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## NAVAL NOTES.

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HOME.—The following are the principal appointments which have been made: Vice-Admiral—Sir A. W. Moore, K.C.B., C.M.G., to be Second-in-Command of Channel Fleet. Rear-Admirals—W. Des Vœux Hamilton, to be Second-in-Command of China Squadron; Sir A. B. Milne, Bart., K.C.V.O., to be Second-in-Command of the Atlantic Fleet. Captains—C. R. Keppel, C.B., D.S.O., to be Commodore 2nd Class, to Command H.M. Yachts; S. H. M. Login, W. B. Fisher, C.B., F. G. Stopford, to be Commodores 2nd Class; H. L. Heath to “*Repulse*”; H. L. Tottenham to “*Lancaster*”; F. G. Eyre to “*Spartiate*”; B. Currey to “*Good Hope*”; A. T. Stuart to “*Terrible*”; the Hon. R. F. Boyle, M.V.O., to “*Vulcan*”; W. De Salis, M.V.O., to “*Gladiator*”; J. Casement to “*Duncan*”; W. O. Story to “*Grafton*”; H. P. Williams to “*Goliath*”; F. S. Pelham to “*Royal Oak*”; R. G. Fraser to “*Ramillies*”; M. E. Browning to “*Impregnable*”; J. R. Bridson to “*Hermione*”; H. J. L. Clarke to “*Talbot*”; S. V. Y. de Horsey to “*Blake*”; G. H. B. Mundy, M.V.O., to “*King Alfred*.”

The first-class cruiser “*Diadem*,” one of the Chatham Reserve Division, has been sent to China to relieve a sister-ship, the “*Amphitrite*” ordered home; having completed her foreign service complement, the “*Diadem*” left for her new station on the 20th ult., escorting the new destroyer “*Arun*” from Plymouth to Gibraltar.

The second-class cruiser “*Charybdis*” arrived at Plymouth from the North America and West Indian station, and paid off at Chatham on the 24th ult., commissioning the following day for service with the Reserve Division.

The third-class cruiser “*Pegasus*” left Sheerness on the 10th ult., for Australian station. The third-class cruiser “*Tauranga*” arrived at Portsmouth on the 11th ult., from Australia, and will pay off at that port, preparatory to being sold out of the service. The paddle special-service vessel “*Sphinx*” paid off at Bombay on the 24th ult., and recommissioned on the following day for a further period of service in the Persian Gulf.

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*The Fleet Redistribution.*—On the 20th March there was issued as a Parliamentary paper [Cd. 2430] the following memorandum by the First Lord of the Admiralty respecting the arrangements consequent on the redistribution of the Fleet:—

In continuation of my Memorandum of the 6th December, 1904 (Navy—Distribution and Mobilisation of the Fleet), I have now to announce that the changes there foreshadowed, so far as the lapse of time has permitted, have been made operative by orders recently issued.

2. These changes, which have been completed or are in course of completion, comprise:—

- a. Increase of the Channel (late Home) Fleet to 12 battle-ships.
- b. Reconstitution of the late Channel Fleet as the Atlantic Fleet, with its permanent base at Gibraltar, under the command of a Commander-in-Chief.
- c. Constitution of the First Cruiser Squadron, affiliated to the Channel Fleet, and of the Second Cruiser Squadron, affiliated to the Atlantic Fleet, and each consisting of five armoured cruisers, to be increased in the near future to six armoured cruisers.

- d. The abolition of the South Atlantic Squadron.
- e. The reconstitution of the Mediterranean Fleet with eight battle-ships, and the constitution of the armoured cruisers attached to the Command as the Third Cruiser Squadron.
- f. Arrangements for the repairs of the Channel Fleet to be carried out at the home dockyards, and those of the Atlantic and Mediterranean Fleets at Gibraltar and Malta respectively.
- g. The constitution of the Particular Service Squadron, under the command of the Commander-in-Chief, North America and West Indies station, composed of the flag-ship on that station, and the five sea-going training-ships for cadets, youths, and boys. This forms the Fourth Cruiser Squadron.
- h. The establishment of the system of commissioning all sea-going ships of the fighting line at the several home ports with nucleus crews, with a rear-admiral in command at each port, so as to enable them to proceed to sea either singly or in squadrons at a few hours' notice.

N.B.—The squadron of nucleus crew ships at Devonport and Portsmouth have already completed their first cruise in the Channel with most satisfactory results.

- i. The substitution of modern cruisers for the older vessels recently acting as schools for navigation or as tenders to the gunnery schools.
- j. The withdrawal from commission of vessels of comparatively small fighting efficiency.

3. Consequent on the above redistribution, further orders have been issued for regulating the cruises and manœuvres of the various fleets and squadrons.

4. These orders have been based on the principle, to which great importance is attached, that the fleets and squadrons everywhere should, as far as possible, be kept together as a whole, and ready at any time for instant action.

5. The advantages of such a system are manifest, but if carried out to the extent that a battle-ship or large cruiser, whether at anchor or under way, is never to be out of the sight, and therefore never out of the immediate control of a flag officer, there is danger of destroying the spirit of initiative and originality on the part of the individual captains.

6. It has therefore been laid down that at one period of the year, as may be convenient, the larger ships of each fleet may be separated for a few weeks by twos or threes in adjacent anchorages, where the respective captains may have the opportunity of carrying out independently any exercises they may desire to practise both at anchor and under way.

7. In pursuance of the general principle, orders have further been given that, as a rule, not more than one large vessel of a fleet or squadron is to be under repair in dockyard hands at one time, so as to ensure the various fleets and squadrons being kept always at their effective strength and ready for instant service. Each ship whilst undergoing her annual refit will take that opportunity of putting the crew through the annual musketry course and through such torpedo course in the way of practice and lectures, etc., as may be found desirable.

#### GIBRALTAR AND THE LIMITS OF THE MEDITERRANEAN STATION.

8. Gibraltar having been constituted the permanent base of the Atlantic Fleet, involving the frequent presence there of the Commander-

in-Chief of that fleet, it was felt that to retain it as an integral part of the Mediterranean Command would result in the establishment of a species of dual control over the *personnel* at Gibraltar, which could hardly fail to lead to complication and delay in the conduct of business at the port. It has therefore been judged expedient to separate it from the Mediterranean station in peace time, and to place it under the immediate control of the Commander-in-Chief who will be generally present, and who will depend upon its dockyard for the repairs to his fleet. In war time it will revert to the Mediterranean station.

9. The limits of the Mediterranean station on the west, which at present extend into the Atlantic to the 10th degree of west longitude, have consequently been reduced, and the western boundary will henceforward be the 5th degree of west longitude, or about 16 miles to the east of Point Europa.

10. It is not proposed to give any geographical sphere to the Atlantic Fleet, which, being permanently stationed in the vicinity of Gibraltar, will naturally attend to any diplomatic or other work within reach of that place. Its cruising ground will extend into the western basin of the Mediterranean, inclusive of the west coast of Italy, the coast of Sicily, and Cape Bon, and in the Atlantic it will extend to the north as far as Cape Finisterre, and to the west and south up to, and inclusive of, the Azores and the Canary Islands.

#### CRUISES AND MANŒUVRES OF THE FLEETS AND SQUADRONS.

11. The Atlantic Fleet will carry out combined manœuvres with the Mediterranean Fleet twice a year, at the end of April and at the beginning of August, and once a year with the Channel Fleet in February, and the period occupied in each of those meetings will not be less than 7 nor more than 14 days, exclusive of the days of meeting and parting.

12. Between the dates of these combined manœuvres the three above-mentioned fleets will carry out individual cruises and exercises, either in their own particular areas or in the adjacent waters, except in the months of June and July.

13. In the two last-named months the general manœuvres referred to in my previous memorandum will take place annually.

#### CRUISER SQUADRONS.

14. As already stated, the First and Second Cruiser Squadrons have been attached to the Channel and Atlantic Fleets, but they will from time to time make independent cruises, with the object of showing the flag at the principal ports on the coasts of the Atlantic Ocean. These cruises will, as a rule, each occupy about two months.

15. The Third Cruiser Squadron will remain in the Mediterranean under the orders of the Commander-in-Chief, and will be regarded and worked, so far as practicable, as a complete unit in conjunction with the destroyer flotilla which has been affiliated to it.

16. The Fourth Cruiser (Particular Service) Squadron, which comprises the flag-ship of the vice-admiral in command of the North America and West Indies station, and the several sea-going training-ships, will make three cruises annually in the West Indies and in home and adjacent waters, returning home after each cruise at the dates fixed for changing the classes under training.

17. Under this arrangement it is estimated that the Fourth Cruiser Squadron will be cruising for 30 weeks, and will be at home for 22 weeks.

18. The refit and docking of the ships, and the leave to officers and men, will take place in the course of the time spent in home waters.

19. The captains of the training-ships will be allowed as much latitude as possible in the training, both at sea and in harbour. These ships will, so far as possible, act independently with regard to their drills, and competitive drills between them will be discountenanced as adverse to thorough and systematic instruction.

20. It is in contemplation at an early date to combine the four Cruiser Squadrons for special cruiser exercises.

#### EASTERN FLEET.

21. The Commander-in-Chief in China has been instructed in the sense of paragraphs 4 to 7 inclusive, and directed to furnish a programme each year of the cruises and exercises he proposes to carry out.

After the conclusion of the manœuvres in the summer, the China, East Indies, and Australian Squadrons, which will then be at their war stations, will rendezvous at Singapore for combined fleet exercises. An opportunity will thus be afforded for that interchange of views between the admirals which the Board of Admiralty deem so important.

#### SPECIAL VESSELS.

22. The new fast cruiser "Diamond" will be stationed at Bermuda for service in the West Indies to protect British interests during the time when the Fourth Cruiser Squadron is absent from those waters.

23. The "Shearwater" will be stationed at Esquimaux for any services that may be required on the Pacific Coast, but more especially for duties in connection with the Behring Sea Fisheries.

24. The "Dwarf" is stationed on the West Coast of Africa for any services that may be required there.

25. The "Assistance," repair-ship vessel, of over 10,000 tons, very elaborately fitted for the purpose, has now been attached to the Atlantic Fleet.

#### GENERAL ORGANISATION OF TORPEDO FLOTILLAS.

26. The question of extending the existing organisation of the torpedo craft at home and abroad has been carefully re-considered with a view to obtaining the *maximum* advantage possible from the newly-introduced nucleus crew system, the establishment of which has enabled a great advance to be made in the number of torpedo craft which can be maintained continually ready for instant action on a sudden emergency. Every effective torpedo-vessel in reserve of every type and class is now and will be henceforth in commission in reserve with a crew of two-fifths full strength, and the men who are available in the depôts for the purpose can *at once* complete full crews required; it is therefore clear that, whereas the old organisation provided a certain number of vessels instantly ready, the new organisation provides that number, *plus* the whole of the remaining effective vessels, ready to complete for commission at sea on the simple receipt of a telegram or signal, as the balance of their crews are available at the ports.

27. Periodically the torpedo craft in reserve with nucleus crews will conduct tactical exercises under way, and such short cruises and instructional evolutions as may be found to be desirable.

28. The essence of the employment of torpedo craft is immediate readiness for all eventualities, and many important advantages may be looked for from a system which employs a specially selected and trained *personnel* for long periods in torpedo craft.

## TORPEDO CRAFT FLOTILLA IN HOME WATERS.

29. A rear-admiral has been appointed to command all destroyers, torpedo-boats, and submarines in full commission and also those in commission in reserve in home waters. He will fly his flag in the new fast cruiser "Sapphire," with headquarters at Portland.

30. The torpedo-boats and submarines at the home ports, so long as they are based on those ports, will, however, remain under the supreme control of the respective Commanders-in-Chief, as at present.

31. The stationary destroyer depôt-ships "Erebus," "Fisgard," and "Tenedos" having been appropriated for the purpose of training boy artificers, their place has been taken up by the old first-class cruiser "Impérieuse," which will be stationed at Portland as tender to the "Sapphire," and will be known as "Sapphire II."

32. Pending the completion of the destroyer base at Sheerness, and of the harbour works at Dover, the 24 destroyers in the three sea-going flotillas have been concentrated at Portland as tenders to the flag-ship "Sapphire."

## TORPEDO CRAFT FLOTILLA ATTACHED TO THE ATLANTIC FLEET.

33. H.M. ships "Leander" and "Tyne" will be placed under the orders of the Commander-in-Chief of the Atlantic Fleet as depôt-ships for the destroyer and torpedo-boat flotillas attached to his fleet, which will comprise the following :—

10 destroyers in commission with full crews.		
8 destroyers	} In reserve at Gibraltar.	Com-
12 first-class torpedo-boats		

## TORPEDO CRAFT FLOTILLA IN THE MEDITERRANEAN.

34. The rear-admiral commanding the Third Cruiser Squadron will be immediately responsible to the Commander-in-Chief for this flotilla equally with the squadron. H.M.S. "Vulcan" will act as depôt-ship for the flotillas. The number of torpedo craft attached to the Mediterranean Fleet will be as follows :—

15 destroyers in commission with full crews.		
7 destroyers	} In reserve at Malta.	Com-
9 first-class torpedo-boats		

## TORPEDO CRAFT FLOTILLA ON THE CHINA STATION.

35. The "Hecla" will shortly proceed to China as a depôt-ship for the torpedo craft on the station, which will comprise the following :—

6 destroyers in commission with full crews.		
2 destroyers	} In reserve at Hong Kong.	Com-
4 first-class torpedo-boats		

36. The Board are well aware that these changes have sometimes entailed considerable inconvenience on those concerned in them, but they were necessary for the good of the Service, and the Board are glad to take this opportunity of expressing their cordial appreciation of the thoroughly efficient and loyal manner in which they have been carried out by all ranks and ratings of His Majesty's Navy.

SELBORNE.

March 15th, 1905.

AUSTRIA-HUNGARY.—*Appointments.*—Vice-Admiral Graf Montecucoli-Polinago has been appointed Minister of Marine, in succession to Admiral Freiherr von Spaun, who retires after fifty-four years' service in the Navy. Rear-Admiral Kneissler von Maixdorf, late in command of the Manœuvre Squadron, succeeds Graf Montecucoli as Head of the Marine Section.

*Naval Estimates for 1905.*—The Ordinary Budget for the current year amounts to 42,869,440 kronen (£1,786,226 13s.), showing an increase of 3,429,990 kronen (£142,916 5s.) over 1904; and the Extraordinary Estimates amount to 8,156,970 kronen (£339,873 15s.), showing a decrease of 2,429,990 kronen (£101,249 12s.) as compared with last year, making a grand total of 51,026,410 kronen (£2,126,100 8s.), or an increase of 1,000,000 kronen (£41,666 13s.) In addition, an Extraordinary Credit of 75,176,000 kronen (£3,132,333 7s.) was approved, of which 12,500,000 kronen (£520,833 7s.) was expended in 1904, and 62,676,000 kronen (£2,611,500) for expenditure this year, of which last sum however, 22,079,000 kronen (£919,958 7s.) has to be paid into the Sinking Fund.

The principal items of the Ordinary Budget are as follows:—

	Kronen.	£	s.
Pay of officers, etc. ... ..	4,318,520	=	(179,938 7)
Pay of petty officers and seamen, with clothing ...	3,608,930		(150,372 2)
Land service ... ..	1,878,520		(78,271 13)
Sea " ... ..	4,933,880		(205,578 7)

*Establishments:—*

Hydrographical Office and Naval Library ... ..	79,120		(3,296 13)
Naval Academy ... ..	226,560		(9,440 0)
" lower-grade schools ... ..	5,790		(241 5)
" hospitals ... ..	241,010		(10,042 2)

*Maintenance of the Fleet:—*

Dockyards, repairs, and matériel ... ..	7,462,340		(310,920 17)
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*New Ships and Machinery:—*

Sixth and last Vote out of a total Vote of 11,785,050 kronen (£491,043 15s.) for first-class armoured cruiser "St. Georg" of about 7,300 tons displacement	1,166,000		(48,583 7)
Fifth Vote out of a total Vote of 17,400,000 kronen (£725,000) for first-class battle-ship "Erzherzog Karl" of about 10,600 tons displacement ..	4,200,000		(175,000 0)
Fourth Vote out of a total Vote of 17,400,000 kronen (£725,000) for first-class battle-ship "Erzherzog Friedrich" of about 10,600 tons displacement ..	4,300,000		(179,166 13)
Second Vote out of a total Vote of 17,400,000 kronen (£725,000) for first-class battle-ship "C" of about 10,600 tons displacement ... ..	3,500,000		(145,833 7)
First Vote out of a total Vote of about 8,000,000 kronen (£333,333 7s.) for Torpedo-boats, Ersatz obsolete torpedo-boats of the second and third class	2,053,000		(85,551 13)
Ordnance, etc. ... ..	1,440,000		(60,000 0)
Miscellaneous expenses ... ..	3,700,770		(154,193 14)
Apparent total ... ..	43,114,440		(1,796,435 0)
Certain deductions ... ..	245,000		(10,203 7)
Real total ... ..	42,869,440		(1,786,226 13)



The following are the principal items of the Extraordinary Estimates:—

	Kronen.	£	s.
Certain expenses in connection with Naval Academy, naval schools, charts, ships' libraries, nautical-technical dictionary, etc. ... ..	42,580	=	(1,774 3)
<i>Maintenance of the Fleet—New Ships and Machinery:—</i>			
Fourth Vote out of a total Vote of 4,500,000 kronen (£187,500) for a steel floating dock ... ..	25,000		(1,041 13)
Fourth Vote out of a total Vote of 3,400,000 kronen (£141,666 13s.) for two Danube monitors and five patrol boats ... ..	750,000		(31,250 0)
<i>Ordnance—Guns, Gun-mountings, Ammunition, Submarine Mines, Torpedoes, and Electro-Technical objects, etc.</i>			
Fifth Vote out of a total Vote of 2,750,000 kronen (£114,583 7s.) for armament of first-class armoured cruiser "St. Georg" ... ..	700,000		(29,188 13)
Third Vote out of a total Vote of 5,070,000 kronen (£211,250) for armament of first-class battle-ship "Erzherzog Karl" ... ..	1,600,000		(66,666 13)
Second Vote out of a total Vote of 5,070,000 kronen (£211,250) for armament of first-class battle-ship "Erzherzog Friedrich" ... ..	1,000,000		(41,666 13)
Second Vote out of an approximate Vote of 520,000 kronen (£21,666 13s.) for armament of two Danube monitors "Temes" and "Bodrog," and five patrol boats ... ..	60,000		(2,500 0)
First Vote out of an approximate Vote of 5,070,000 kronen (£211,250) for armament of battle-ship "C" Vote for 8-mm. machine guns ... ..	500,000		(20,833 7)
Third Vote out of a total Vote of 224,000 kronen (£9,333 7s.) for revolvers ... ..	44,000		(1,833 7)
Fourth Vote out of a total Vote of 224,000 kronen (£9,333 7s.) for revolvers ... ..	40,000		(1,666 13)
Votes out of a total Vote of 13,430,000 kronen (£559,583 7s.) for ammunition, etc., for "Babenberg," "St. Georg," "Erzherzog Karl," 15-cm., Q.F. guns, "Erzherzog Friedrich," "Temes," "Bodrog" and five patrol boats ... ..	2,250,000		(93,750 0)
Vote for torpedoes and torpedo-nets ... ..	180,000		(7,500 0)
Second Vote out of total Vote of about 300,000 kronen (£12,500) for Wireless Telegraphy apparatus ... ..	60,000		(2,500 0)
Votes out of a total Vote of 2,646,400 kronen (£110,266 13s.) for workshops, buildings, and other works, printing, etc. ... ..	620,000		(26,061 7)
Expenses in connection with the Guard detachment in China ... ..	270,300		(11,641 6)
Total ... ..	8,156,970		(339,873 15)

Extraordinary Credit for Expenditure during 1905:—

	Kronen.	£	s.
For coal and <i>matériel</i> in the dockyards, etc. ... ..	3,000,000	=	(125,000 0)
For approved new ships ... ..	20,366,000		(848,583 7)
For renovation of torpedo-flotilla ... ..	15,300,000		(637,500 0)
For submarine boats and stations ... ..	3,000,000		(125,000 0)
Reserve ordnance ... ..	750,000		(31,250 0)

*Extraordinary Estimates.*

	Kronen.	£	s.
For construction of approved monitors and patrol boats ... ..	1,200,000	(50,000	0)
For armament of approved ships ... ..	6,560,000	(273,333	7)
For ammunition of approved ships .. ...	5,500,000	(229,166	12)
For increase of ammunition and for torpedoes ...	5,000,000	(208,333	7)
For harbour buildings at Pola ... ..	2,000,000	(83,333	7)
<b>Total ... ..</b>	<b>62,676,000</b>	<b>(2,611,500</b>	<b>0)</b>

*The Officer Personnel.*—The active list of executive officers stands as follows:—One Admiral, three Vice-Admirals, ten Rear-Admirals, twenty Battle-ship-Captains, thirty-three Frigate-Captains, thirty-eight Corvette-Captains, one hundred and forty-seven Lieutenants (1st Class), eighty Lieutenants (2nd Class), two hundred and one Sub-Lieutenants, one hundred Midshipmen, eighty-seven Cadets. The Medical Staff consists of one Medical Inspector-General, two Deputy Inspector-Generals (1st Class), two Deputy Inspector-Generals (2nd Class), six Fleet-Surgeons, eighteen Staff-Surgeons, eighteen Surgeons, and sixteen Assistant-Surgeons. The Engineering Staff consists of six Chief Engineers, seventeen Engineers (1st Class), thirty-two Engineers (2nd Class), forty-four Engineers (3rd Class). — *Rang-Liste der K. u. K. Marine and Mittheilungen aus dem Gebiete des Seewesens.*

FRANCE.—The following are the principal promotions and appointments which have been made: Capitaines de Vaisseau—J. Krantz, N. Kiésel to be Rear-Admirals; L. J. Lormier to “Infernet,” and Command of Naval Division in the East Indies. Capitaines de Frégate—R. P. C. Les Moines des Mares, A. Rouyer, P. A. De Gueydon to Capitaines de Vaisseau; L. M. La Porte to “Manche”; H. Du Crest de Villeneuve to Command of Fixed Defences at Cherbourg; G. Monneyrès to Command of 3rd Torpedo-boat Flotilla; L. F. Bertaud to “Vauban,” and Command of 2nd Torpedo-boat Flotilla in China; E. M. Barthes to “St. Barbe.”—*Journal Officiel de la République Française.*

Rear-Admirals Kiésel and Krantz, who have just been promoted to that rank, are fifty-eight and fifty-six years of age respectively, and have the one thirty-nine, and the other thirty-seven years of service.

Vice-Admiral Péphau hoisted his flag and took over the Command at Brest on the 1st March.

The new Minister of Marine in the Rouvier Cabinet, M. Thomson, has been Député for Constantine since 1877; he has several times been reporter of the Budget of Finance, and in 1892 was reporter of the Budget of the Navy; he is also Vice-President of the Extra-Parliamentary Commission on the Navy now sitting. At one time he was connected with Gambetta on the staff of the *République Française*.

By a decree of the Ministry of Marine, a naval division of Corsica has been created from the date of 24th March next. It will be composed of all vessels stationed on the coasts of the island, and will be under the command of a capitaine de vaisseau.

The Minister of Marine has directed the authorities at the Port of Toulon to prepare plans for a coaling barge, to carry 1,000 tons of coal,

furnished with the necessary appliances for rapidly coaling ships, and for an oil tank of some 300 tons, also to be furnished with the necessary pumping gear, for supplying ships.

The Squadron of the North completed to their full sea-going strength on the 1st inst. for six months.

The first-class armoured cruiser "Léon Gambetta," on the completion of her trials, is to be commissioned for service with the Cruiser Division of the Squadron of the North.

The first-class cruiser "Chateaurenault," on her way home from China, is to be paid off at Cherbourg and placed in the Normal Reserve.

The second-class cruiser "Chasseloup-Laubat" commissioned at Cherbourg on the 28th ult. for service as Senior Officer's ship on the Newfoundland and Icelandic Fisheries during the fishing season.

The aviso-transport "Manche," which has been employed for some years as one of the Newfoundland Fishery Protection Squadron, is now being specially fitted out at Lorient for surveying service on the coast of Indo-China, and her crew has been transferred to the third-class cruiser "Lavoisier" at Cherbourg, which will take her place on fishery duty.

*Défenses-Mobiles.*—The following new denomination of the *défenses-mobiles* has been published, which includes the submarine stations:—

The *défense-mobile* of Cherbourg, Dunkerque, and Saint Servan will be named respectively the first, second, and third torpedo flotillas of the Channel (Manche).

The *défense-mobile* of Brest, Lorient, and Rochefort, the first, second, and third torpedo flotillas of the Ocean.

The *défense-mobile* of Toulon, Corsica, Tunis, Algiers, and Oran, the first, second, third, fourth, and fifth torpedo flotillas of the Mediterranean.

The *défense-mobile* of Saïgon, the first flotilla of torpedo-boats of the China Seas.

The *défense-mobile* of Diégo-Suarez, the torpedo flotilla of the Indian Ocean.

The submarine station at Cherbourg will in future be called the first submarine flotilla of the Channel.

The submarine flotilla of La Pallice, the first submarine flotilla of the Ocean.

The submarine stations at Toulon and Bizerta, the first and second flotillas of submarines of the Mediterranean respectively.

The submarine station at Saïgon, the first submarine flotilla of the China Seas.

*Stranding of the "Sully."*—It is believed now that the armoured cruiser "Sully," which, as we reported in last month's Notes, had struck on a rock in Along Bay, Cochin China, will prove a total loss.

At a recent Cabinet Council held at the Elysée, M. Thomson, Minister of Marine, communicated a telegram from Vice-Admiral Boyle, commanding the French Squadron in Chinese waters, stating that the men engaged in salving the French cruiser "Sully" were still without the

requisite appliances for lifting the forward part of the vessel off the rocks, although the transshipping of stores and loose fittings from her was actively proceeding. It has since been reported that the Hong Kong salvage firm have given up the work, as they consider it beyond their power to refloat her, owing to the extensive damage to her bottom.

*New Ships.*—Orders have been received at Brest from the Ministry of Marine to suspend work on the new first-class armoured cruiser "C 16" ("Edgard Quinet"). This step has been taken in view of the recommendation of the Naval Budget Committee that the new cruisers "C 16" and "C 17" should be identical with their immediate predecessor, the "Ernest Renan," so as to form a completely homogeneous division. There was some doubt as to whether work was not too advanced on "C 16" to render it advisable to alter the plans, but in view of the orders given this would not appear to be the case.

It has now been settled that the projected first-class armoured cruiser "C 17," which is to be called the "Waldeck-Rousseau," will take the place on the slips at Lorient of the first-class armoured cruiser "Jules Michelet," when this vessel is launched at the end of the summer. The "C 17" is to be superior in size and speed to the "Ernest Renan," and in consequence of the discussion on the Navy Budget, M. Thomson, the French Minister of Marine, has decided that she is to have the characteristics of the "Edgard Quinet," combined with the armament of the "Jules Ferry." A new Annexe to the Budget, which has just been distributed, gives the following particulars of the vessel:—Displacement, 13,700 tons; length, 515·1 feet, in place of 528·2 feet as originally designed; beam, 70·2 feet; draught, 26·24 feet; engines, 36,000-I.H.P.; speed, 23 knots; radius of action at 10 knots, 12,000 miles, with 2,300 tons of coal. The armament will consist of four 19·4-cm. (7·6-inch), sixteen 16·4-cm. (6·48-inch), twenty-four 3-pounder, and two 1-pounder guns, all Q.F. She will also have two torpedo-tubes, both submerged. The "Ernest Renan" will carry only twelve 16·4-cm. guns. *Le Yacht* regrets that these vessels are only carrying 3-pounder guns for use against destroyers, and considers it would be better to substitute 6-pounders, even if the number carried had to be decreased by a third. The estimated cost of "C 17" is £1,163,080. It is hoped that with 36,000-I.H.P., the speed of 23 knots demanded will be easily reached, if not exceeded. *Le Yacht* considers the "C 17" will be one of the finest cruisers afloat, but that as she is not to be completed before 1909, she comes too late, as probably before then the calibre of the guns of armoured cruisers will have been increased.

It is reported that the commander of the new first-class armoured cruiser "Marseillais" has made the following complaints with regard to his ship:— 1. Feeble armament relative to displacement. 2. Insufficient protection at base of turrets. 3. Instability of gun platforms. 4. Speed endurance doubtful. 5. Derangement of compasses by vibrations at speeds of 17 or more knots. 6. Leakage fore and aft due to same vibrations. 7. Non-drainage of rain and sea water from upper deck. 8. Smallness of space for stowing the anchors. 9. Tendency of cable to slip from sprocket-wheel of capstan when turning back. 10. Want of ventilation in drying chambers. 11. Want of protection of crews of 3·9-inch guns against blowing off of 6·5-inch guns. 12. Bad distribution of small guns. 13. Uselessness of only slightly protected torpedo-tubes aft. 14. Weakness of after part of main deck, where the vibration interferes with accuracy of fire. 15. Com-

plicated transport of search-lights under shelter of armour deck. 16. Bad position of the "Thirions" pumps. 17. Insufficient thickness of boiler-plates, which will not bear long usage. 18. Noise and vibrations of ventilators. 19. Failure of heating between decks.

The new first-class armoured cruiser "Léon Gambetta," whose trials were interrupted a year ago by the severe damage she sustained as the result of striking on an uncharted pinnacle rock off the Black Rock group of islets, when steaming at a speed of 19 knots off Brest, has again been unlucky, as on leaving the harbour recently to resume her trials she first damaged one of her screws, which was followed by the cracking of one of her auxiliary cylinders along its whole length; it is uncertain how soon the repairs will be effected.

*Trials of the Armoured Cruiser "Dupetit Thouars."*—The new first-class armoured cruiser "Dupetit Thouars" has been carrying out her trials satisfactorily at Toulon. On the 14th February at her full-speed trial the engines developed 21,958-I.H.P., being 2,300-H.P. over the contract, which was for 19,600, the speed obtained being 22·02 knots, or a knot over the contract speed; the coal consumption being 143 kg. (315·17 lbs.) per square metre of grate surface per hour, the contract allowing 160 kg. (352·64 lbs.). On the 17th-18th February the ship made a satisfactory twenty-four hours' coal-consumption trial. With the engines developing 10,867-I.H.P., instead of the 10,000 required, the high speed of 18·9 knots was attained, with a coal consumption of 591 gr. (1·182 lbs.) per I.H.P. per hour, and of 59 kg. (130 lbs.) per square metre of grate surface per hour. The consumption trial at 14,000-I.H.P. was attended with equally satisfactory results, the expenditure of coal being 559 gr. (1·118 lbs.) per H.P., instead of an estimated 750 to 800 gr. (1·5 to 1·6 lbs.).

*Submarine and Submersible Boat Trials.*—The following are the results of the comparative trials between the submersible boat "Aigrette" and the submarine "Z," which have lately taken place before the special Commission on Submarines at Cherbourg. The "Aigrette" is of the improved "Sirène" type, of which 13 were ordered by M. de Lanessan, but when M. Pelletan became Minister of Marine, only two, the "Aigrette" and "Cicogne," were allowed to be completed. The dimensions of the "Aigrette" are as follows:—Length, 117 feet 6 inches; beam, 12 feet 7 inches; displacement, 172 tons; motor, 200-H.P., to give a speed of 10·5 knots. The dimensions of "Z" are:—Length, 135 feet 6 inches; beam, 9 feet 8 inches; displacement 202 tons; motor, 190-H.P., to give a speed of 11 knots. The trials terminated very much sooner than was expected, and the result has been to clearly prove the superiority of the submersible over the submarine for work at sea. The "Aigrette," with much more beam and better distributed weights, showed herself to be much the better sea-boat of the two, and was the drier, although she has no bridge and she answers her helm well, while her habitability is of course far better than that of the submarine, as the men can come up and breathe fresh air in perfect safety; "Z," on the contrary, did not rise to the sea, and laboured a good deal, this being due, it is supposed, to her four torpedo-tubes weighing her down forward; moreover, she does not steer well; while the high bridge with which she has been fitted, for navigating purposes, when moving on the surface, has the disadvantage of rendering her visible at a distance.

"Z" ought to have realised a speed of 11 knots on the surface, but she only made 8·3 knots; when submerged she only made 4·1 knots, and it is

not believed to be possible to get her up over 6 knots, while the stipulated speed was 7·6 knots. The "Aigrette" made 8·7 knots on the surface, instead of the 9·2 knots promised; when submerged she made 6·3 knots instead of the stipulated 6·7 knots. While "Z" rolled heavily and her crew experienced much discomfort, the roll of the "Aigrette" did not exceed 12°, and the men were able to cook. What caused real astonishment during the trials was the time taken when diving; it was fully expected that "Z" would have dived in much less time than the "Aigrette," as she is an improved and larger "Farfadet," and the "Farfadet" is able to dive in 90 seconds, whilst according to the contract 5 minutes is allowed for the "Aigrette" to dive. Three trials were made under practical conditions at sea with the machinery for running on the surface at work. The results of the three trials were as follows:—

"Aigrette" {	4m. 30s.	"Z" {	5m. 30s.
	4m. 14s.		4m. 30s.
	5m. 50s.		10m.

These trials seem clearly to show that the submersible alone presents the necessary qualities for all prolonged navigation at sea; this does not necessarily involve the complete abandonment of the submarine, but it must be adapted to a certain rôle, and more must not be expected from it than it can perform. The submersible is the engine of offence, but the submarine can render useful service for coast defence, that is over a limited field of action. The submarine costs much less than the submersible; it will therefore be advisable to use it for defensive purposes.

Another result of the trial has been to show that "Z," which is a large "Lutin," the plan for the two vessels being by the same designer, has not gained anything by her increased dimensions, whilst the "Aigrette," which is an improved "Narval," has, on the contrary, gained much. The Committee are of opinion that the submersible of the future should have a displacement of 400 tons, and that the useful displacement of the submarine should not exceed 100 tons. It therefore becomes a question of deferring any further work on the new submarines of the "Emeraude" type, which were to have had a displacement of 450 tons, until the whole question has been considered. The Committee before leaving Cherbourg inspected the new submarine station, and expressed their complete satisfaction with it.

It is also interesting to note that the Budget Committee also recommends that as regards submersibles, a return should be made to the 1900 programme. Instead of the 44-ton boats which were last ordered, and which are uninhabitable, eleven submarines of the "Aigrette" type should be constructed. The Commission further recommends that sixty-six torpedo-boats should be built, the construction to be divided between the dockyards and private yards, as may be most convenient.

The new submarines have been ordered at Cherbourg. These were mentioned originally in the Annexe to the Budget first distributed in the French Chambers as "Q 47" and "Q 48"; but after revision of the Annexe they became "Q 59" and "Q 60." These boats are to be of a modified "Emeraude" type. They are not to be confused with the "Rubis" and "Topaze," which are precisely of the "Emeraude" type. They will each displace 425 tons; length about 180 feet; beam, 12·8 feet; motor, 1,200-H.P.; speed, 12 knots, cost of the two £145,600. A small

submarine for experiments was ordered at Toulon at the end of last year. She is intended to be carried and launched from a larger vessel; some war-ships now building will have a special provision for doing this when out at sea. The small boat is known as "Q 61." Her displacement is 21 tons; length, 36.5 feet; beam, 6.5 feet; motor, 140-H.P.; cost, £7,200. —*Le Yacht, Le Temps, and Le Petit Var.*

UNITED STATES.—*Scout Cruisers for the United States Navy.*—The chief characteristics of the new 21-knot scout cruisers appropriated for in the Naval Appropriation Act of 27th April, 1904, have been defined by the Board on Construction, and the development of the details of design is now in progress. The chief characteristics are as follows:—Length between perpendiculars, 420 feet; beam, 46 feet 8 inches; draught fully loaded, 18 feet 3½ inches; depth amidships, 36 feet 5 ⅝ inches; displacement loaded, 4,310 tons; draught on trial, 16 feet 10 inches; corresponding displacement on trial, 3,750 tons; speed, 24 knots. The battery will consist of twelve 3-inch guns, carried on the main deck. There will be two 21-inch submerged torpedo tubes; 3,600 rounds of 3-inch ammunition and 8 torpedoes to be carried. The estimated weight of battery and full ammunition is 140 tons.

The Board at first recommended a 1½-inch inclined nickel-steel deck for the length of the machinery space, and 2-inch vertical steel protection to extend above the tops of boilers and cylinders of the main engines, with at each end of the machinery space an athwartship 1-inch steel bulkhead. For the steering gear, nickel-steel protection 2 inches thick and 1 inch on the flat was recommended. In working up the details of the design, it developed that the inclined deck would interfere to a very great extent with proper coal-bunker arrangement and means for rapidly stowing and emptying bunkers; so that the nickel-steel protection in wake of machinery may be placed either at the ship's side, or on the fore-and-aft inclined bulkhead, between bunkers and firerooms. This change will give to these vessels an efficient arrangement of coal bunkers, which will add very materially to their steaming efficiency and endurance.

The Board recommended that a design be prepared by the Department, to include twin-screw reciprocating engines, with the necessary auxiliaries, of about 16,000 maximum I.H.P.; twelve water-tube boilers; an evaporating plant of 1,600 gallons capacity per day; a refrigerating plant of two tons capacity; a general workshop; the total weight of machinery, including spare parts, to be 794 tons. The Board recommended that the Department ask for bids under two classes; the first to be on the Department's design without changes in hull or machinery, and the second to be with the general characteristics of hull as set forth above, but on the bidder's design of machinery, preference being given to a turbine installation.

The 3-inch guns are to be supplied by chain ammunition hoists, two forward and two aft. The vessels are to be lighted by electricity. An electric generating plant of three 32-kilowatt machines is to be installed in separate dynamo room. The ventilating blowers, deck winches, and workshop motors are also to be electrically driven. Two large searchlights are to be installed. A wireless telegraph outfit is to be supplied. This, as well as other signal apparatus, is of special importance for the particular

work the scouts will be required to perform. The vessels will carry two pole masts for signalling. There will be four smokestacks, 78 feet above base line. The fore-castle deck will be raised, and will extend aft as far as the forward smokestack. The freeboard will be about 34 feet forward and about 22 feet aft. The total coal capacity will be between 1,000 and 1,200 tons; coal on trial, 500 tons. Sixteen officers and a crew of 368 men are to be carried.

The development of the design of machinery installation has in contemplation the following:—Twelve boilers, modified Normand type, placed in three water-tight compartments, with a total grate surface of 690 square feet, and a total heating surface 38,000 square feet. At full speed the coal consumption will be about 300 tons per day. Each boiler room is to have an auxiliary feed pump piped to feed the boilers in its own compartment, to have fresh-water connections only; a fire and bilge pump piped to supply fire main and ash ejectors, and for pumping bilges; an ash ejector for removing ashes while firerooms are under air pressure.

There will be twelve blower engines driven by reciprocating engines or steam turbines, and located in the deck space above the boiler rooms. The blowers are to be of sufficient capacity to give an air pressure of 5 inches in firerooms. The engines are to be of the four-cylinder, four-crank, triple-expansion type, with a low-pressure cylinder at each end. The cylinders are: high-pressure 28½ inches, intermediate-pressure 45 inches, low-pressure two 62 inches diameter. The stroke is 36 inches; revolutions 200 per minute, with corresponding piston speed of 1,200 feet per minute. It will be noted that the low-pressure cylinder for the corresponding power is of considerably larger proportions than has heretofore been the practice with naval engines. The larger low-pressure cylinder will allow a greater range of expansion to be used, and hence will conduce to greater economy.—*Scientific American*.

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## MILITARY NOTES.

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### PRINCIPAL APPOINTMENTS AND PROMOTIONS FOR MARCH, 1905.

Lieut.-General — Lieut.-General R. M. Jennings, C.B., I.A., to be General.

Major-General—Major-General D. T. O'Callaghan, C.V.O., r.p., to be President of the Ordnance Committee.

Colonels—Brevet Colonel R. T. Scallon, C.B., C.I.E., D.S.O., I.A., to be a Colonel on the Staff in India, and is granted the substantive rank of Colonel in the Army. Brevet Colonel H. E. Rawson, C.B., from Lieut.-Colonel, h.p., to be a Colonel on the Staff for Royal Engineers, and is granted the substantive rank of Colonel in the Army.