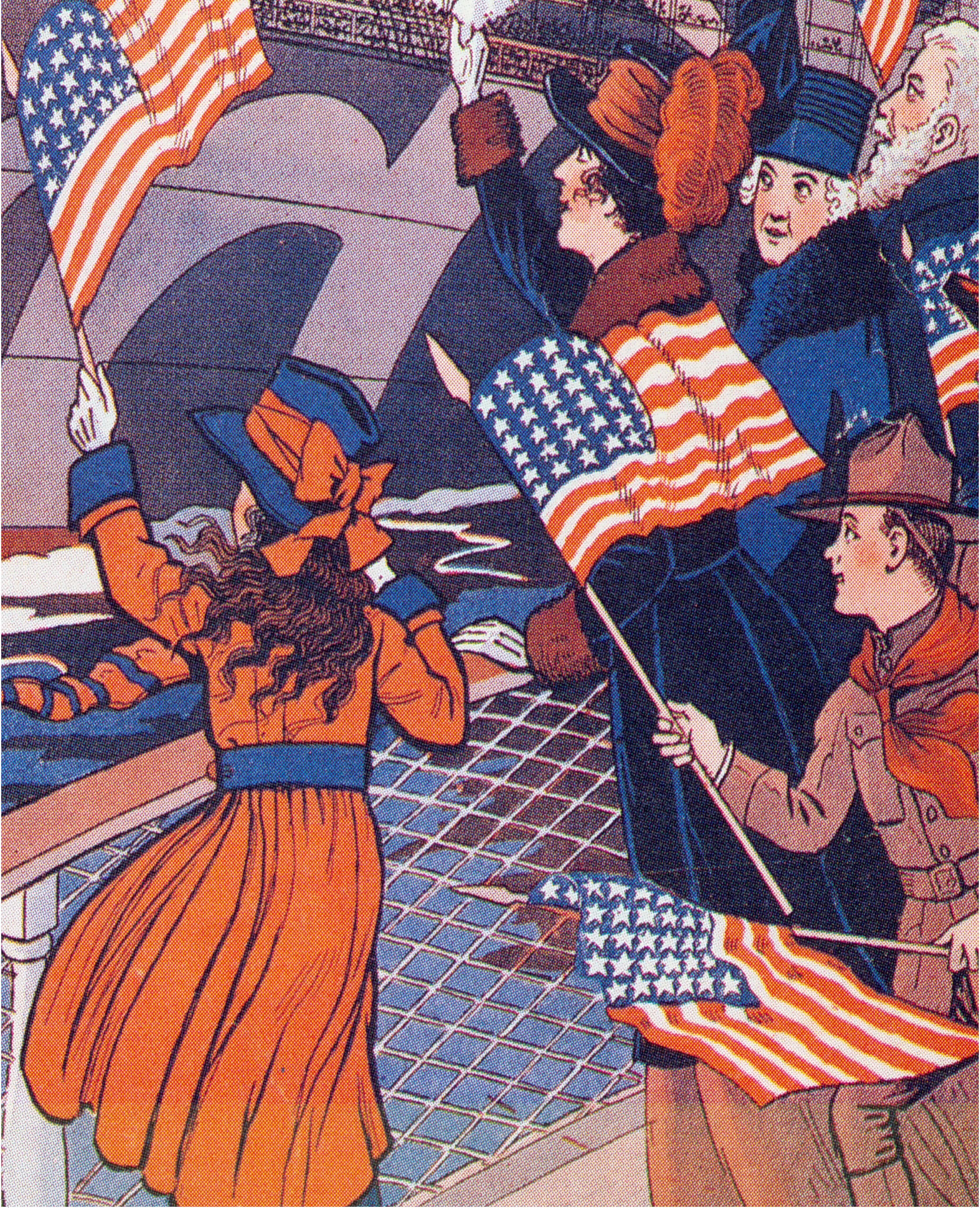
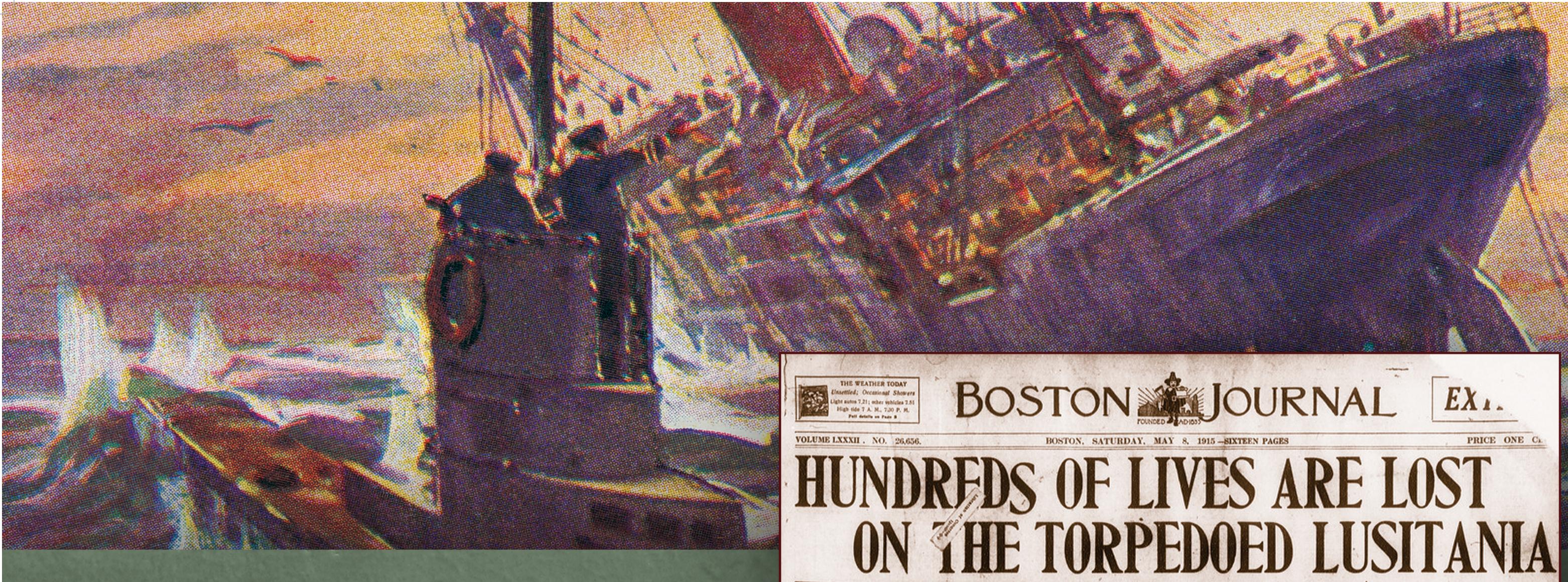
Deceiving the Eye



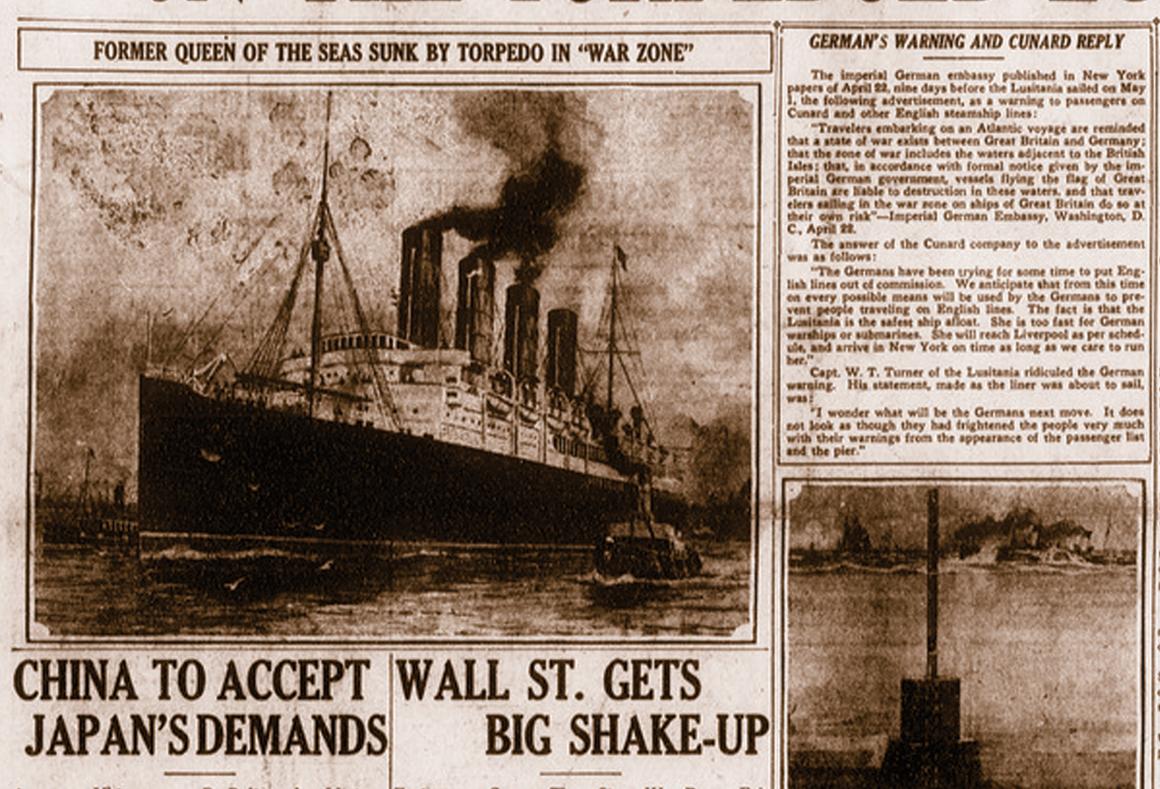
An exhibition created by the National Museum of the United States Navy and the Great Lakes Naval Museum in commemoration of the







Unrestricted Submarine Warfare



CUNARD REPLY Survivors Landed Believed to Number

n New York a sailed on May o passengers on ge are reminded n and Germany: at to the British from by the im-

MANY BOSTON PEOPLE ON LINER'S PASSENGER LIST

German Embassy Had Given Warning to Passengers-Submarine Sunk Her Prey Off Irish Coast.

Queenstown, May 8, 1.15 A. M .-- Survivors of the Cunard liner Lusitania, torpedoed by a German submarine off the Irish coast today, landed here late in the night, fear that hundreds of lives have been lost in the sinking of the steamship.

Despatches received from Cloankilty, Kinsale and other points where passengers have been landed, also indicate that the magnitude of the disaster may be appalling. It is certain that the toll of lives will be heavy.

Many of the rescued are terribly injured or suffering from shock and exposure. Everything possible is being done to relieve their condition, and the resources of the authorities and the Cunard company are being taxed.

Only about 20 minutes was given for the work of rescue. In that brief time, from all accounts thus far available, the officers of the liner did magnificent work. Most of them, it is believed, gave up their lives to aid the escape of the passengers.

SUBMARINE GAVE NO WARNING No warning whatsover was given by the German submarine sponsible for the work of destruction. It was sighted by persons on the deck as it rose to discharge two torpedoes.

The passengers were for the most part at lunch at the time. So sudden was the appearance of the submarine and so quickly did it fulfill the threat made against the Lusitania shortly before it sailed, that no opportunity was given to protect the ship.

The first torpedo came shooting through the waves and hit the Lusitania on the starboard side, forward. A tremendous explosion resulted and the boat listed violently.

SECOND TORPEDO FINISHED HER

By the end of 1914 the first offensives of World War I ended and armies on both sides began to dig trenches. The Western Front devolved into war of attrition; the first side to exhaust its manpower and resources would lose. To add pressure, Great Britain immediately established a blockade of German ports, which stopped ships from supplying Germany.

In response, Germany ordered

Answer to Ultimatum to Be Delivered to Minister Excitement Greater Than Since War Began Fol-Hicki Tonight Or Sunday Almost immediately afterward the second torpedo was fired into the engine room of the liner. An even more violent explosion followed, and the ship began to settle rapidly. At once the officers and crew went to their posts. Passengers

Although Germany's U-boat campaign was very successful, it claimed American lives in the process — most notably the sinking of RMS *Lusitania* in May 1915. Wishing to avoid armed conflict with the United States, Germany placed restrictions on which targets its U-boats were allowed to attack.



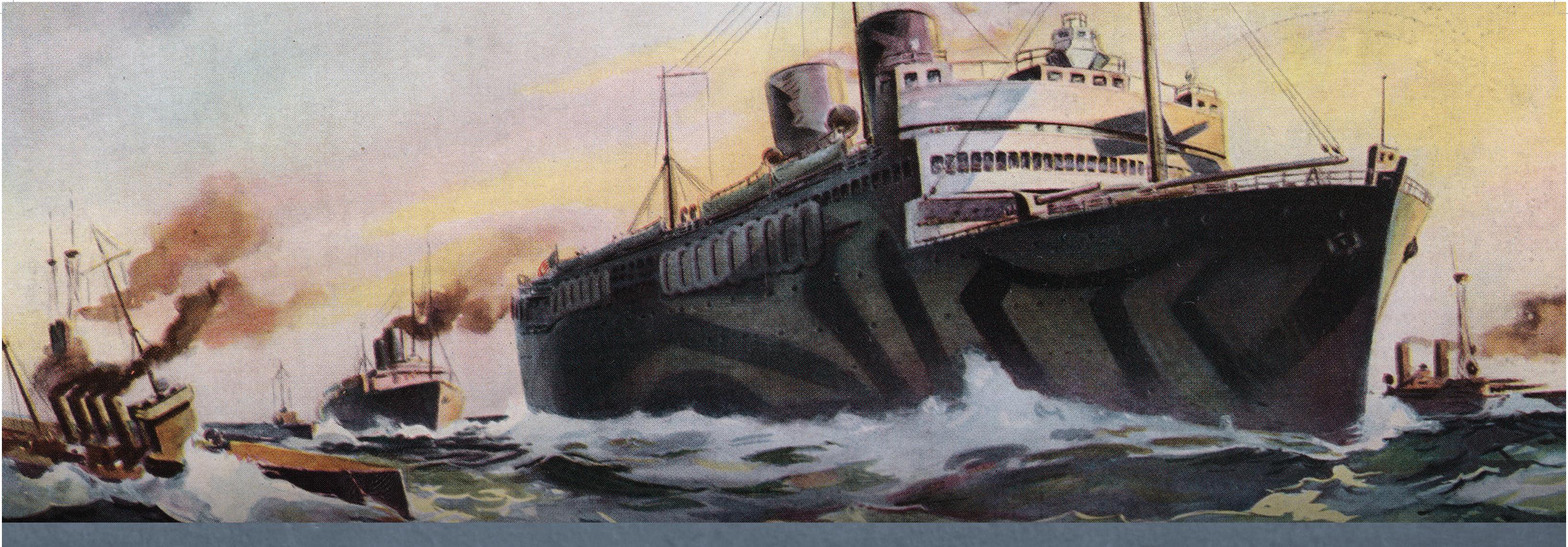
A rare photograph of a sinking Allied ship viewed through the periscope of a submerged German submarine. Remaining in this position, a U-boat was almost undetectable and could escape to attack again without warning.

its U-boat fleet to aggressively target the vulnerable merchant ships that supplied Great Britain with food and war material. The British Navy was unprepared to meet this new kind of threat, and it looked as if the U-boats would win the war for Germany.

However Germany's greatest weapon proved to be its downfall. In 1917, believing that Great Britain's will to fight was nearly broken, Germany released its U-boats from restrictions on attacking the American vessels that supplied the British; this act led the United States to declare war on Germany in April 1917.



A U-boat's gun team poses with their weapon, a 105mm breechloading rife. To conserve vital torpedoes, which were the submarine's main weapon, U-boat skippers used the deck gun whenever they deemed it safe to surface.

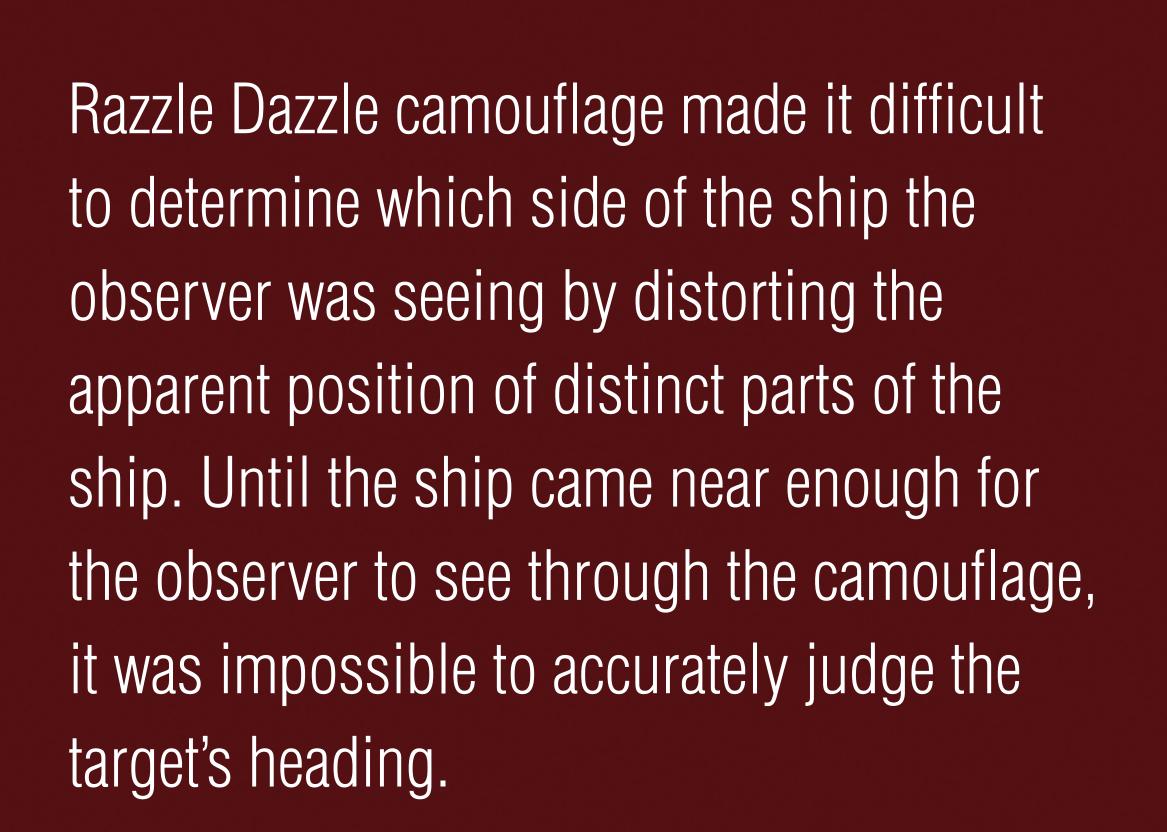




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The U-boat commander peering through his periscope at a distant ship would predict its course by determining its orientation from distinctive features such as its bow and funnels, and estimate the distance by comparing its apparent length to its actual known length. With experience, these simple methods were highly effective.



To execute a surprise attack, a U-boat had to dive and remain almost still while a target approached. Being in the right position for a torpedo shot required good planning and an accurate assessment of the target's range, course, and speed. The U.S. Navy responded with *Razzle Dazzle*, a revolutionary new anti-submarine camouflage. Razzle Dazzle did not attempt to hide a ship, since the smoke of the ship's coal-fired engines made that impossible. Instead, it distorted a ship's appearance so U-boat commanders would incorrectly predict where to submerge and wait for their prey, leaving the submarine well out of the target's path and torpedo range.



Convoy Duty

Beginning in July 1917, the



U.S. Navy implemented the convoy system on both sides of the Atlantic, to beat back the U-boat threat. Naval escorts based on America's eastern seaboard took convoys as far as Iceland before turning back. As convoys neared Ireland, U.S. Navy destroyers and aircraft based in Europe met them for the final leg.



An American transport and destroyer, part of an Atlantic convoy, wear Razzle Dazzle in 1918. Before the war, the destroyer had been a countermeasure to fast attack boats, but fitted with depth charges it turned out to be the ideal anti-submarine platform. The Navy cancelled battleship construction in favor of building more destroyers.

By concentrating 20 to 30 transports, convoys emptied much of the sea of Allied ships, making them harder for U-boats to find. They provided more lookouts to spot U-boats and ensured a counterattack should a U-boat be sighted. Within months, reported losses fell from 20 percent to less than one percent.

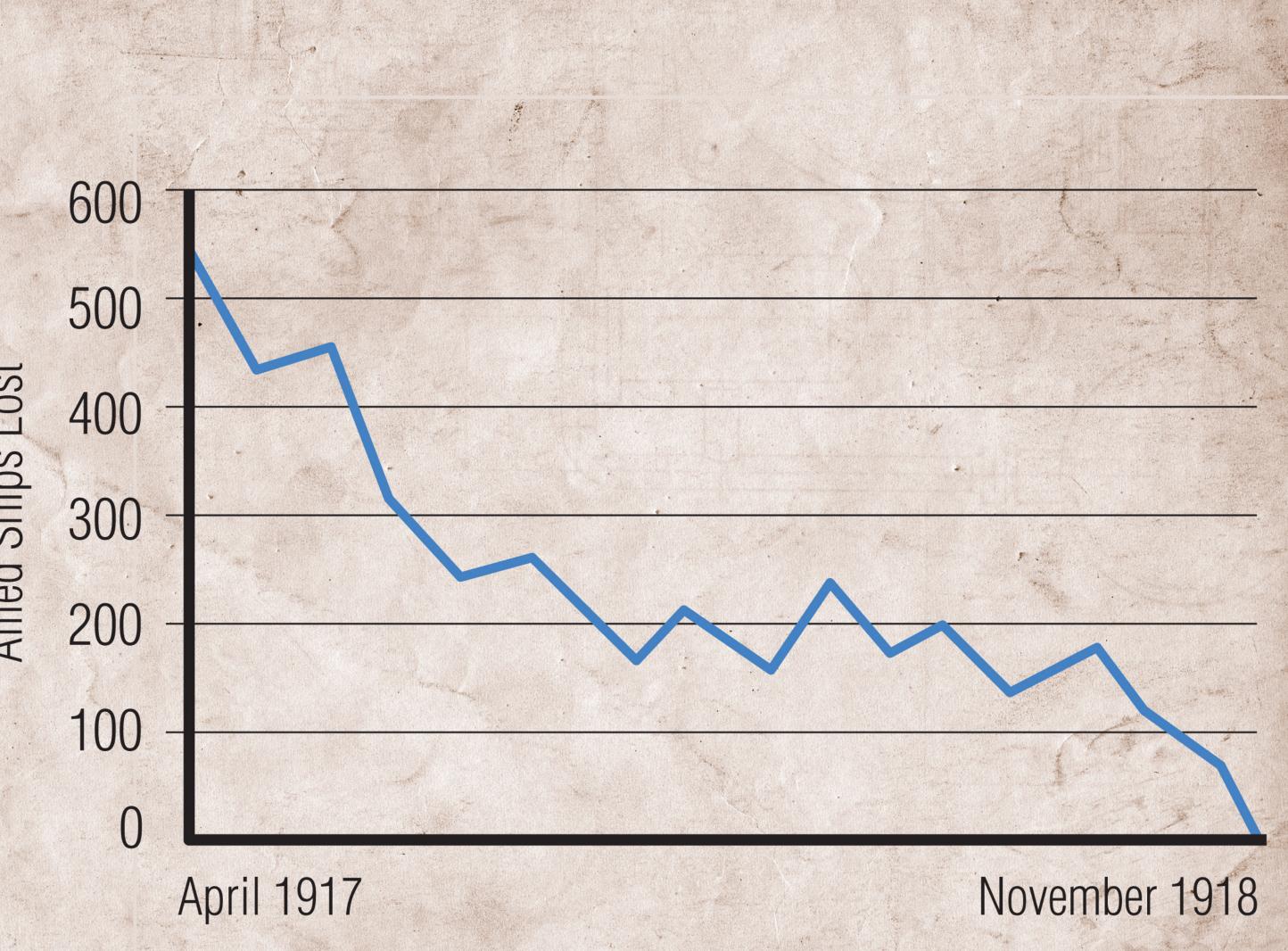
The U.S. Navy also used aircraft to provide reconnaissance and close air support for the ships of the anti-submarine program. Long-range airships followed the convoys while seaplanes operated from naval air stations across western Europe. The Navy's first major use of aircraft in wartime proved so successful that it ensured a place for naval aviation in the post-war fleet.

The first American warships arrived at Ireland on 4 May 1917, less than a month after the United States declared war on Germany. These destroyers began sweeping the seas to make way for the thousands of transports that would follow.



Commander Joseph K. Taussig, commanding officer of the first U.S. Navy squadron to reach Great Britain after America's entry into the war. Being greeted by the British Admiralty and asked about his state of readiness he replied, "We are ready now, sir." The combination of the convoy system and coordinated sea and air escorts provided a constant means of deterrent against U-boat attacks. Any submarine skipper who dared to approach to within torpedo range of an Allied convoy faced the certainty of a swift and deadly counterattack, a threat that evidently convinced most submarine commanders to look for easier prey.

600 500 OSt 400 Ships 300 Allied 200 100 A Great Win 0 April 1917 for the Navy



During the 16 months that the U.S. Navy operated convoys, it escorted 18,653 troopships and transports, carrying more than 2 million troops and over 6 million tons of material, without losing a single ship to enemy action — a singular achievement.



Soon after the United States entered the war, the dire situation facing Great Britain was reversed, as Allied shipping losses fell to sustainable levels and eventually decreased 90 percent by the end of the war.

Meanwhile, the Imperial German Navy, which built only 317 submarines during the war, lost more than half of its U-boats to accident or in action. As Allied ships and aircraft turned up the pressure on Germany's remaining submarines, the U-boat hunters increasingly became the hunted.

The success of the U.S. Navy's Razzle Dazzle camouflage, anti-submarine warfare, and the convoy system all account for the decline in Allied shipping losses after April 1917, and the increasing number of U-boats sunk by

For the U.S. Navy, the end of the war brought a new mission: bringing home most of the 2 million Soldiers, Marines, and Airmen who had fought in France. With U-boats still at large, the use of convoys continued.



While the Navy was busy bringing home the troops, representatives of the victorious Allied nations met in Paris to decide the fate of Germany and the other defeated Central Powers. The conference would last through 1919.

Allied warships and aircraft.

Far from the being the "scourge" that almost starved Great Britain during the dark days of 1915 and 1916, the U-boats had become a hollow threat by 11 November 1918, Armistice Day. Still, the U.S. Navy did not relax its vigilance until the last of Germany's submarines surrendered.

