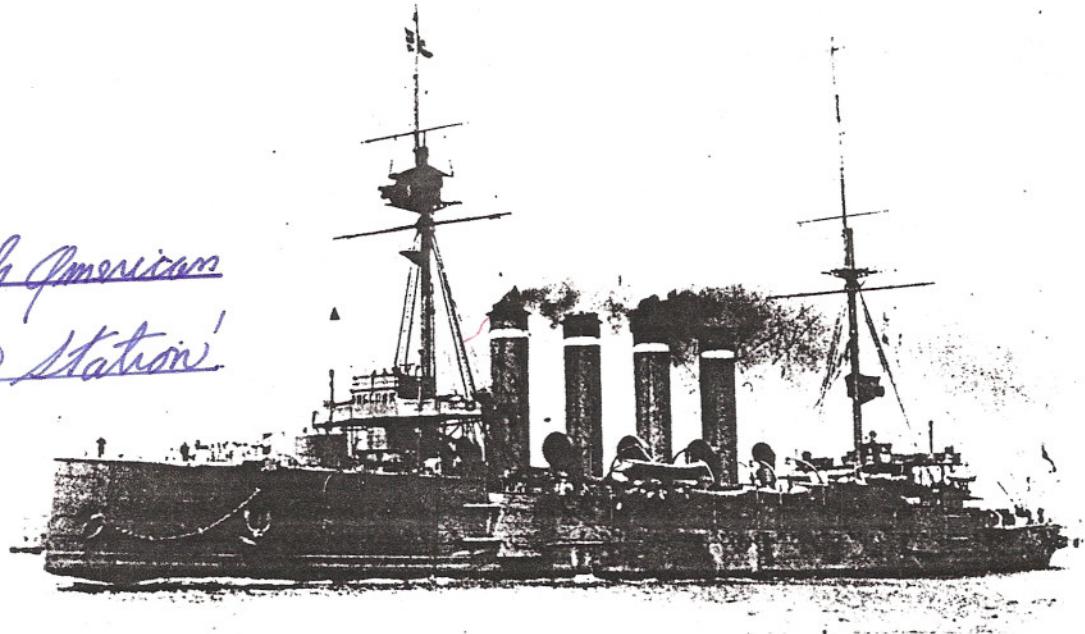
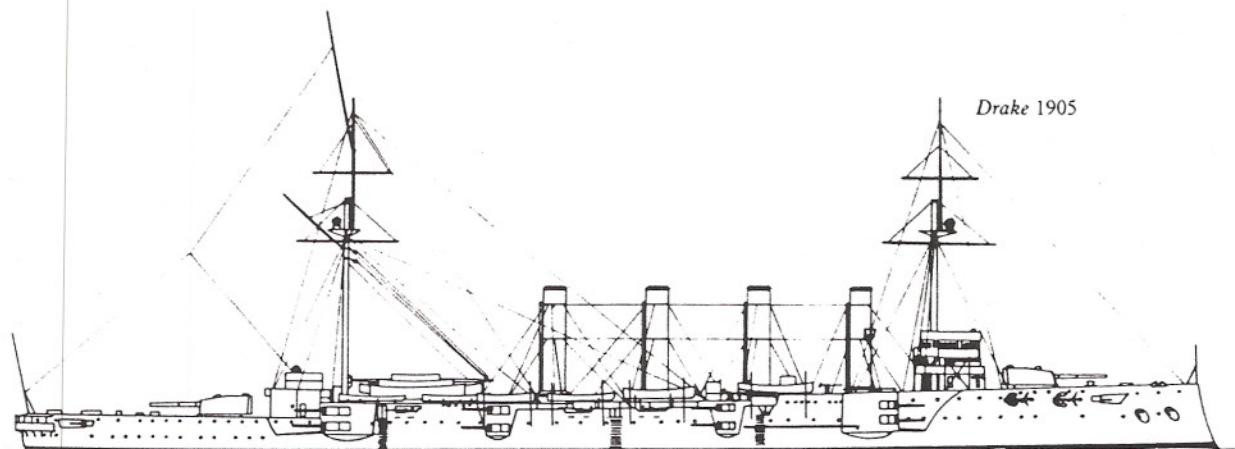


*Euryalus* was delayed by a series of accidents and she was two years late in entering service. On completion *Hogue* and *Sutlej* joined the Channel Fleet and *Aboukir* and *Bacchante* the Mediterranean Fleet, *Cressy* went to the China station and *Euryalus* to Australia. During 1906-07 the latter four joined the NAWI station and during 1908-12 all returned to home waters where they remained for the rest of their peacetime careers.

NAWI - North American  
West Indies Station'



*Euryalus* in about 1911



Provided under the 1898/99 Programme, these ships were enlarged versions of the *Cressy* class and were armoured cruiser equivalents of the *Powerful* class. Compared with the *Cressys* displacement was increased by 3000t to provide more powerful machinery (giving a 2kt increase in designed speed), four more 6in guns and some minor improvements in protection. The side armour was 6in for a length of 257ft amidships and then reduced through 4in to 2in at the bow, the thicker armour here being adopted in place of the forward armour bulkhead of the *Cressy* class. The protective deck was 2½in thick between the stern and after bulkhead and 1in thick from the after bulkhead to the stem. The remaining protection was the same as that in the *Cressy* class. The four additional guns were accommodated by providing double-storey casemates amidships as well as at the ends. To reduce the amount of vulnerable target to a minimum, most of the midship structure, which formed the boat deck in earlier vessels, was omitted, cowl ventilators were replaced by windsails and all other fittings and structures above the

#### DRAKE class first class armoured cruisers

Displacement:	14,150t load
Dimensions:	500ft pp, 533ft 6in oa x 71ft 4in x 26ft (152.4 pp, 162.61 oa x 21.74 x 7.92m)
Machinery:	2-shaft, 4 cyl TE, 43 Belleville boilers, 30,000ihp = 23kts. Coal 2500t
Armour:	Belt 6in-2in, decks 2½in-1in, bulkhead 5in, turrets 6in, barbettes 6in, casemates 5in-2in, ammunition tubes 3in, CT 12in
Armament:	2-9.2in, 16-6in QF, 14-12pdr QF, 3-3pdr QF, 2-18in TT sub
Complement:	900

Name	Builder	Laid down	Launched	Comp	Fate
DRAKE	Pembroke DYd	24.4.1899	5.3.1901	13.1.03	Torpedoed by U79, 2.10.17
GOOD HOPE (ex-AFRICA)	Fairfield, Govan	11.9.1899	21.2.1901	8.11.02	Sunk 1.11.14
KING ALFRED	Vickers, Barrow	11.8.1899	28.10.1901	22.12.03	Sold 1920
LEVIATHAN	J Brown, Clydebank	30.11.1899	3.7.1901	16.6.03	Sold 1920

upper deck were kept to a minimum.

At the time of completion they were among the fastest ships in the world and proved to be good seaboats and exceptional steamers. On trials they exceeded their designed power by over 1000ihp but only *Drake* exceeded the designed speed by a substantial margin in making 24.11kts. They often exceeded their trial performance

in service and for many years were capable both of running for long periods at high power and of achieving high speeds.

During their peacetime service they were employed extensively as cruiser squadron flagships which perhaps helped to give some justification to their great size. The *King Alfred* was flagship of the CinC China station

from 1906 to 1910 and *Leviathan* served on the China station during 1903-04 and in the Mediterranean during 1905-06. They spent the remaining periods up to 1914 in home waters. The *Drake* and *Good Hope* served almost exclusively in home waters from completion until 1914.

## GOOD HOPE

The boats of the training ship *Aretusa* rendered great service in saving life and Capt. Walter of that vessel was awarded the medal of the Royal Society for the Protection of Life from Fire.

The death roll amounted to 12 men and boys. Capt. Bouchier, whose two daughters saved themselves by swimming to passing craft, was the last to leave the ship.

**GOLIATH**

*Royal Navy, 1st class battleship; 1900; Chatham Dockyard; 12,950 tons; 418×74×26·5; 13,500 i.h.p.; 18·4 knots; triple-expansion engines; Belleville boilers; four 12 in. guns, twelve 6 in., ten 12 pdr., six 3 pdr., 2 m.g., 4 T.T.*

In the early months of the First World War the battleship *Goliath*, Capt. T. L. Shelford, was engaged on the East African coast blockading the German light cruiser, *Königsberg*. With the destruction of that ship her service in those waters came to an end and she was ordered to the Dardanelles, where she arrived by the middle of April, joining the 1st Squadron of the Mediterranean Fleet.

After the landing of the troops on the Gallipoli Peninsula on April 25th, 1915, the support of the ships became vital to the success of the operation. The French general in command at Kereves Dere had asked for naval artillery support during the night as the Turkish counter attacks were very determined. To meet this request two battleships were sent in each evening to be ready whenever such attacks developed. On May 12th *Goliath* and *Cornwallis* were assigned this duty and anchored in Morto Bay, the night being very dark with fog approaching from the Asiatic shore. The conditions were ideal for a torpedo attack and both ship's companies were fully on the alert, additional protection being afforded them by five destroyers, stationed in the straits.

The Turks were not blind to such an opportunity and as Lt. Cdr. Firle, a German naval officer, had asked to be allowed to attempt a torpedo attack, it was judged a suitable moment and he was put in charge of the Turkish destroyer *Mouavenet-Millieh*. This craft was one of the best of its kind possessed by the enemy and was of 620 tons, armed with 12 pounder guns, 18 in. torpedo tubes and having a speed of between 34 and 35 knots.

Favoured by the dense fog and going dead slow the *Mouavenet-Millieh* hugged the European shore of the straits, eluding two of the watching destroyers, and came in sight of the battleships. At about 1.15 on the morning of the 13th she was discovered by *Goliath*, but too late to be attacked for she discharged three torpedoes in quick succession. The first hit *Goliath* abreast the fore turret, the second abreast the foremost funnel and a third abreast the after turret. So swiftly did the battleship sink that many of those below were drowned before they could reach the upper deck.

The *Mouavenet-Millieh* escaped without injury and returned to her base. Of the 750 on board *Goliath* about 570, including Capt. Shelford, were drowned.

**GONCALVES DIAS**

*Lloyd Brasileiro; 1920; American International S.B. Corp.; 4,996 tons; 390×54·2×27·8; turbine-engines.*

The Brazilian steamship *Goncalves Dias* was torpedoed and sunk by a German submarine on May 24th, 1942, about 100 miles S. of Ciudad Trujillo on a voyage from Rio de Janeiro to New Orleans.

**GONDUL**

*Stockholms Rederi-A/B Svea; 1928; Helsingörs Jernskibs. & Maskin.; 1,342 tons; 264·2×37·3×14·1; 168 n.h.p.; triple-expansion engines.*

The Swedish steamship *Gondul* struck a mine and sank on May 29th, 1943, off Wismar. The ship had previously been badly damaged through striking a mine on October 1st, 1940.

**GOOD HOPE**

*Royal Navy, armoured cruiser; 1901; Fairfield Co.; 14,100 tons; 529·5×71×28; 30,000 i.h.p.; 23·5 knots; triple-expansion engines; Belleville boilers; two 9·2 in. guns, sixteen 6 in., twelve 12 pdr., three 3 pdr., 2 T.T.*

On the outbreak of the First World War, the armoured cruiser *Good Hope* was sent to reinforce the squadron under Rear-Admiral Sir Christopher Cradock on the North American station. The Admiral transferred his flag from *Suffolk* to *Good Hope*, and on August 16th, 1914, sailed for the Panama Canal zone to superintend the search for the German cruisers *Dresden* and *Karlsruhe*. Later the

ship proceeded down the coast of South America to the Falkland Islands and thence up the Pacific coast. On October 27th the Admiral arrived at his base in the Valparaiso Roads and joined with the rest of his squadron, which now consisted of *Good Hope*, *Monmouth*, *Glasgow* and *Otranto*, the last named being an auxiliary cruiser. The maximum speed of this force, a very important factor, was 18 knots, as *Otranto* could steam no faster. Independently the other three ships were capable of from 22·5 to 25·8 knots.

For several weeks prior to this concentration Admiral Cradock had been in communication with the Admiralty regarding the scanty forces at his command and the immense task assigned to them. As a result of his presentation of the facts he was told that a force adequate to patrol the Atlantic coast of South America would be concentrated off Montevideo under Admiral Stoddart. In addition to this his own force was to be strengthened by the old battleship *Canopus*, which was too slow to chase the German armoured cruisers, but might possibly cause them to refrain from attacking. Cradock was prompt to point out that the inclusion of this ship would reduce his strategic speed to 12 knots. On her arrival in South American waters he gave orders that she was to join him on the Pacific coast, which she did on the 30th October, but was in need of 24 hours in which to effect repairs to her machinery. This robbed Cradock of her services at a time when they were most needed and he proceeded up the coast without her, being intent for the moment on trapping the enemy light cruiser *Leipzig*.

The other two German ships which the British had been following these many thousands of miles had now got into touch with the rest of the East Asiatic Squadron, under Admiral Graf von Spee. This squadron had been playing a sort of hide and seek in the vast spaces of the Southern Oceans against mixed squadrons of British, French and Japanese cruisers. With considerable skill von Spee had managed to elude his pursuers and to join up with his two light cruisers off the Pacific coast. His immediate object just prior to the battle was to cut off the light cruiser *Glasgow*, which had gone to Coronel at the same moment that Cradock was seeking the *Leipzig*.

The strength of the rival forces was as follows:—

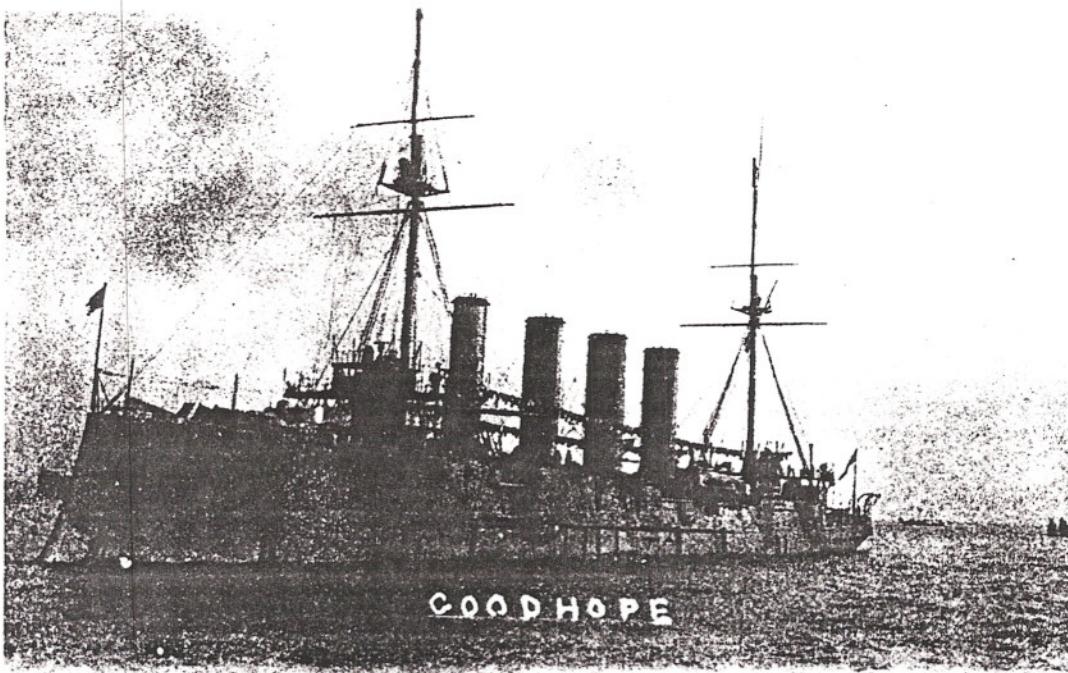
BRITISH			
<i>Good Hope</i> (flagship)	14,100 tons	23·5 knots	two 9·2 in. guns, sixteen 6 in.
<i>Monmouth</i>	9,800	22·5	fourteen 6 in. guns
<i>Glasgow</i>	4,800	25·8	two 6 in. guns, ten 4 in.
<i>Otranto</i>	12,500	18	eight 4·7 in. guns
GERMAN			
<i>Scharnhorst</i> (flagship)	11,420 tons	23·2 knots	eight 8·2 in. guns, six 5·9 in.
<i>Gneisenau</i>	11,420	23·5	eight 8·2 in. guns, six 5·9 in.
<i>Leipzig</i>	3,200	22·5	ten 4·1 in. guns
<i>Nürnberg</i>	3,400	23·5	ten 4·1 in. guns
<i>Dresden</i>	3,544	23·5	ten 4·1 in. guns

Both admirals became aware of the proximity of each other about October 31st, and at 6.40 p.m. on November 1st the squadrons made contact off Coronel, Chile.

An attempt on the part of Admiral Cradock to engage while the light was good and targets were clear was frustrated by the superior speed of the German squadron, which kept out of range until the setting sun reflected the British ships in sharp silhouette against the horizon. The German ships being in the evening haze were almost invisible.

The sea was rough and the 6 in. guns on the lower decks of the two British armoured cruisers could not be brought into action. Another handicap was that the crews had only joined the ships in August of 1914, and since that time had been afforded but scant opportunity of gunnery practice.

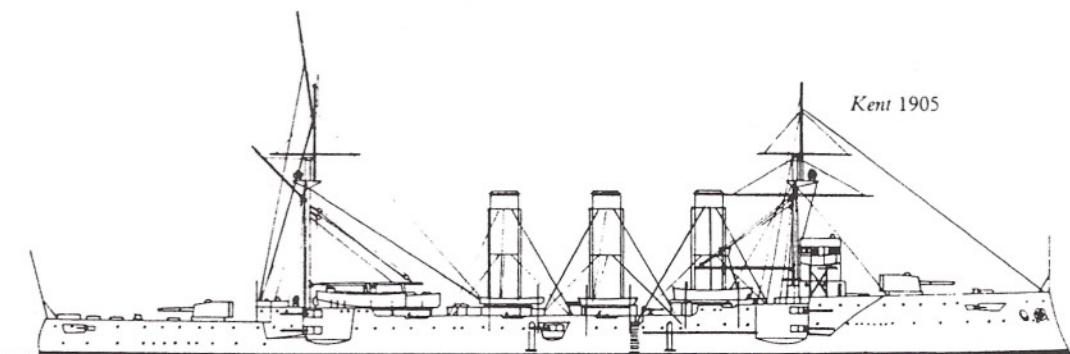
At 7.04 p.m., after an hour of manoeuvring the first shot was fired at a range of 11,500 yards. This was extreme for the British but easy for the sixteen 8·2 in. guns of the big German cruisers. At her third salvo the *Scharnhorst* struck *Good Hope* on the fore-deck and destroyed the 9·2 in. guns. Admiral Cradock knowing that his only hope was to close the range to enable his 6 in. guns to have full play, steamed towards the enemy. By 7.23 the range was down to 6,600 yards, with *Good Hope* firing with all the guns she could bring to bear.



The *Monmouth* class was built in answer to a general increase in armoured cruiser construction in foreign navies, *Kent* and *Essex* being provided under a supplementary estimate to the 1898/99 Programme, *Bedford* and *Monmouth* under the 1899/1900 Programme and the remainder under the 1900/01 Programme. The ships represented an attempt to provide first class cruisers of equal speed to the *Drake* class but of smaller size so that they would be cheaper to build and operate, more economic on manpower and could be built in larger numbers. This object was achieved by substantial reductions in both armour and armament, enabling the displacement to be bought down to 9800t. However they were heavily criticised for these reductions in fighting power and were regarded by many as second rate ships which could not adequately fulfil the functions for which they had been designed.

The arrangement of armour was the same as that in *Cressy* but of generally reduced thickness. The main 4in belt was 242ft long by 11ft 6in deep amidships and was continued to the stem by 2in thick side armour. The protective deck was 2½in thick abaft the armoured bulkhead and ½in for the length of the belt, while the main deck was 1½in for the length of the belt. Four of the 6in guns were mounted in twin turrets on the forecastle and quarterdeck while the remainder were mounted in two-storey casemates abreast the fore- and mainmasts and in single casemates on each side amidships. The turrets were electrically operated and promised to be one of the best features of the design but the electrical gear proved to be unreliable, the gunhouses too cramped for efficient operation and the guns difficult to align due to their being fitted in a single cradle.

All exceeded the designed power on trials, but three, *Essex*, *Monmouth* and *Kent* were accepted at slightly less than the design speed. *Lancaster* and



#### MONMOUTH class first class armoured cruisers

<b>Displacement:</b>	9800t
<b>Dimensions:</b>	440ft pp, 463ft 6in oa x 66ft x 25ft (134.11 pp, 141.27 oa x 20.12 x 7.62m)
<b>Machinery:</b>	2-shaft, 4 cyl TE, 31 Belleville boilers ( <i>Berwick</i> and <i>Suffolk</i> Niclausse boilers, <i>Cornwall</i> Babcock boilers), 22,000ihp = 23kts. Coal 1600t
<b>Armour:</b>	Belt 4in-2in, bulkhead 5in, barbettes 5in, turrets 5in, casemates 4in-2in, ammunition hoists 2in, deck ½in-2in, CT 10in
<b>Armament:</b>	14-6in QF (2x2, 10x1) 10-12pdr QF, 3-3pdr QF, 2-18in TT sub
<b>Complement:</b>	678

Name	Builder	Laid down	Launched	Comp	Fate
BEDFORD	Fairfield, Govan	19.2.1900	31.8.01	11.11.03	Wrecked 21.1.10
BERWICK	Beardmore, Dalmuir	19.4.1901	20.9.02	9.12.03	Sold 1920
CORNWALL	Pembroke DYd	11.3.1901	29.10.02	1.12.04	Sold 1920
CUMBERLAND	London & Glasgow, Glasgow	19.2.1901	16.12.02	1.12.04	Sold 1921
DONEGAL	Fairfield, Govan	14.2.1901	4.9.02	5.11.03	Sold 1920
ESSEX	Pembroke DYd	1.1.1900	29.8.01	22.3.04	Sold 1921
KENT	Portsmouth DYd	12.2.1900	6.3.01	1.10.03	Sold 1920
LANCASTER	Armstrong, Elswick	4.3.1901	22.3.02	5.4.04	Sold 1920
<u>MONMOUTH</u>	London & Glasgow, Glasgow	29.8.1899	13.11.01	2.12.03	Sunk 1.11.14
SUFFOLK	Portsmouth DYd	25.3.1901	15.1.03	21.5.04	Sold 1920

*Suffolk*, however, made 24 and 24.7kts respectively at full power, while the remainder averaged 23.6kts. In general they were good steamers and seaboats but they had very fine lines fore and aft which,

combined with the weight of the turrets, tended to cause heavy pitching in rough weather.

Most served their early years in home waters except *Lancaster* and *Monmouth* which went to the Medi-

terranean. From 1906 onwards the majority of the class were dispersed to distant foreign stations.

**MONT BLANC**

put to sea again and the Federals claimed the victory. The full story of the battles in Hampton Roads is told under the *Cumberland*.

After lying in the Roads for some two months the *Monitor* returned to Washington, D.C., for repairs, and was laid up for about six months. In November she proceeded to Norfolk Navy Yard, which she left on December 29th in tow of the paddle steamer *Rhode Island*. On the night of the 30th, when off Cape Hatteras in rough weather, she made signals of distress and the steamer went to her assistance. The *Monitor*, however, was sinking fast, and before all her crew could be taken off she foundered with the loss of 16 lives.

Thus ended the short career of the first of the turret-ironclads.

**MONMOUTH**

*Mississippi River steamboat; 135 tons.*

The Mississippi river steamboat *Monmouth* was hired by the United States Government to transport the tribes of Cree Indians across the Mississippi to a new settlement. She was too small for the job, and greatly overloaded. On October 30th, 1837, when proceeding up river in darkness and heavy rain she was sunk in a collision with the steamship *Warren*.

The collision occurred at a bend in the river, the *Warren* having another vessel in tow, and not being capable of rapid alteration of course. The *Monmouth*, which had 500 Indians on board, sank very quickly, with the loss of 235 persons. A large number of survivors floated ashore on a cabin which broke loose after the collision.

**MONMOUTH**

*British Navy, armoured cruiser; 1901; London & Glasgow Shipbuilding Co.; 9,800 tons; 448×66×24·5; 22,000 i.h.p.; 23·9 knots; triple-expansion engines; Belleville boilers; fourteen 6 in. guns, eight 12 pdr., three 3 pdr., 2 T.T.*

The armoured cruiser *Monmouth*, Capt. Brandt, a ship of about ten years' service was commissioned at the outbreak of the First World War and sent to the North American Station to strengthen the squadron under Rear-Admiral Sir Christopher Cradock. *Monmouth* arrived on August 22nd, 1914 and from that time was engaged as one of the ships sweeping down the coast of South America in search of the German light cruisers *Karlsruhe* and *Dresden*. Eventually, as part of a squadron consisting of the flagship *Good Hope* (which see), the light cruiser *Glasgow* and the auxiliary cruiser *Otranto*, *Monmouth* met the German East Asiatic Squadron under Admiral Graf von Spee off Coronel, Chile.

The two German armoured cruisers, *Scharnhorst* (flagship) and *Gneisenau*, were armed with eight 8·2 in. guns apiece and greatly outranged the British ships. Three light cruisers, the *Dresden*, *Leipzig* and *Nurnberg*, completed the German squadron, all the units of which were very speedy.

The rival forces made contact at about 6 p.m. on November 1st, and, after an hour's manoeuvring, the superior speed of the Germans placed them in a position to fire at the British ships on the horizon line, silhouetted against the setting sun. The first shot was fired at 7·04 p.m. and in a short time the two British armoured cruisers were on fire. At 7·53 p.m. the flagship *Good Hope* blew up and sank with the Admiral and all on board, leaving the fight to be maintained by *Monmouth*. The two light ships had been ordered to seek safety in flight, and *Glasgow* saw *Monmouth* for the last time at about 8·15 p.m. It was then dark and the big cruiser, with a heavy list, was steaming stern on to the seas, which were very rough. *Glasgow* signalled as she passed "The enemy is following us", but received no reply. She again signalled, telling her to shape a course to the N.W. clear of the enemy. She then made her best efforts to escape.

The darkness was now dispelled by the moon, and this enabled the German cruisers to establish the whereabouts of the British ship. At 9·25 p.m. those on board *Glasgow* counted 75 gun flashes, and then no more. *Monmouth*, with Capt. Brandt and all her company had foundered.

The official complement of *Monmouth* was 678.

A more detailed account of the battle will be found under *Good Hope*.

**MONMOUTH COAST**

*Coast Lines; 1924; Ayrshire Dockyard Co.; 878 tons; 200·4×30·6×13·2; 155 n.h.p.; 9·5 knots; triple-expansion engines.*

The steamship *Monmouth Coast*, Capt. A. Standen, was torpedoed

and sunk by a German submarine 80 miles from Sligo on April 24th, 1945. Fourteen men, including Capt. Standen and two gunners, were killed. One survivor was picked up.

**MONOMOY**

*T. Hogan & Sons; 1892; Bartram, Haswell & Co.; 2,783 tons; 310×41·1×18·5; 275 n.h.p.; triple-expansion engines.*

The British cargo ship *Monomoy* was wrecked at Marwick Head, Orkneys, on January 6th, 1896. She was on a voyage from New York to Leith carrying a general cargo.

**MONROSA**

*Navigazione Alta Italia Soc. Anon.; 1920; J. Coughlan & Sons; 6,703 tons; 428×54·3×27·3; 420 n.h.p.; triple-expansion engines.*

The steamship *Monrosa* was torpedoed and sunk by a British submarine on October 25th, 1941, in the Aegean Sea.

**MONROVIA**

*Elder, Dempster & Co.; 1890; Sir Raylton Dixon & Co.; 2,402 tons; 297·5×40·1×18·7; 221 n.h.p.; triple-expansion engines.*

The British cargo ship *Monrovia* was wrecked at Black Point, near Loango, on June 15th, 1914, while on a voyage from Liverpool to the west coast of Africa carrying a general cargo.

**MONSALDALE**

*Lucas & Co.; 1905; Richardson, Duck & Co.; 2,805 tons; 331×47·5×20·1; 276 n.h.p.; triple-expansion engines.*

The British cargo ship *Monsdale* sank after a collision eight miles east of Tuskar on May 12th, 1917, while carrying an ore cargo from Benisaf to Bartow.

**MONSELET**

*Cie. Nantaise des Chargeurs de l'Ouest; 1929; R. Thompson & Sons; 3,372 tons; 340×47·5×21·9; 247 n.h.p.; triple-expansion engines.*

The French steamship *Monselet* was sunk by British aircraft on September 20th, 1941, in the Gulf of Gabes, Tunisia.

**MONSSEN**

*United States Navy, destroyer; 1940; Puget Sound Navy Yard; 1,630 tons; 348×35·3×10·2; 44,000 s.h.p.; 36·5 knots; turbine engines; Express boilers; five 5 in. guns, 10 smaller; 10 T.T.*

The destroyer *Monsen* of the United States Navy took part in the battle of Guadalcanal, fought off that island on the night of November 12th-13th, 1942. The Japanese were encountered in the Lengo Channel shortly before midnight and were engaged at close range. The *Monsen* survived the first phase of the action but sustained heavy damage by gunfire when making an attack upon the battleship *Hiei* on which she scored a hit. Later the *Monsen* was set on fire and foundered during the forenoon of the 13th.

The *Monsen* carried a complement of about 200, among whom there were a large proportion of casualties.

The full story of the battle is told under the U.S. cruiser *Atlanta* and the Japanese battleship *Kirishima*.

**MONSTELLA**

*Navigazione Alta Italia; 1918; W. Doxford & Sons; 5,311 tons; 413·2×52·3×28·5; 369 n.h.p.; triple-expansion engines.*

The Italian steamship *Monstella* was torpedoed and sunk by a British submarine on August 30th, 1942, off Corfu Roads.

**MONT BLANC**

*Compagnie Générale Transatlantique; 1899; Sir R. Dixon & Co.; 3,121 tons; 320×44·8×15·3; 247 n.h.p.; 9·5 knots; triple-expansion engines.*

The steamship *Mont Blanc*, Capt. Lamodec, was bound from New York to Halifax, Nova Scotia, with a cargo of some 5,000 tons of high explosive. On the morning of December 6th, 1917, she was passing through the narrows leading from the outer harbour of Halifax into Bedford Basin, in charge of a pilot, Mr. McKay. Proceeding on an opposite course was the Norwegian steamship *Imo*, 5,043 tons, both ships having plenty of room and the weather being clear.