

SNOW, R. J.



Seaman Ronald (also found as *Randell*) Joseph Snow, Number 1256x, having no known last resting-place, is commemorated on a bronze beneath the Caribou in the Newfoundland Memorial Park at Beaumont-Hamel.

Having decided to volunteer for the Royal Naval Reserve (Newfoundland), Ronald Joseph Snow relinquished his occupation and his home in St. John's, capital city of the Dominion of Newfoundland, and presented himself for enlistment on October 30 of 1914 on board the Royal Naval Reserve (Newfoundland) training-ship, HMS *Calypso*, moored there in the harbour.

On that same date Ronald Joseph Snow was to be engaged for a single year's war-time service* in the Naval Reserve, was to undergo a medical assessment and was also to begin an *intended* twenty-eight day period of training. It may well have been on this occasion that he was also to attest, pledging his allegiance to the King-Emperor.

(Right: *George V, by the Grace of God, of the United Kingdom of Great Britain and Ireland and of the British Dominions beyond the Seas, King, Defender of the Faith, Emperor of India: as a boy and young man he had served in the Royal Navy from 1877 until 1891 and always retained a fondness for the Senior Service. – The photograph of the King in the uniform of an Admiral of the Fleet is from the Royal Collection Trust web-site, taken in or about 1935.*)



****At the outset of the War, perhaps because it was felt by the authorities that it would be a conflict of short duration, the recruits enlisted for only a single year. As the War progressed, however, this was obviously going to cause problems and the men were encouraged to re-enlist. Later recruits – as of or about May of 1916 - signed on for the ‘Duration’ at the time of their original enlistment.***



(Right above: The White Ensign has been flown by the Royal Navy in its present form since about the year 1800 although other naval ensigns had existed for at least two centuries. It consists of a red St. George's Cross – the national flag of England - on a white field with the Union Flag* in the upper canton.)

****The Union Flag is commonly referred to as the ‘Union Jack’; this is, in fact, a misnomer since a flag is referred to as a ‘Jack’ only when flown from the bow of a ship.***

Note: During the years preceding the Great War the only military force on the Island of Newfoundland – apart from a handful of ill-fated local attempts – was to be the Royal Naval Reserve (Newfoundland). Even so, it was to be some thirty years after the withdrawal of British troops from the Dominion in 1870 before the Reserve came into being in 1902.

Just fewer than four-hundred men were sought to enroll as seamen – apparently automatically at the rank of Able Seaman - and to present themselves annually in St. John's for five years in order to train for a period of twenty-eight days per annum. Allowed to report at a time of their own choosing, it is perhaps not surprising that these volunteers – mostly fishermen – were to opt to train during the winter months when fishing work was at a minimum.



Expenses were apparently defrayed for the most part by the British (Imperial) Government and an attempt was made to ensure the number of recruits would be kept constantly at a maximum. This practice and policy was then to be continued up until the onset of hostilities some twelve years later.

Of course, the purpose of having a reserve force at any time is to provide a trained force ready at any time to serve at a time of need or crisis. Thus in August of 1914, upon the Declaration of War by the government in London, hundreds of those men of the Royal Naval Reserve (Newfoundland) were to make their way to St. John's, from there to take passage overseas to bolster the ranks of the Royal Navy.

An elderly vessel, H.M.S. ‘Calypso’, having become surplus to the Admiralty's needs, had been provided to the Dominion of Newfoundland by the Royal Navy in 1902 for training purposes. After some debate it was eventually decided that she would be permanently moored in the harbour of the capital, her superstructure reduced, and a wooden shelter built on her upper deck to provide training facilities and living quarters for the prospective naval recruits.

(Preceding page: *H.M.S. 'Calypso' in full sail. She was to be re-named 'Briton' in 1916 when a new 'Calypso', a modern cruiser, was launched by the Royal Navy. – photograph by courtesy of Admiralty House Museum*)

Following only nineteen days of training in lieu of the customary twenty-eight*, Seaman Snow, one of a draft of one-hundred fifty-seven Naval Reservists, embarked on November 18-19 onto the *Allan Line* ocean-liner *Carthaginian* which was apparently returning on its commercial route from Philadelphia(?) to Glasgow and thereupon took the draft on board. She sailed at nine o'clock in the evening of the 19th, her Reservist passengers un-mentioned in the local newspapers.



(Right above: *Naval reservists from Newfoundland, during the early days of the Great War, before their departure for the United Kingdom - from The War Illustrated*)

**It appears that in many cases, even if the recruit in question had not already previously been with the Royal Naval Reserve, the required twenty-eight day training period, all or partially, was often waived.*



(Right above: *A relatively elderly vessel, 'Carthaginian' had been launched in October of 1884. She apparently remained un-requisitioned as a troop transport during the conflict although this did not prevent her from being sunk by a mine laid by a U-boat off the Irish coast on June 14 of 1917 – happily without any loss of life it may be added. – the un-dated photograph of Carthaginian entering St. John's harbour has been donated to the Maritime History Archive web-site by Captain Harry Stone.)*

Once having disembarked in the United Kingdom it appears that while some few of the men were posted directly to a ship, the majority was ordered directly to undergo further training – or simply to await a posting - at various Royal Navy establishments and thus, surely having journeyed by train, reported to these bases on or about November 28-29.

Seaman Snow was to report to HMS *Pembroke**, the naval establishment at Chatham on the River Medway, itself a tributary of the better-known River Thames, and in the county of Kent. Not only was it a barracks – it operated from 1878 until 1983 – but it was the name given to a number of training establishments, mostly not far-removed from Chatham, which were numbered according to the purpose of the training – or otherwise - involved.

Pembroke I was the training-station and holding-barracks for regular seamen and it was surely *Pembroke I* to which Seaman Snow would have been attached, there to await a posting to one of His Majesty's ships.

**There was also a series of ships named 'Pembroke', the last several of which were used as depot ships and for harbour service at Chatham. This is the 'HMS Pembroke' found on*

the cap-bands of the sailors who served there perhaps in their thousands - but who were never to set eyes on the actual ship in question.

Naval discipline being distinct in some ways from the laws that governed other parties such as the Army and civilians, sailors had to be on the books of a serving naval vessel to be legally subject to naval law and order, even when these sailors were serving on land.



Thus the presence of elderly and obsolescent vessels that plied the waters adjacent to the many naval land establishments which were known as stone frigates. The ships were in theory the home ships of the tens, hundreds, even thousands of men who laboured on shore.

Which is why Seaman Snow would have worn an HMS 'Pembroke' cap-band – until he joined 'Clan McNaughton'.

(Right above: some of the impressive buildings of the large Royal Navy complex which was the HMS 'Pembroke' naval establishment at Chatham for just over one hundred years. Today it has been transformed into a university campus. – photograph from 2010)

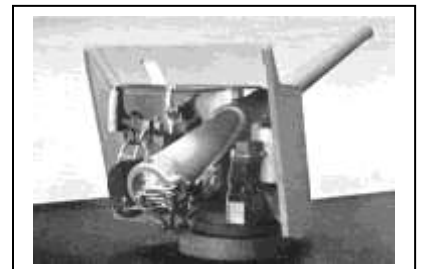
The ship to which Seaman Snow was ordered on December 10-11 of that 1914 was HMS *Clan McNaughton*, reportedly on December 4 already at Liverpool, the port from where she was to sail on patrol with the 10th Cruiser Squadron only days before Christmas.

(Right: The image of *Clan MacNaughton* – with unfortunately no further details - is from the Royal Marines History.com web-site.)



The vessel, a passenger-cargo ship of the *Clan Line*, had been hired by the British on November 19 of that autumn and had been fitted out with eight 4.7 inch naval guns for the purpose of serving as an armed merchant cruiser.

But although a number of Newfoundland Reservists had been sent upon arrival in the United Kingdom to train at HMS *Excellent*, the Royal Navy's gunnery school, Seaman Snow had not been among them and he had been posted to *Clan McNaughton* to likely serve as an ordinary seaman.



(Right: An example of the naval gun with which *Clan McNaughton* had been equipped prior to sailing on her war-time duties. – from Wikipedia)

***Clan McNaughton* was to be attached to the 10th Cruiser Squadron, also known as the *Northern Patrol*, a force originally comprised of out-of-date warships which, by that January of 1915, had been replaced by requisitioned ocean-going passenger-cargo ships**

fitted with guns, some of the weapons being more elderly than a number of the venerable ships on which they were mounted.

The ships of the 10th Cruiser Squadron were not spoiling – and certainly not prepared - for a fight. Their job was to form a part of the naval blockade designed to prevent ships carrying goods to Germany from reaching their destination; to accomplish this these vessels had to patrol the area of stormy waters encompassed by Ireland, northern Scotland and Iceland, a thankless job at the best of times: during the tempestuous winter months, even worse.

Even so, the first several weeks of her service appear to have been uneventful and *Clan McNaughton* was to return to Liverpool on one if not two occasions before setting out to sea once again on what was to be her last voyage*.

**It appears not to be recorded whether she was in the company of 'Viknor' when that vessel left the Squadron to return to Liverpool in mid-January, not to be seen again until her discovery on the ocean floor almost a century later.*

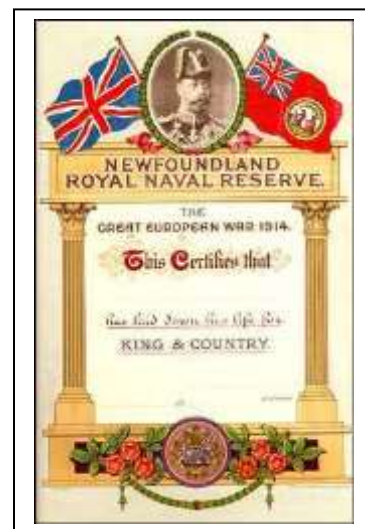
The weather during that part of the winter of 1914-1915 was apparently foul and the last message from *Clan McNaughton*, sent by radio by her captain on February 3, was that the ship – on patrol off the north coast of Ireland and west of the Hebrides - was in a storm, apparently...*one of the worst 10th Squadron experienced during the whole war.*

She was not heard from again.

The cause of her loss has never been ascertained: she may simply have been the victim of the weather as reported by her captain; or perhaps, as originally thought, she had encountered a German mine although apparently the vessel was not particularly close to a mine-field.

A third theory suggests a combination of circumstances: the weather, perhaps a top-heavy ship because of the eight naval guns that she was carrying (just more than two tons per gun), her empty holds and an inexperienced crew all may have contributed to her loss.

(Right: *A Memorial Scroll, a copy of which was distributed to the families of those who had sacrificed their life while serving in the Newfoundland Royal Naval Reserve*)



The son of Edward Snow and of Elizabeth Snow (née *Simons**), at first of Harbour Grace before Stephen Street and then Mundy Pond Road in St. John's, he was also brother to Edward, Joseph-William, Edward-George, Mary-Magdelen and Joseph-Henry.

**The couple had been married on November 25, 1896.*

Seaman Ronald Joseph Snow died on February 3 of 1915, at the *reported* age of twenty-one years: date of birth in Harbour Grace, Conception Bay, Newfoundland, September 14, 1895 (from the Newfoundland Birth Register as well as his enlistment papers).

Seaman Snow served only in the Royal Navy and was not in the service of Canada as is cited in some sources, notably the Commonwealth War Graves Commission.

Seaman Ronald Joseph Snow was entitled to the 1914-1915 Star, as well as to the British War Medal and the Victory Medal (Inter-Allied War Medal) (right).



The above dossier has been researched, compiled and produced by Alistair Rice. Please email any suggested amendments or content revisions if desired to criceadam@yahoo.ca. Last updated – January 20, 2023.