

= French cruiser Latouche @-@ Tréville =

Latouche @-@ Tréville was one of four Amiral Charner @-@ class armored cruisers built for the French Navy in the 1890s . The ship spent the bulk of her career in the Mediterranean and was assigned to the International Squadron off the island of Crete during the Greco @-@ Turkish War of 1897 , to protect French interests and citizens . Latouche @-@ Tréville spent most of the first decade of the 20th century as a training ship or in reserve . The ship was recommissioned before World War I began in 1914 , and escorted convoys for several months before she was assigned to the eastern Mediterranean to support Allied operations and bombard the Ottoman @-@ controlled coast . She was lightly damaged in 1915 by an Ottoman shell while providing naval gunfire support during the Gallipoli Campaign . Latouche @-@ Tréville became a training ship in late 1917 and was decommissioned in 1919 . She was stricken from the navy list the following year and was sold for scrap in 1926 .

= = Design and description = =

The Amiral Charner @-@ class ships were designed to be smaller and cheaper than the preceding armored cruiser design , the Dupuy de Lôme . Like the older ship , they were intended to fill the commerce @-@ raiding strategy of the Jeune École .

The ship measured 110 @.@ 2 meters (361 ft 7 in) long overall , with a beam of 14 @.@ 04 meters (46 ft 1 in) . Latouche @-@ Tréville had a forward draft of 5 @.@ 55 meters (18 ft 3 in) and drew 6 @.@ 06 meters (19 ft 11 in) aft . She displaced 4 @,@ 748 metric tons (4 @,@ 673 long tons) at normal load and 4 @,@ 990 metric tons (4 @,@ 910 long tons) at deep load .

The Amiral Charner class had two triple @-@ expansion steam engines , each driving a single propeller shaft . Steam for the engines was provided by 16 Belleville boilers and the engines were rated at a total of 8 @,@ 300 metric horsepower (6 @,@ 100 kW) using forced draught . Latouche @-@ Tréville had a designed speed of 19 knots (35 km / h ; 22 mph) , but during sea trials on 28 December 1894 the engines produced 8 @,@ 276 metric horsepower (6 @,@ 087 kW) , although the ship only reached a maximum speed of 18 @.@ 16 knots (33 @.@ 63 km / h ; 20 @.@ 90 mph) . She carried up to 535 metric tons (527 long tons ; 590 short tons) of coal and could steam for 4 @,@ 000 nautical miles (7 @,@ 400 km ; 4 @,@ 600 mi) at a speed of 10 knots (19 km / h ; 12 mph) .

The ships of the Amiral Charner class had a main armament that consisted of two Canon de 194 mm Modèle 1887 guns that were mounted in single gun turrets , one each fore and aft of the superstructure . Their secondary armament comprised six Canon de 138 @.@ 6 mm Modèle 1887 guns , each in single gun turrets on each broadside . For anti @-@ torpedo boat defense , they carried four 65 @-@ millimeter (2 @.@ 6 in) guns , four 47 @-@ millimeter (1 @.@ 9 in) and eight 37 @-@ millimeter (1 @.@ 5 in) five @-@ barreled revolving Hotchkiss guns . They were also armed with four 450 @-@ millimeter (17 @.@ 7 in) pivoting torpedo tubes ; two mounted on each broadside above water .

Unlike her sister ships , Latouche @-@ Tréville 's gun turrets were electrically powered by two dynamos , each rated at 20 @.@ 8 kilowatts (27 @.@ 9 hp) . While they performed well during trials , the electrical installation proved to be unreliable in service . The electromagnetically operated friction clutch tended to burn out at normal operating voltages , the direct current components often caused arcing and the mechanical components wore out more quickly than anticipated . In addition the system was not water resistant and often malfunctioned when water entered the turrets , a not uncommon occurrence . It was replaced by a more reliable system in 1905 .

The side of the Amiral Charner class was generally protected by 92 millimeters (3 @.@ 6 in) of steel armor , from 1 @.@ 3 meters (4 ft 3 in) below the waterline to 2 @.@ 5 meters (8 ft 2 in) above it . The bottom 20 centimeters (7 @.@ 9 in) tapered in thickness and the armor at the ends of the ships thinned to 60 millimeters (2 @.@ 4 in) . The curved protective deck of mild steel had a thickness of 40 millimeters (1 @.@ 6 in) along its centerline that increased to 50 millimeters (2 @.@ 0 in) at its outer edges . Protecting the boiler rooms , engine rooms , and magazines below it

was a thin splinter deck . A watertight internal cofferdam , filled with cellulose , ran the length of the ship from the protective deck to a height of 1 @. @ 2 meters (4 ft) above the waterline . Below the protective deck the ship was divided by 13 watertight transverse bulkheads , with five more above it . The ship 's conning tower and turrets were protected by 92 millimeters of armor .

= = Construction and career = =

Latouche @-@ Tréville , named in honor of Vice Admiral comte de Latouche @-@ Tréville , was laid down on 26 April 1890 at the Granville shipyard of Forges et Chantiers de la Méditerranée . She was launched on 5 November 1893 and commissioned for sea trials on 16 October . While initial trials were successful , further testing revealed multiple problems that required over a year and a half of work before she was commissioned for service on 6 May 1895 .

Latouche @-@ Tréville was initially assigned to the Northern Squadron (Escadre du Nord) , and participated in a fleet review by President Félix Faure on 6 August 1895 , before she was transferred to the 2nd Light Division of the Mediterranean Squadron on 11 January 1896 . The ship was briefly assigned to the Higher Naval War College (École supérieure de guerre de la marine) , with her sister Amiral Charner and the protected cruiser Suchet until she was transferred to the Reserve Squadron on 20 October . Latouche @-@ Tréville was sent to Souda Bay , Crete , on 17 March 1897 , at the outbreak of the Greco @-@ Turkish War , and stayed there until 24 June . On 18 October the ship rejoined the light division and remained with the Mediterranean Fleet until 22 July 1904 . During this time , she participated in a fleet review by King Umberto I of Italy at Cagliari , Sardinia , in April 1899 , the combined fleet maneuvers with the Northern Squadron during June ? July 1900 and another Presidential fleet review on 19 July . During gunnery training on 24 January 1901 , her forward turret was damaged . While under repair from 1 February to 1 May , bilge keels were installed . In October 1901 , Latouche @-@ Tréville was one of the ships ordered to proceed to the port of Mytilene . After landing two companies of marines that occupied the major ports of the island on 7 November , Sultan Abdul Hamid II agreed to enforce contracts made with French companies and to repay loans made by French banks .

During a gale on 18 December 1902 in Toulon , the small cargo liner SS Médoc was blown onto the ram of Latouche @-@ Tréville and had to be run aground lest she sink , although the cruiser was barely damaged in the incident . The ship was based at Syra in the Cyclades for duty in the eastern Mediterranean from 7 May to 16 December 1903 , and then visited Naples in April 1904 together with the entire Mediterranean Squadron . Latouche @-@ Tréville participated in the spring cruise to the eastern Mediterranean shortly thereafter , before she was placed in reserve on 22 July when the new armored cruiser Kléber replaced her in the light division . During this time , all of her 37 mm guns were removed and the number of her 47 mm guns was increased from four to eight . In addition , the electrical system for her turrets was upgraded and various other minor modifications were made .

Latouche @-@ Tréville was recommissioned on 15 February 1907 and assigned to the gunnery school . The following month , her torpedo tubes were removed . On 22 September 1908 , her aft turret was badly damaged when one of her loaded guns misfired when the breech was opened . The ignition of the propellant blew the breechblock through the turret door and threw the sighting hood onto the ship 's deck . The ship was saved from being lost by a crewman who closed the door between the magazine and the ammunition hoist . Fourteen crewmen were killed and five were wounded in the incident . Repairs took until the end of the year to complete , and she resumed her duties until she was again placed in reserve on 1 January 1912 . Latouche @-@ Tréville was recommissioned on 20 November for service in the Levant ; she departed Toulon on 10 December and arrived in Port Said , Egypt on 16 December . The ship was refitted in Bizerta , Tunisia , from 8 November 1913 to 26 December , during which time her military masts were replaced by light pole masts . She arrived back in Egypt on 30 December and resumed her duties .

Latouche @-@ Tréville was recalled to Bizerta on 29 July 1914 , where she unloaded surplus equipment as tensions rose shortly before the outbreak of the First World War . The ship was assigned to escort convoys between Morocco and France together with her sisters Amiral Charner

and Bruix , and then blockaded the Strait of Otranto until 5 February 1915 , when she was transferred to the Dardanelles . She was then transferred to the Syrian squadron on 20 March , and later bombarded Ottoman installations at Gaza and a railroad bridge at Acre in Palestine . Latouche @-@ Tréville rejoined the Dardanelles squadron on 25 April and was providing fire support there on 4 June when her aft turret was struck by a 210 @-@ millimeter (8 @.@ 3 in) shell . It killed two men and wounded five others . She was transferred to the Aegean to conduct anti @-@ submarine patrols from 17 June to 20 August before repairs were made at Toulon from 27 August to 21 September . The ship was then returned to the Aegean to support Allied forces near Salonica , Greece until she was ordered home on 5 January 1916 to be disinfected and refitted . After its completion on 9 February , Latouche @-@ Tréville spent most of the next year and a half in the central and eastern Mediterranean performing a variety of missions . The ship was placed in reserve on 18 December 1917 , and served as a gunnery training ship until she returned to Toulon on 31 December 1918 . Latouche @-@ Tréville was decommissioned on 1 May 1919 and condemned on 21 June 1920 . Her hulk was used by the company salvaging the wreck of the battleship Liberté as accommodations and a workshop from 4 September 1920 to 1925 . She was sold for scrap in 1926 .

= = See Also = =

Russian Expeditionary Force in France