

THE EXPLORERS CLUB

Flag No 83 Expedition Report

HMS K4 & HMS K17
2022



Rod Macdonald, FI'15

HMS K4 & HMS K17

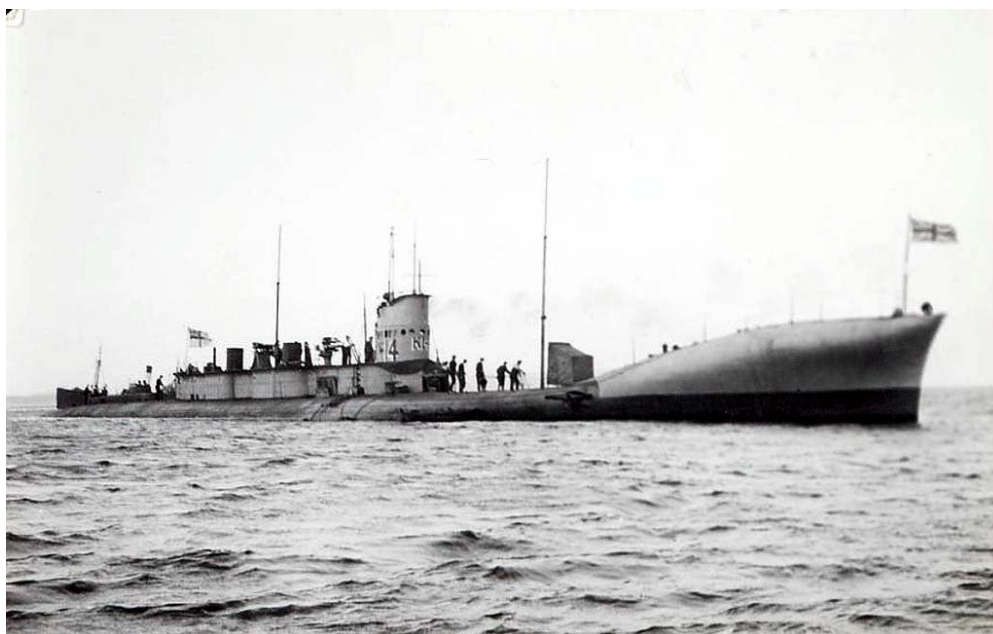
SURVEY REPORT 2025

Rod Macdonald FI'15, Professor Chris Rowland

Underwater photography by Rick Ayrton & Peter Moir

Admiralty research by Kevin Heath, FI'18

Crew research by Wendy Sadler



HMS K4 & HMS K17 Survey Report



Report authors: Rod Macdonald FI'15, Professor Chris Rowland

Underwater photography: Rick Ayrton

Archive research: Kevin Heath, FI'18

Crew research: Wendy Sadler

Location: Firth of Forth, Scotland

GPS Coordinates:

HMS K4: 56° 15.456N, 02 11.583W

HMS K17: Bow Section: 56° 15, 335N, 02° 11.764W

Main Body: 56° 15.514N, 02° 11. 548W

2022 Expedition



HMS K-4 HMS K-17

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The Explorers Club Flag No 83 flies above the wheelhouse of dive vessel MAKO II

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Weights & Measures	
British naval vessels of this era were built and measured using the imperial system. Their guns are described using both weight and measurements.	

This report uses traditional imperial measurements to describe the size of the submarines, and uses the traditional imperial weight/size to describe the guns and munitions aboard

1. Expedition Overview

HMS K4 and HMS K17 were two British steam driven K-class submarines – a daring and innovative attempt to give submarines the surface speed necessary to keep up and scout ahead of the fleet at 24 knots – at a time when fleet speed was 21 knots. Only steam could give that speed – but many at the time expressed grave reservations about effectively wrapping a steamship up inside a submarine. Many submariners thought there were ‘Too many damn holes’ in the pressure hull. When the idea of steam driven submarines was first mooted, Lord Jackie Fisher, the former First Sea Lord, commented in a letter dated 1 June 1913 to Vice-Admiral Sir John Jellicoe, Second Sea Lord: *‘The most fatal error imaginable would be to put steam engines in a submarine.’*

Nevertheless, in 1915, the Admiralty secretly laid down a class of revolutionary submarines, called ‘submersible destroyers’ at the time – the largest, heaviest and fastest submarines of the day, the K-boats.

K4 was launched on 13 July 1916 and was 339-feet long with a beam of 26.5-feet and a displacement surfaced of 1980-tons and 2,566-tons submerged. K17 was built to the same specifications except that she had larger 5.5-inch deck guns compared to the 4-inch deck guns installed on the other units of the class. K-17 was launched on 10 April 1917.

Almost as soon as the first of the K-boats were launched, a series of calamities began to afflict them, the first submarines diving out of control during sea trials.

Following the Battle of Jutland in 1916, the German High Seas Fleet largely remained in their home ports, not coming out to offer battle to the dominant Royal Navy. In late January 1918, Admiral David Beatty conceived a plan to exercise the fleet in the North Sea off the Norwegian coast. By this time, the 12th and 13th Submarine Flotillas of K-boats were based in Rosyth, where they formed the fast wing of the Fleet along with battlecruisers, the fast Queen Elizabeth-class battleships, cruisers and destroyers. Beatty’s plan would see the Rosyth force rendezvous with the main elements of the Grand Fleet, which would deploy from Scapa Flow in the North Sea for the exercise, codenamed Operation E.C.1.

On the evening of 31 January 1918, catching the turn of the tide, the Rosyth force of K-boats, battlecruisers, battleships, cruisers and destroyers, more than 40 vessels in all, began to leave Rosyth in a line astern that was more than 30 miles long. The Rosyth force headed broadly east, then swung north to rendezvous with the Scapa Flow based Grand Fleet, in the North Sea. But in darkness, as the line of ships began to pass May Island, at the north of the mouth of the Firth of Forth, things began to unravel when a number of armed trawlers operating as minesweepers, and completely unaware of the top-secret exercise, began to cross the

northbound line of warships. Chaos reigned - and during the ensuing melee, the submarines K4 and K17 were sunk, whilst three other K-boats were badly damaged. The bow of the scout cruiser *Fearless* was stove in when it rammed K17 and sheared off the submarine's bow. 105 British sailors lost their lives in what became dubbed the Battle of May Island. Wartime secrecy meant that the true story was not revealed. It was only in 1994 that full details were released.

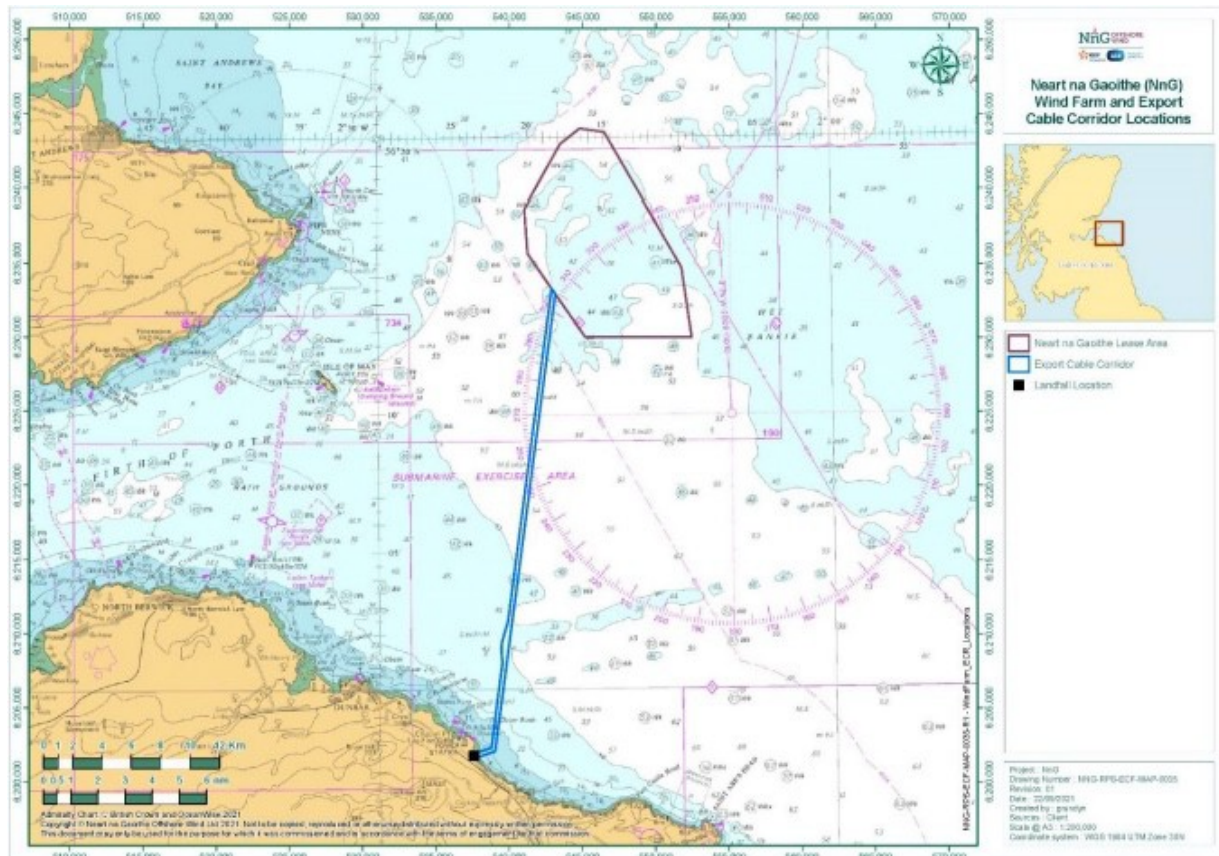
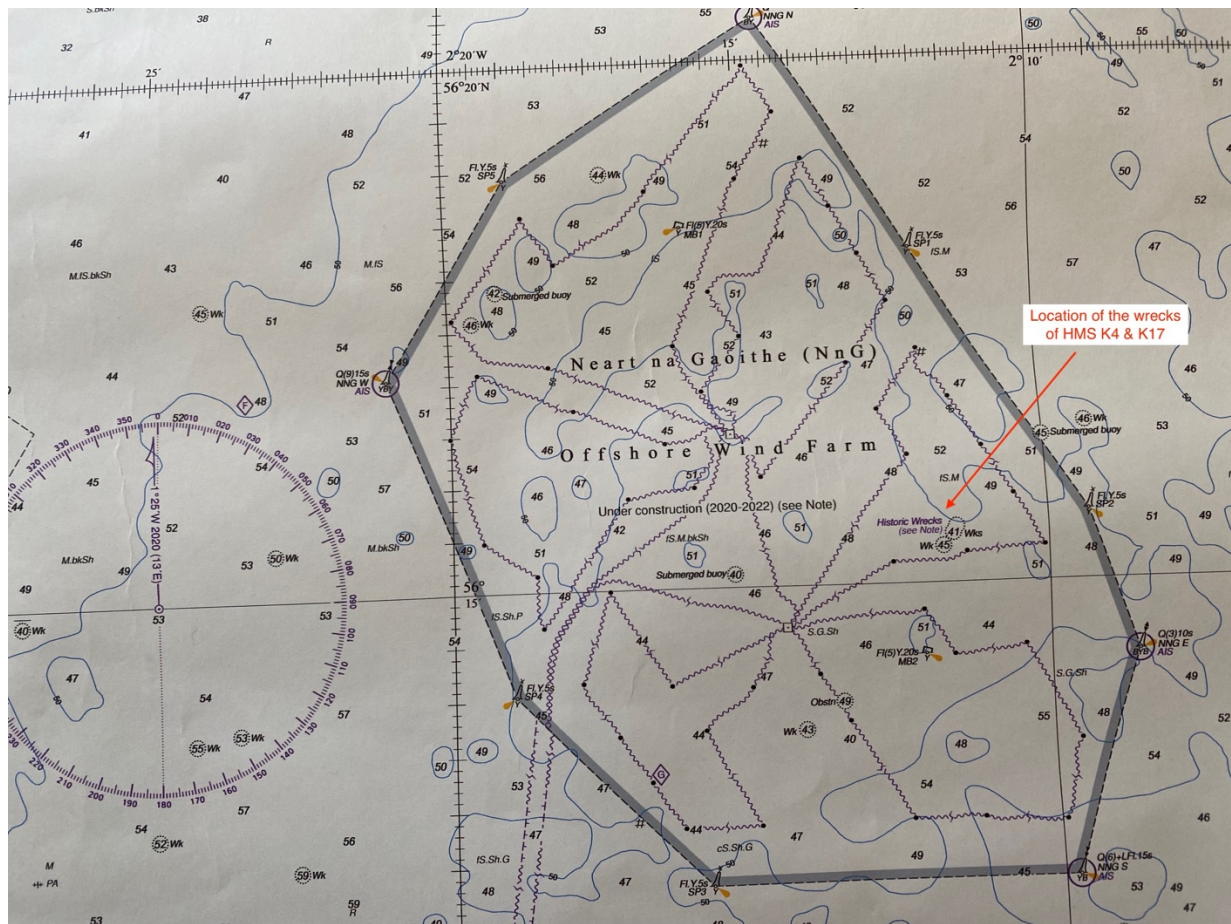


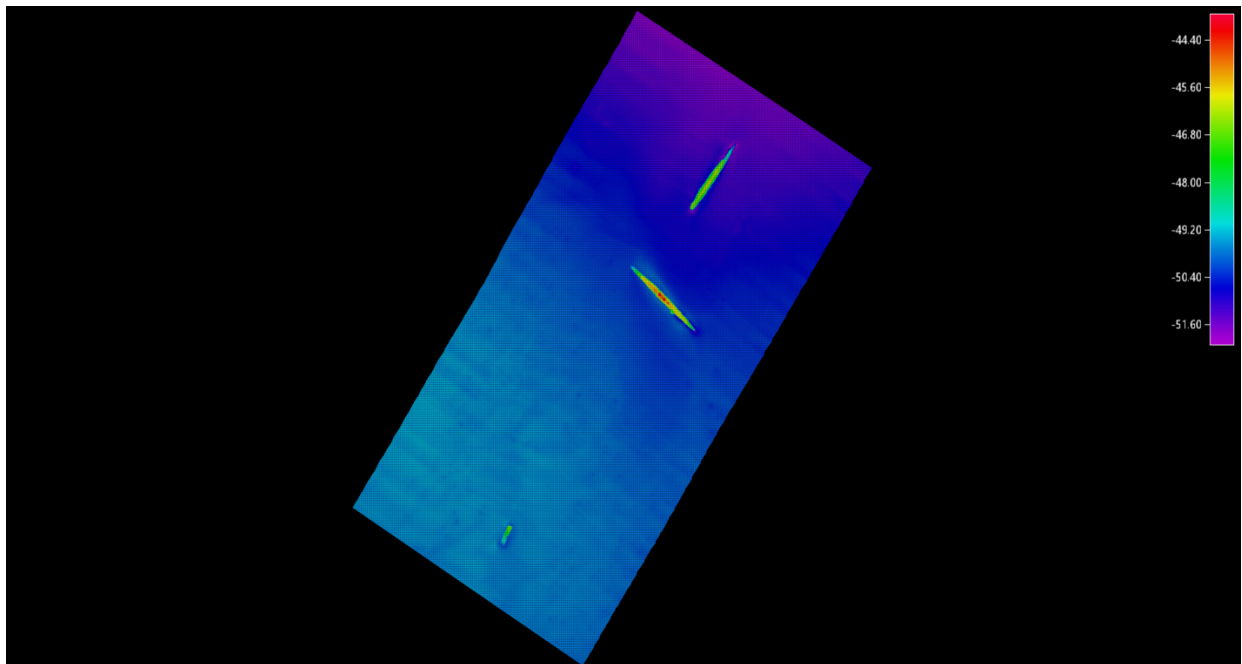
Chart showing the Firth of Forth, on Scotland's east coast, with the Neart na Gaoithe Wind Farm outlined in maroon.

The wrecks of both submarines K4 and K17 were designated as Protected Places under the Protection of Military Remains Act 1986 and are specified as such under The Protection of Military Remains Act 1986 (Designation of Vessels and Controlled Sites) Order 2019), which came into force on 2 September 2019.

The two wrecks lie within the Neart na Gaoithe Wind Farm (NnG) shown outline in maroon on the topmost chart above and in the close detail Admiralty chart below.



Close detail Admiralty chart showing location of the 2 wrecks marked 'Historic Wrecks'



In this bathymetric image above, the detached bow section of K 17 can be seen bottom left. K4 is in the middle and the main body of K17 is at top © Wessex Archaeology

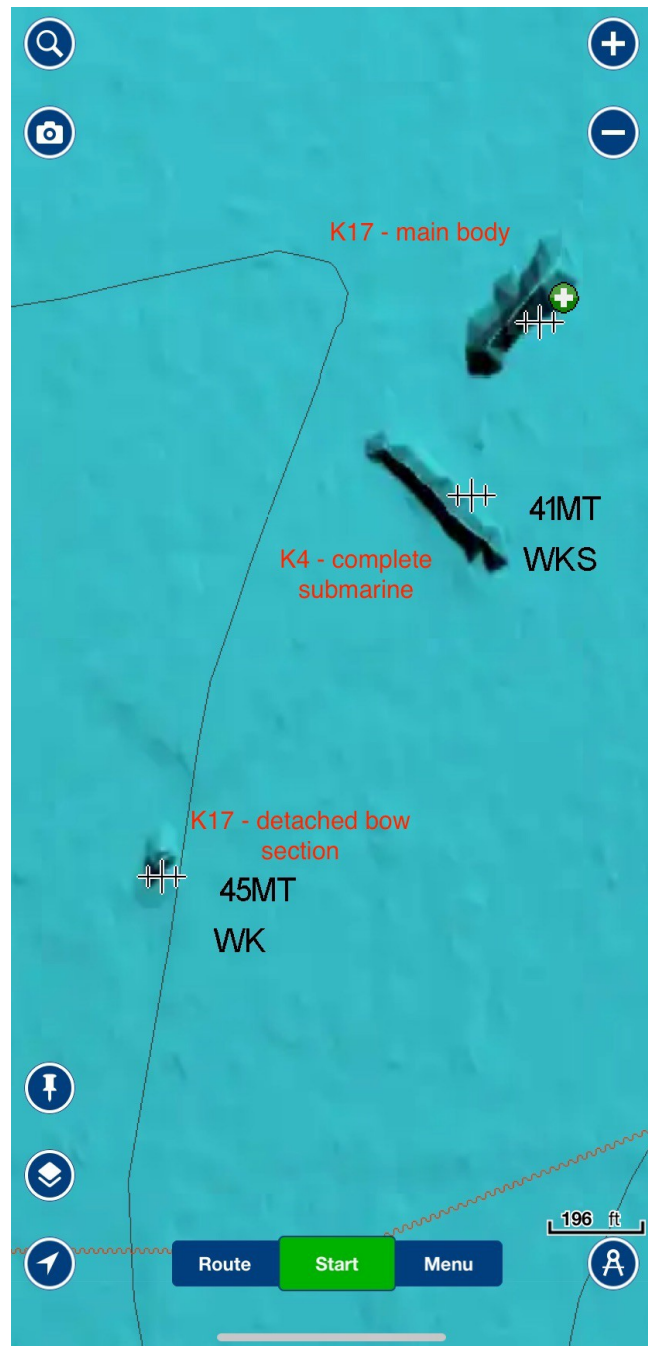


The southernmost detached bow section of K17 (courtesy Wessex Archaeology Ltd/NnGOWL/Fugro))

20-25 metres of the bow of K17 was sheared off from the main body of the submarine during the melee and now lies 0.24nm southwest of the K17 main body.

K4, although badly damaged lies in one piece in between the two sections of K 17

Image courtesy of Navionics



As Protected Places there is no impediment to diving and inspecting these vessels but in terms of Section 2 of the Protection of Military Remains Act, a person contravenes the Act;

- (a) If he tampers with, damages, moves, removes or unearths the remains;
- (b) If he enters any hatch or other opening in any of the remains ...

Salvage of any Protected Place or Controlled Site in terms of the 1986 Act is prohibited.

1.1 Acknowledgements

In July 2022, Rod Macdonald led a team of experienced deep wreck technical divers on a week- long expedition to film and survey both submarines. The sincerest thanks are offered to everyone who supported this project – to those who gave their time and expertise freely. Together we have ensured that HMS K4 and HMS K17 have been studied as never before and that their loss, and the sad loss of so many crew, will be remembered now and into the future.

The Expedition Organizers would like to offer specific thanks to:

1.1.1. DIVE TEAM: Rod Macdonald, Rick Ayrton, Brian Burnett, Peter Moir, Gary Petrie, Steve Prior, Professor Chris Rowland, Paul Vincent Toomer.

1.1.2. Archive research: Kevin Heath

1.1.3. Consultant in crew members research: Wendy Sadler

1.1.4. Thanks are also offered to: The Explorers Club, National Maritime Museum, Imperial War Museum, Wessex Archaeology.

1.1.5. NnG Offshore Wind, Edinburgh who gave access to their Windfarm under construction, within which the two submarines lie. In particular, thanks are due to Claire Gilchrist and the NnG Maritime Coordination Centre who facilitated the diving operations.

1.2 Image Copyright:

Copyright in all underwater photographs, 3D photogrammetry images and video screen grabs remain with the image taker. No images may be reproduced without permission, which can be sought by contacting the Expedition Leader Rod Macdonald via the Contact Form to be found at www.rod-macdonald.co.uk

1.3 Purpose of Report

The purpose of this report is to disseminate the information gathered by the HMS K4 & HMS K17 2022 Survey. This survey is the most comprehensive conducted to date on these submarines and the imagery gathered brings the K-boats to the surface for non-divers and future generations. The report describes each submarine, its construction, service history, loss and recent illegal salvage. A detailed description of the survey design and methodology are included.

2. Expedition Objectives

The K-class submarines are a famous class of steam driven submarines, which earned the unfortunate moniker of the *Kalamity-class*. There are no surviving examples of this type of submarine afloat and there is little imagery of the wrecks of K4 & K17 in existence. The current condition of the submarines was relatively unknown. There have been attempts to remotely study the submarines from topsides - but these have sown confusion about the identity of the wrecks, and to which submarine the dislocated bow section, lying some way away belonged to.

The main objective of the HMS K4 & HMS K17 2022 Expedition was to visually document each wreck after more than 100 years underwater, using stills photography, video and by mapping each using 3D photogrammetry techniques.

The objectives of the K-class 2022 expedition were:

1. Ascertain the present condition of the two K-class submarines sunk at the “Battle of May Island” on 31 January 1918
2. Undertake a detailed survey
3. Compile an extensive catalogue of stills and digital video imagery
4. Produce a survey expedition report for future historical reference
5. Produce a 3D photogrammetry model of each submarine
6. Foster positive relations with government historical / shipwreck heritage bodies

The results for the first time reveal the true nature of the damage caused to each submarine during the ‘Battle of May Island’ and subsequent illegal commercial salvage activity and offer new insights into the sinking of each submarine.

Expedition Members.

NAME	ROLE
1. Rod Macdonald, FI’15	Expedition Leader & videographer
2. Rick Ayrton	Survey Diver & Stills photographer
3. Brian Burnett.	Survey Diver, videographer & 3D Photogrammetry
4. Kevin Heath, FI’18	Archive research
5. Peter Moir	Survey Diver & videographer
6. Gary Petrie	Survey Diver & 3D photogrammetry
7. Steve Prior	Survey Diver & videographer
8. Professor Chris Rowland	Survey Diver & 3D photogrammetry Specialist
9. Paul Vincent Toomer, MI’18	Survey Diver & videographer.
10. Wendy Sadler	Crew Lists and histories.

Dive vessel: MV MAKO II

Steve Haddow – owner & skipper

Stewart Braisher – Crew



The expedition team with The EXPLORERS CLUB FLAG NO 83 in front of the dive vessel

MAKO II in Anstruther Harbour.

Left to Right: Stewart Braisher, Steve Haddow, Gary Petrie, Paul Toomer (holding TEC flag No 83), Prof Chris Rowland, Rick Ayrton, Brian Burnett, Rod Macdonald FI'15 (holding flag No 83), Steve Prior, Peter Moir

3. The K-boats

3.1 Background to Development of the K-class boats

In the spring of 1913, before World War I began, the Director of Naval Construction, Sir Eustace Tennyson-d'Eyncourt produced a design for a large steam driven submarine, described as an Ocean type. At 338-feet long and displacing some 1,700-tons, it was twice the length and three times the displacement of the preceding E-class submarines, the largest then in commission – and it was bigger than many destroyers. The proposed steam engines would give a surface speed of 24 knots, nine knots faster than the E-class submarines – and would give a range of 3,000 miles.

But there were many opponents to the concept of a steam driven submarine – noticeably Lord John ‘Jacky’ Fisher, the former First Sea Lord, who despite having retired in 1910, wrote to Vice Admiral Sir John Jellicoe, Second Sea Lord, on 1 June 1913 commenting: ‘The most fatal error imaginable would be to put steam engines in a submarine.’ At that time, as a result of objections relating to (a) the great size, (b) the use of steam for surface propulsion and (c) problems when diving and when submerged, it was decided not to proceed with the revolutionary Ocean type design. Thus, when Britain entered World War I on 4 August 1914, the Royal Navy had 64 submarines – of which number, only 17 could operate beyond the coasts of Britain. The others were largely obsolete, ranging from 6-10 years old.

The astonishing success of German U-boats in the first weeks of World War I however caused grave concern to the British Admiralty – and in particular to the First Lord of the Admiralty, Winston Churchill. On 1 September 1914, a U-boat was spotted in the Firth of Forth having penetrated as far as the Forth Railway Bridge. In Scapa Flow, home of the British Grand Fleet, tensions were already running high. Alarms had been raised several times - and it had become clear that Scapa Flow was far from impregnable. The same day, 1 September 1914, Commander-in-Chief Admiral Sir John Jellicoe, ordered the entire Grand Fleet to hurriedly leave Scapa Flow for Loch Ewe on the northwest coast of Scotland. As they departed, some ships fired on a suspected U-boat.

Then, on 5 September 1914, just four days after the Fleet had left Scapa Flow, the British scout cruiser HMS *Pathfinder* became the first ship in history to be sunk by a self-propelled torpedo, fired by the German submarine U-21 off St Abbs Head, Berwickshire. *Pathfinder*’s bow was blown off and she sank quickly with the loss of more than 250 crew.

Just over two weeks later, on 22 September 1914, the German submarine U-9 sunk the three British Cressy-class armoured cruisers *Aboukir*, *Hogue* and *Cressy* in one attack off the eastern end of the English Channel - with the loss of 1,459 men. These devastatingly successful attacks led to the stopping of all movements of Allied ships in the English Channel by daylight and the restriction of

troop transports leaving for France other than from West Country ports. On 15 October 1914, U-9 sank the Edgar-class protected cruiser HMS *Hawke* in the North Sea with the loss of 524 men.

Faced with this serious attrition of the Fleet by German U-boats, on 28 October 1914, First Lord of the Admiralty, Winston Churchill, authorised construction of submarines for delivery in 12-24 months – and authorised the use of steam-engines to supplement oil-engines. The former First Sea Lord, John ‘Jacky’ Fisher, was recalled as First Sea Lord on 30 October 1914 – and within 48 hours, he had placed War Emergency programme orders with twelve firms for 38 submarines of existing designs, with orders for another 16 following a few days later.

But shortly after Fisher’s War Emergency programme of November 1914 had begun, reports began to circulate that German submarines had much higher surface speeds than existing British submarines – one being reported to have travelled at 22 knots. On 1 January 1915, the pre-dreadnought battleship HMS *Formidable* was torpedoed and sunk with the loss of 547 crew by a surfaced U-boat that was reported to have kept pace with the 18-knot battleship. Fisher wrote to his Commander-in-Chief, Admiral Sir John Jellicoe on 4 January 1915: ‘We can’t touch their submarines. We know that two of them have gone 19 knots on the surface.’

Fisher ordered the Director of Naval Construction Sir Eustace Tennyson-d’Eyncourt to immediately design a submarine capable of at least 20 knots on the surface. D’Eyncourt once again proposed the use of steam engines – pointing out that no diesel submarine yet designed for the Royal Navy had exceeded 15.5 knots. To produce another 4.5 knots with existing diesel engines was not possible – with steam, d’Eyncourt said, he could guarantee more than 20 knots.

Fisher believed that boilers, funnels and submarines did not mix – and told d’Eyncourt that he wanted to hear no more about steam engines. With steam a non-starter, by the end of January 1915, d’Eyncourt had designed a diesel submarine which could achieve fleet speed of 21 knots – designated the J-class. If the Royal Navy could have flotillas of submarines capable of deploying with the surface fleet at 21 knots – they could strike the enemy fleet as it deployed, or as it retreated. But as the J-class boats were being developed, Fisher was advised that it now appeared that their speed would not exceed 19 knots, two knots too slow for fleet deployment. It was believed that Germany, with her superiority in diesel engine design, would soon equip herself with fast fleet submarines - if she had not already done so. To counter the menace, the Grand Fleet must equip itself similarly, no matter what the cost. At this point, the major naval shipbuilder, Vickers Ltd, who were attempting to develop the marine diesel engine, advised that they could not extract any more power or speed from their existing designs of diesel engines – they proposed and submitted drawings for a steam-driven submarine.

D’Eyncourt’s old 1913 design for a 24-knot steam submarine was brought out again – and under huge pressure, Fisher, despite his misgivings, caved in. At his suggestion, an auxiliary

diesel engine was incorporated as a safety device and to shorten the excessive time required to dive and get under way after surfacing. The new submarine would have seven power units: two steam turbines for surface propulsion, four electric motors for submerged propulsion and the diesel motor. The boiler room was also modified, as it would become so hot immediately after a dive that no one could survive in it. In d'Eyncourt's original design it was simply sealed off – so that the men in the engine room and crew's quarters were cut off from those in the forward compartments. A communicating passage would now be installed alongside the boiler room.

Fisher sanctioned four of the new submarines – and on 4 May 1915, d'Eyncourt sent his drawings to Vickers. Another two boats were quickly ordered – the K-class had been born and further orders of 10 more K-boats were soon placed.

When Commodore Sydney Hall, who had previously commanded the Submarine Service from 1906 to 1910, was once again placed in charge of the submarines in 1915, on learning of d'Eyncourt's proposals, he wrote to the Third Sea Lord:

'It (the K-class) must be considered a very bold advance in submarine design, being an increase of over 300% on anything previously tried ... It is not yet certain that high speed will always carry tactical advantage ... generally speaking, in submarines the power to submerge takes the place of high speed ... a high-speed submarine will have many disadvantages. Her length makes her a great target for torpedo attack. Her visibility makes her easier to stalk by hostile submarines. It is true that high speed enables her to zigzag and renders her more difficult to hit, but the balance is considered to leave her with disadvantage. Underwater she is made unhandy to maneuver quickly for torpedo attack, and she requires deep water to work in. She is more likely to strike mines, on the surface and submerged. She is also more costly and a much greater anxiety to the personnel ... Only the necessity of accompanying the battle fleet justified in my opinion the size of the K class ...'

3.2 The K-boats enter service in 1916 – the Kalamities begin.

Following Churchill's authorization on 28 October 1915, a total of 17 K-class submarines were commissioned by the Royal Navy between August 1916 and May 1918. K3 was the first to be commissioned on 4 August 1916 - whilst the others were mostly nearing completion or undergoing sea trials. The high temperatures in the oil-fired boiler room proved arduous for crew.

Driven on the surface by steam engines, the submarine's boilers and turbines required air intakes, smoke exhausts and funnels – unique on a submarine. Two retractable funnels were situated abaft the conning tower, with four boiler room ventilators clustered in between, which were sealed when diving by large mushroom type seals.

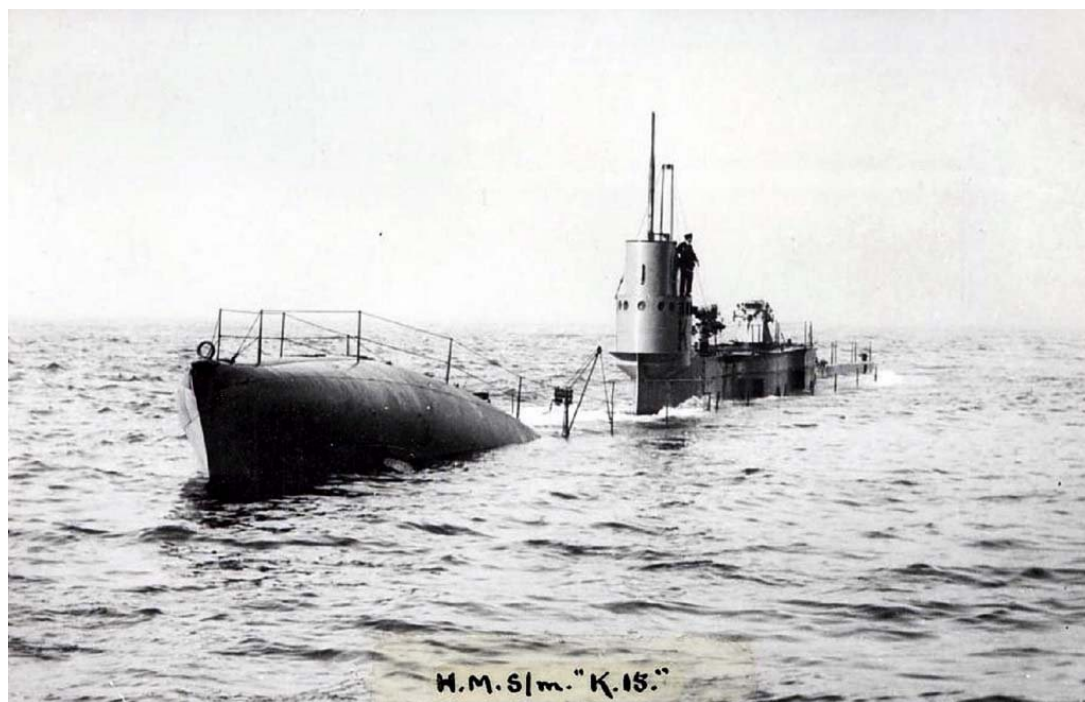
If operating on steam power on the surface, under normal conditions a dive required about 30

minutes of preparation. The minimum time required for an emergency crash dive, to secure the main engines, shift to battery motors and close all the necessary apertures in the hull - was about five minutes. The boiler fires were first extinguished and then a complicated series of hydraulics and mechanical rods and levers lowered the twin funnels away from each other to a horizontal position in wells in the superstructure abaft the conning tower - whilst simultaneously closing hatches over the funnel uptakes. The main boiler room ventilators were also closed along with seawater connections for condensers and boiler feed. It was believed that with their fast surface speed of 24 knots, the submarines could outrun any surface threat - thus dispensing with the need for a crash dive.

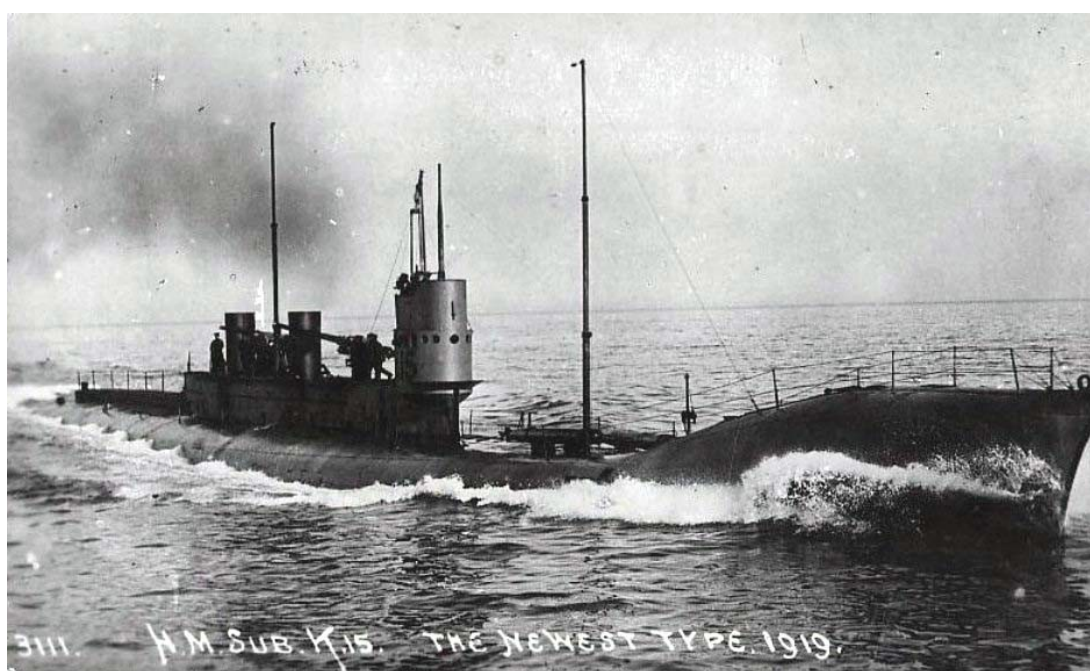
Despite the great length of 338 feet (about 103 metres), the maximum diving depth of the K-boats was only 61 metres. It was perfectly possible for the bow to be well beyond the approved diving depth, whilst the stern was still on the surface.

The first of the K-boats entered service in August 1916, and the very first, K3, soon demonstrated the fickle nature of how the boats behaved underwater. In December 1916, the future King George VI was welcomed aboard K3 for a submerged run in Stokes Bay, near Gosport and the Isle of Wight. As K3 was trimmed, she suddenly put her bows down at a steep angle and dived. The Prince was forced to cling to handholds, as K3 hit the seabed and buried her bows in the mud. Being in 150 feet of water, the stern of the 338-foot long submarine reared above the surface, her propellers spinning in the air. The submarine was freed and brought to the surface after 20 minutes.

It quickly became clear that when steaming at speed, the K-class bow tended to be pushed into the water. The K-boat's great length gave a large moment of inertia, like a giant see saw. When she began to swing her bows down, she was far more difficult to straighten out than a submarine of normal length. The large flat expanse for foredeck in front of the conning tower tended to act as a sail, or an extra hydroplane, driving the submarine to exaggerated dives that had not been intended. To remedy these issues, beginning in 1917, a bulbous 'swan bow' was added.



K15 displaying the new style of swan bow



K15 underway and seen from the starboard side in 1919

K3 was subsequently deployed to Scapa Flow, where on 9 January 1917, whilst steaming at 10 knots in a fresh to strong breeze, she shipped sea water down both funnels, extinguishing both boiler fires. The K-boat broached beam on to the waves and more water cascaded down the funnels - such that by the time the hatches and funnels were closed the boiler room was two thirds full of water.

As the K-boats entered service, they became beset by more calamities and accidents than any other class of modern warship - 16 major accidents and many other smaller mishaps. One sank

during her trials and three were lost after collision. A fifth disappeared and a sixth sank in harbour. There had been a significant loss of crew lives and the K-boats became a feared posting – and were frequently described as the ‘Kalamity- class’ and the ‘suicide club’.

The K-boats had been intended to form a new and powerful spearhead for the Fleet – but in two years of war service, only one K-boat engaged the enemy, when K7 hit a German submarine amidships with a torpedo, which failed to explode. All but one of the K-boat disasters were kept quiet due to wartime censorship, with the courts of enquiry and courts martial being held in secret.

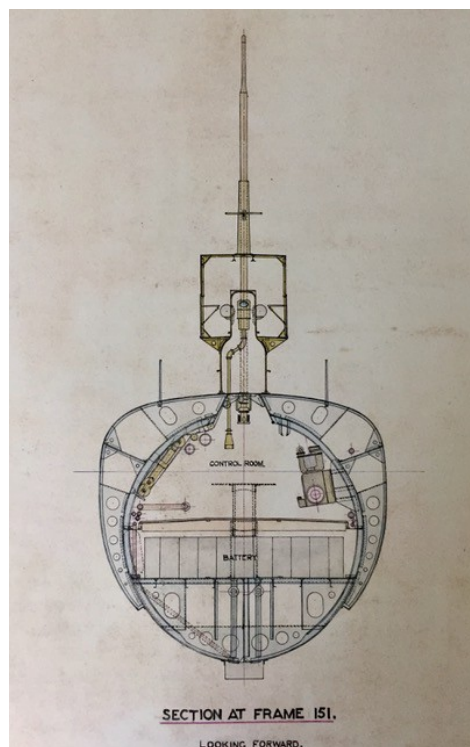
‘Kalamities’:

1. K1 collided with K4 off the Danish coast on 18 November 1917 and was scuttled to avoid capture.
2. K3 made an uncontrolled descent in December 1916 to the bottom of the Pentland Firth between Orkney and the mainland– reaching 81 metres before managing to surface.
3. K4 ran aground on Walney Island, Morecambe Bay in January 1917. She was subsequently refloated but was sunk by collisions during the ‘Battle of May Island’ on 31 January 1918 with the loss of 105 crew.
4. K5 made an uncontrolled dive in the Firth of Forth in 1920, striking the seabed and burying her bows into the mud at a depth of 120 feet. For 10 minutes she remained at an angle of 45 degrees with her stern sticking out of the water. Although she was able to extract herself and surface on that occasion, K5 was lost with all 57 hands for unknown reasons during a mock battle in the Bay of Biscay on 20 January 1921. Nothing more was heard from her after a signal that she was diving was issued.
5. K6 could not be surfaced for two hours during a trial in 1917 at Devonport. She rammed K4 during the Battle of May Island, sending her to the bottom. She was sold for scrap in 1926.
6. K7 ran over the sinking K4 at the Battle of May Island.
7. K12 was trapped on the bottom of the Gareloch during trials but was successfully brought to the surface. K 12 collided with K2 and was seriously holed in 1924. She was scrapped in 1926.
8. K13 sank in the Gareloch on 19 January 1917 during sea trials. She was salvaged and recommissioned as K22 in March 1917 and sold for scrap in 1926.
9. K14 took part in the Battle of May Island, during which her steering jammed while avoiding a collision. She was then rammed by K22, two men were lost but she did not sink.

10. K15 sank at her moorings in Portsmouth Harbour on 25 June 1921 due to hydraulic oil expanding in hot weather and contracting overnight as the temperature dropped resulting in a loss of pressure that caused diving vents to open, flooding the boat. She was salvaged in 1921.
11. K16 made an uncontrolled descent to the bottom of the Gareloch during sea trials in 1918, burying her bows into the seabed at a depth of 112 feet with her stern initially above the water – before sinking to settle on an even keel. She successfully surfaced after several hours.
12. K17 sunk by collisions during the ‘Battle of May Island’ on 31 January 1918. 105 crew were lost.

3.3. Design

- (a) **Hull:** The K-boats had an inner pressure hull and a free flooding light plate casing rivetted to structural ribs around the pressure hull.



- (b) **Hydroplanes:** Four large diving hydroplanes were fitted, one on either side of the bow and one on either side of the stern.



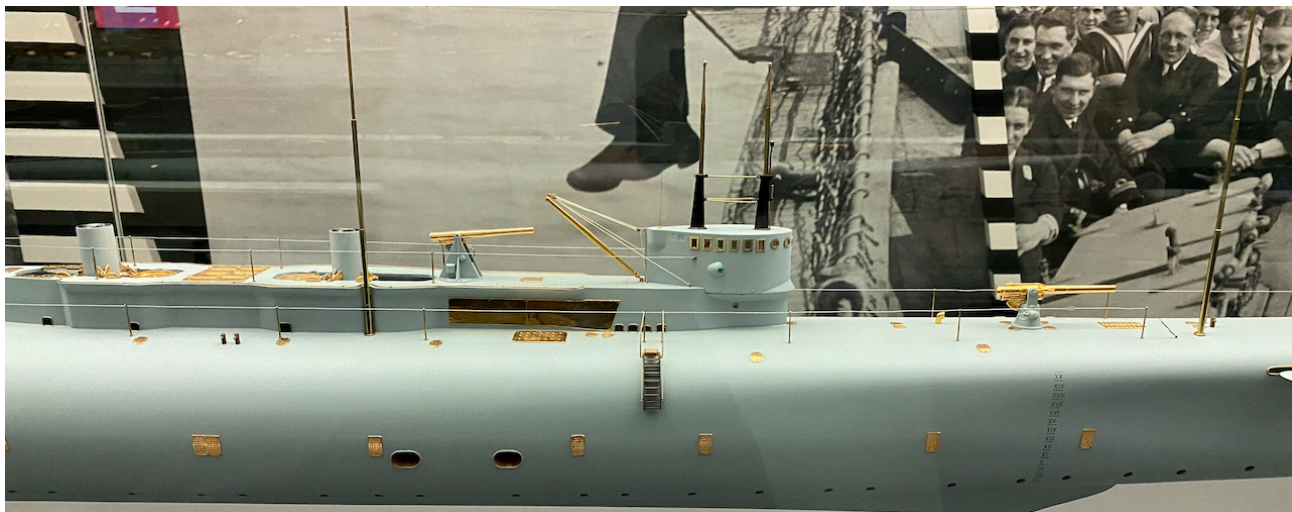
K-boat model located at National Maritime Museum, Greenwich showing bow torpedo tubes, recessed anchor, hydroplanes, forward deck gun and sail. © Rod Macdonald

- (c) **Anchors:** The K-boats were fitted with two small bow anchors held snug in recessed hawse pipes on either beam forward of the hydroplanes, just abaft the torpedo tubes. The anchor capstan was situated above the Forward Torpedo Room outside the pressure hull in the free flooding space underneath the bow casing. Each anchor had a chain locker, one at either side of the Forward Torpedo Room. The Boatswain's Store was situated beneath the Forward Torpedo Room.
- (d) **Bow:** The plumb stem of the original design bow rose straight and sleek, nine feet out of the water. When the deficiencies of the plumb stem became apparent, a bulbous swan bow began to be fitted to the K-boats from 1917 onwards to provide buoyancy forward.



K4 aground on Walney Island in 1917, displaying the original plumb stem of the class. K4 had not been fitted with new 'swan bow' before she was sunk at the Battle of May Island on 31 January 1918.

- (e) **Forward deck gun:** A mount for a 4-inch deck gun was provided in front of the conning tower.
- (f) **Forward Torpedo Room:** Located inside the pressure hull at the front of the boat and holding spare torpedoes for the four bow tubes. The Boatswain's Store, Chain Locker and freshwater tanks were situated below.
- (g) **Officers' Quarters.** Situated abaft the Forward Torpedo Room and directly in front of the Lower Control Room – beneath the forward 4-inch deck gun (5.5-inch on K17).



K-boat model, Greenwich - amidships section. © Rod Macdonald

- (h) **Conning Tower and Navigation Bridge:** The K-boats had a small conning tower, on top of which, when the first K-boats were launched, was fitted a folding canvas screen that served as the bridge and offered some protection from the seas for officers. The conning tower was accessed from the pressure hull by a watertight hatch and had a small dome forward with a 2nd hatch behind it opening onto deck. By the time of the loss of K1 on 18 November 1917, some K-boats had been fitted with a permanent brass bridge screen however the decision was made to fit a non-ferrous open command bridge around the small domed conning tower.

The new non-ferrous command and navigation bridge was markedly different from the sails on modern submarines and was essentially similar to the bridge of a surface vessel – it was wet - or free flooding - and was fitted with portholes forward and square windows to either side and an entry door from the after-superstructure deck.



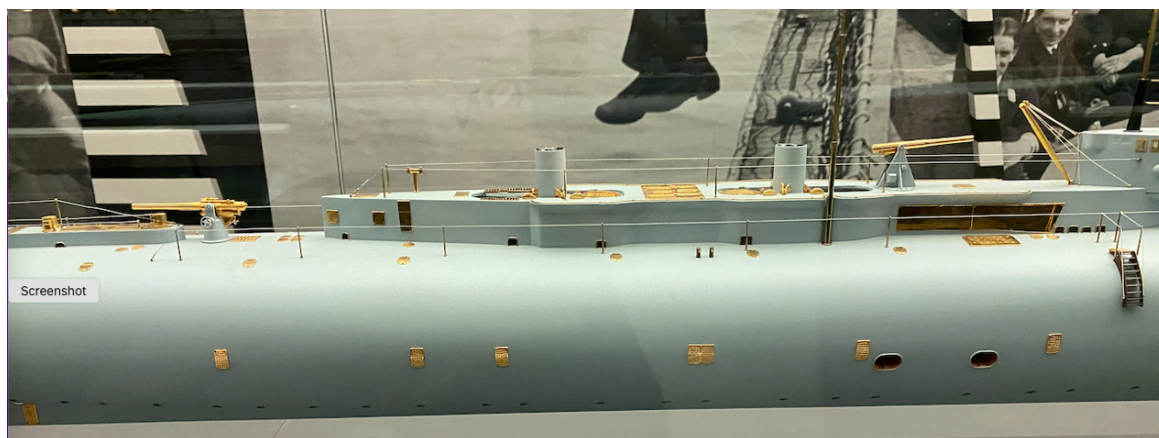
The bridge contained the helm, compass and engine order telegraphs as well as alarms and other apparatus. The bridge was entered from the pressure hull below by a hatch. When the submarine dived, the hatch was closed and the bridge free flooded. Other remote closing geared levers closed the voice pipes down from the bridge to the Control Room. The bridge was entirely fabricated from non-ferrous metals so as not to interfere with the navigational compass.



Two 30-feet tall periscopes rose up from the Control Room below – the largest yet made in Britain. The K-boats carried two retractable wireless masts.



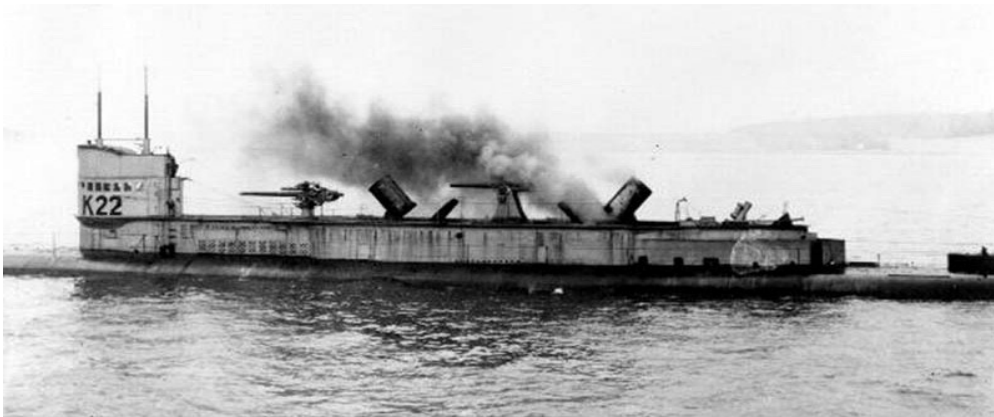
- (i) **Lower Control Room:** Situated beneath the conning tower and command bridge, the Lower Control Room was equipped with compass, steering pedestal and helm, and the Wireless Telegraphy Cabinet aft.



Amidships section of K-boat model, National Maritime Museum, Greenwich (bow to right) showing superstructure, funnels and aft deck gun © Rod Macdonald

- (j) **Superstructure:** Aft the conning tower and command bridge, a raised superstructure accommodated a 3-inch deck gun. Two short retractable squat funnels, each some 5- feet tall were situated abaft the deck gun. When the diving alarm was sounded, electric motors swung the funnels on hinges horizontally into wells in the superstructure, closed by hatches which operated in unison with the funnels. The boiler uptakes, holes where the funnels passed through the pressure hull, were closed by two hatches operated by motors and clipped by hand from inside

the submarine.

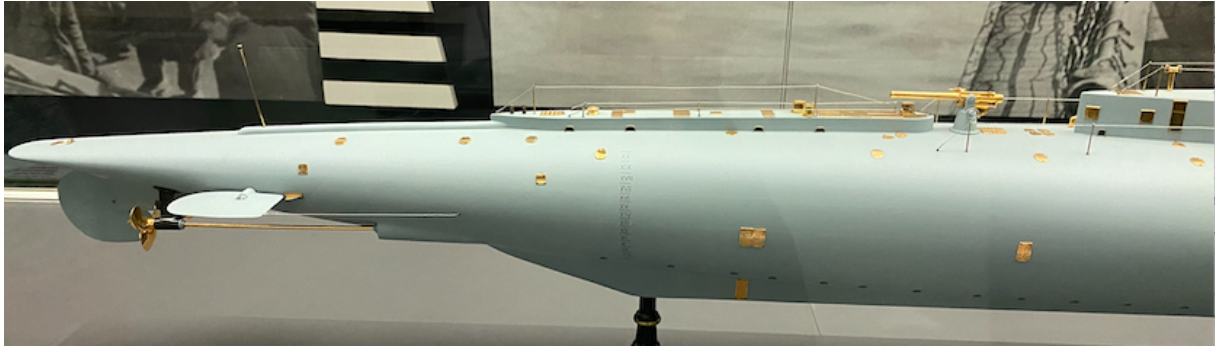


K22 in the process of lowering her two funnels abaft the sail as the boilers are extinguished

- (k) **Deck guns.** The position and layout of deck guns varied as the K-boats were developed. The original design saw a 4-inch deck gun forward of the conning tower, a 3-inch AA gun on the funnel superstructure and a 2nd 4-inch deck gun mounted abaft the funnel superstructure. When the swan bows began to be added to the class in early 1918, the 4-inch gun forward of the conning tower was obscured and was relocated aft. All the K-boats received 4-inch deck guns – with the exception of K 17, which had two 5.5- inch deck guns fitted.
- (l) **Watertight subdivision.** The K-boats were divided into nine watertight compartments: the Forward Torpedo Room, the Officers' Quarters, the Control Room, the beam Torpedo Room, the Boiler Room, the Turbine Room, the Diesel Engine & Electric Motor Room, the Crew space and the Steering Compartment (which incorporated further crew spaces). The Boiler Room effectively split the submarine into two parts,
- (m) **Underwater escape.** There was no underwater escape apparatus.
- (n) **Drop keels.** The K-boats carried two 10-ton keels, which could be dropped in an emergency – one forward and one aft.
- (o) **Internal communications.** Internal communications were by telephones and by voice pipes, which could be isolated by Stop Valves. The potential existed for water to flood the boat from one compartment to another if the Stop Valves were not stopped up in time.
- (p) **Ballast:** The lower half of the space between the outer casing and inner pressure hull was divided into 20 main external ballast tanks, the 'externals'. Along the bottom of the submarine within the pressure hull, were further tanks: Main Ballast tanks were listed as A, B, C, D, Q, X and Y. Auxiliary ballast were listed as 1, 2, 3, 4, 5, 6, 7 & 8. In addition there were fore and aft trimming tanks. The ballast tanks were fed by a multitude of 4-feet long air cylinders spread throughout the boat, which were filled by Low-Pressure and High-Pressure Air compressors

whilst surfaced. The after groups of air bottles were controlled by valves in the engine room.

(q) Crew Quarters. Situated in the after part of the boat abaft the Engine and Motor Room

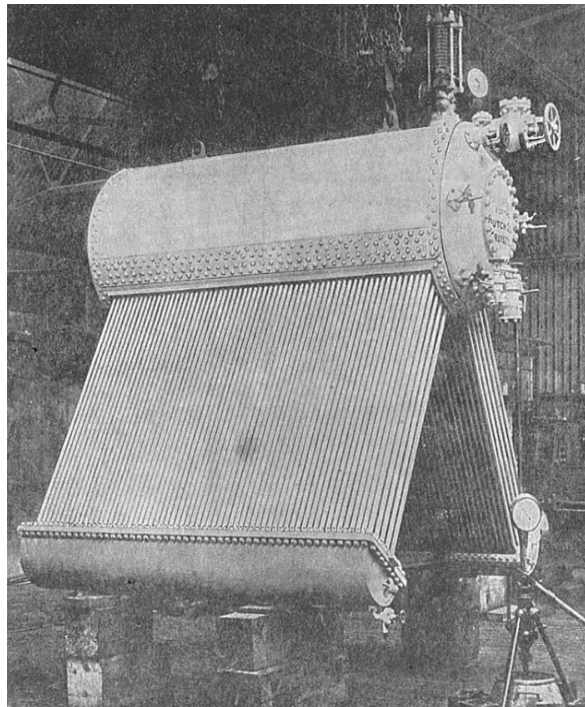


K-boats model, National Maritime Museum, Greenwich – showing area of Turbine Rooms, aft superstructure and deck gun, hydroplanes, props, rudder and fantail © Rod Macdonald

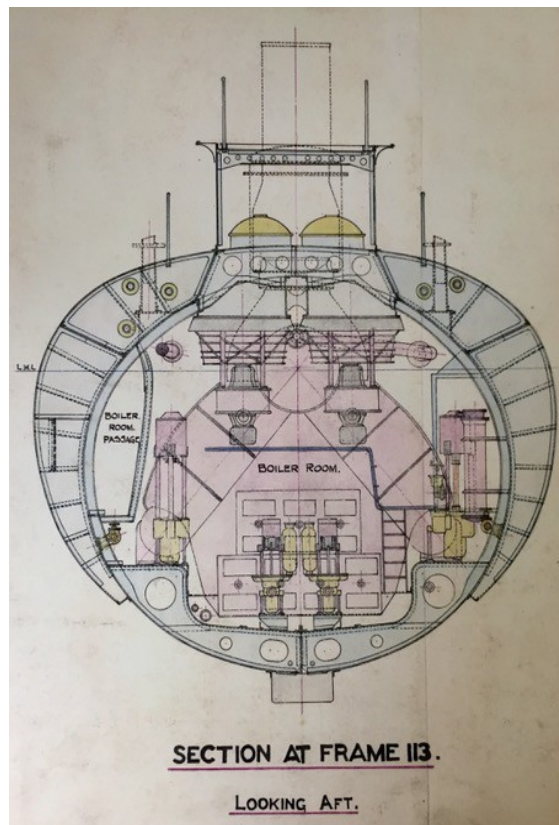
(r) Propulsion

(i) Steam.

(a) Boilers. The K-boats were fitted with twin oil-fired Yarrow 3-drum water tube steam boilers mounted in tandem - and producing steam to about 250 psi.



(b) Turbines. Each boiler fed steam aft to power a Brown-Curtis or Parsons geared steam turbine. The two turbines were set side by side in the Turbine Room abaft the Boiler Room. Each geared steam turbine produced 10,500shp and drove one of two large propellers



(c) Propellers. The two propellers each had three blades and a diameter of 7.5- feet. The propeller shafts exited the hull from the Turbine Room through hull tubes. The free section of each shaft was supported by an A-frame cutless bearing. Just above and forward of the propellers, on each beam, was the after hydroplane.

- (ii) **Electric.** Four 1,440hp electric motors were situated in the Engine & Motor Room abaft the Turbine Room
- (iii) **Diesel.** One 800hp Vickers diesel generator situated in the Engine & Motor Room abaft the Turbine Room. Used for charging batteries on the surface and for use to provide power in harbour.

3.4 Armament

3.4.1 Torpedo tubes.

The K-boats were fitted with eight 18-inch hull mounted *submerged* torpedo tubes. Four were mounted at the bow, two on either beam, situated one above the other. Four spare torpedoes, one for each tube, were stored in the Forward Torpedo Room just abaft the bow tubes.

Four more submerged torpedo tubes were situated athwartships, two opening to either beam just abaft the conning tower. Four spare torpedoes, one for each tube were carried in an adjacent Amidships Torpedo Room.

Two additional surface 18-inch *swivel* torpedo tubes were initially fitted on the funnel superstructure, immediately abaft the conning tower. Intended for surface use at night, these would prove to be ineffective and were later removed.

3.4.2 Torpedoes.

The K-boats carried 18-inch Mark VIII torpedoes, which had a 320-lb (150kg) warhead. The Mark VIII torpedo was powered by a wet heater and had a speed of 35 knots for 2,500 yards.

3.4.3 Weapons Shipping hatches.

A Forward Torpedo Loading hatch was situated just forward of the bow deck gun, the torpedo loading slide angled forward down to the Forward Torpedo Room. An amidships Torpedo Loading hatch as situated on the starboard side of the superstructure immediately abaft the conning tower.

3.4.4 Deck guns:

(a) Breach Loading (BL) 4-inch Quick Firing (QF) Mk XI submarine guns.

Developed for the K-boats, as built, one BL 4-inch QF gun was situated on foredeck, and one on the after deck, abaft the funnel superstructure. (Note: K17 was fitted with 5.5-inch BL deck guns in place of the standard BL 4-inch gun, see pp xx)

The BL 4-inch QF submarine gun was fitted with the Welin breech block, a stepped, interrupted thread designed for locking artillery pieces around 1890. Invented by Axel Welin, Vickers subsequently acquired the British patents. The engagement of multiple threads around more of the circumference of the Welin breach, in place of the previous single thread allowed it to be shorter for the same total engagement area and strength, requiring less than 90° rotation to lock

the threads - making operation faster and possible in much tighter space. The Welin breach was a single motion screw that offered a rate of fire of about 13 rounds per minute.



4-inch BL Quick Firing Mk XI submarine gun

Projectile. The BL 4-inch Mk XI QF submarine gun fired a 31-lb pointed Common lyddite fixed projectile, where the cordite propellant charge and projectile were handled as one assembled unit like a large sporting cartridge. Lyddite was formed when Picric Acid was fused at 280°F and allowed to solidify to produce a dense yellow substance that was not effected by moisture. When lyddite shells detonated they fragmented into small pieces in all directions with no incendiary effect. For maximum effect a delayed fuze allowed the shell to penetrate before exploding inside the enemy target. The BL 4-inch gun could elevate from -10° to + 20° and had a range of about 9,600 yards.

(b) 3-inch/45-cal High Angle gun abaft conning tower.

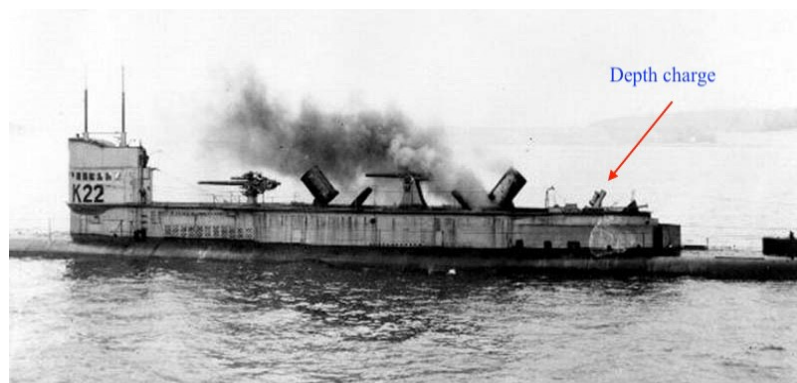
This was Britain's first purpose designed high angle (HA) AA weapon, developed just prior to WWI. First mounted afloat on HMS *Iron Duke*, it was subsequently used on major warships and some submarines. Firing a fixed round with a 12.5lb HE projectile, this QF gun offered 12-14 rounds per minute with a range of 10,900 yards at 45° and an AA ceiling of just over 37,000 feet.



3-inch/45-cal High Angle gun

3.5 Service Modifications

- In late 1917, it was announced that one at a time, the K-boats would be fitted with false swan bows to give the bow buoyancy.
- As built, the K-boats carried 2 x 18-inch swivel torpedo tubes on the funnel superstructure abaft the conning tower. Intended for surface use at night, these had proved to be ineffective and would be removed.
- From late 1917, with the addition of the swan bows, the foredeck 4-inch BL gun would be removed. The two remaining 4-inch and 3-inch guns would be re-positioned on the funnel superstructure.
- In 1918, when the swan bows were being added, depth charge throwers began to be fitted at the after end of the funnel superstructure.



4. HMS K4



HMS K4 aground on Walney Island in January 1917

Specifications (as built)

Builder:	Vickers, Barrow-in-Furness
Launched:	13 July 1916
Commissioned:	1 January 1917
Displacement:	Surfaced - 1,980 tons Submerged – 2,600 tons
Length:	339-ft (oa)
Beam:	26.5-feet
Draught	20-ft 11-inches
Speed:	Surfaced - 24 knots Submerged – 8 knots
Endurance:	Surfaced – 800 nautical miles (nm) @ 24 knots. 12,500 nm @ 10 knots Submerged – 8nm @ 8 knots. 40nm @ 4 knots
Complement:	56 -59 officers and men (6 officers)
Armament:	
(i)	Submerged Torpedoes tubes: 8 x 18-inch submerged hull mounted torpedo tubes - 4 at bow (2 either side). 4 beam (2 either side abaft conning tower).

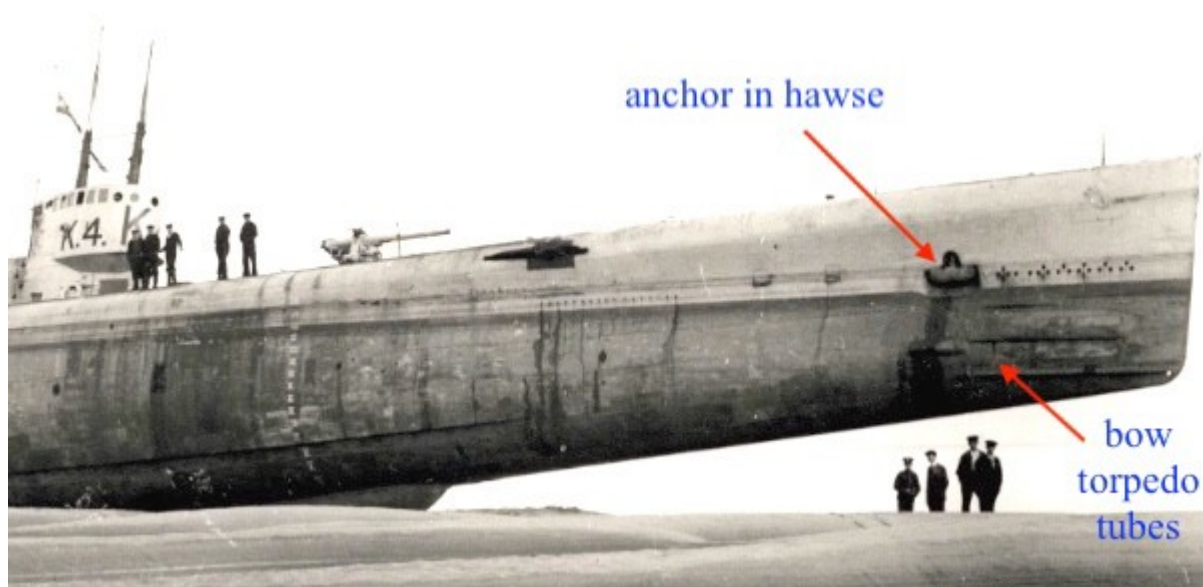
- (ii) Surfaced Torpedo Tubes: 2 x 18-inch torpedo tubes fitted in the funnel superstructure for surface use at night (later removed)
- (iii) Torpedoes carried: 18-inch Mark VIII torpedoes
 - Warhead: 320-lb (150kg)
 - Propulsion: Wet heater
 - Speed: 35 knots for 2,500 yards
- (iv) Spare torpedoes – 8 carried
- (v) Deck guns:
 - 2 x Breach Loading (BL) 4-inch Mk XI guns, one on foredeck, one on after deck.
 - 1 x QF 3-inch HA AA gun abaft conning tower.

Diving Depth – 61 metres

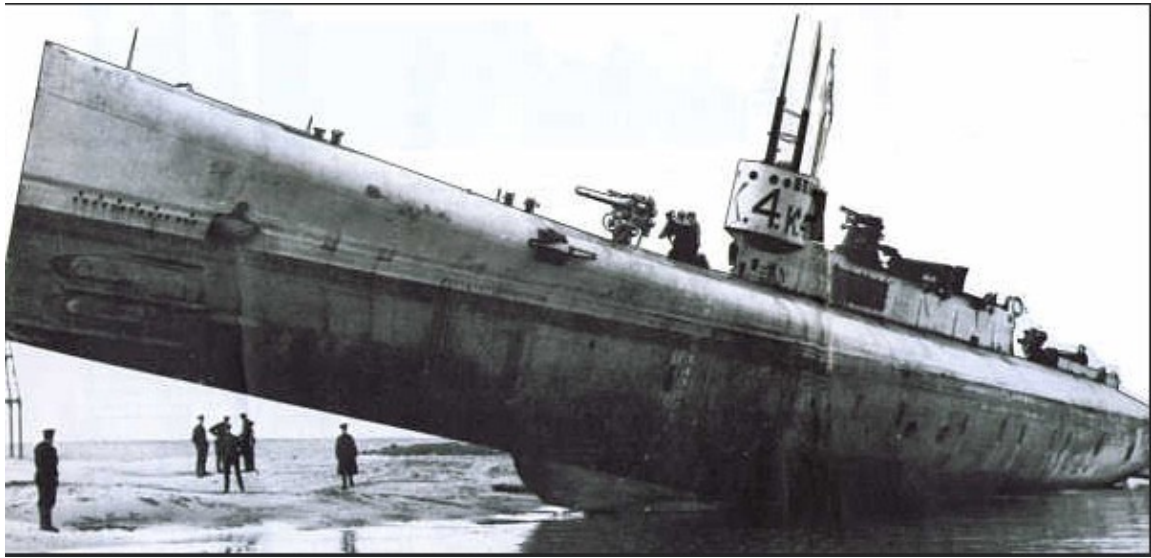
4.1 Service History

HMS K4 was laid down on 28 June 1915 at the Vickers Ltd yard at the port town of Barrow- in-Furness in Cumbria, England. The hull was launched for fitting out afloat on 15 July 1916.

After fitting out, K4 followed K3 out of the Vickers Barrow yard for her sea trials. During these trials, in January 1917, she went aground on Walney Island, at the western end of Morecambe Bay, in the Irish Sea. The submarine was undamaged and was refloated the next day. By the time of these sea trials K4 had already been fitted (likely during construction) with the non-ferrous command bridge above the dome conning tower as shown in the archive photo below. At this point K4 still had the original plumb stem and a bow gun forward of the bridge. K4 was commissioned on 1 January 1917.



ABOVE. Close up of K4 aground on Walney Island. The starboard bow area reveals the submerged torpedo tubes, starboard anchor in hawse, 4" deck gun and command bridge with periscopes



Close up of K4 port bow showing torpedo tubes, port anchor in hawse, 4" deck gun and command bridge with periscopes



K4 aground displays the delicate fantail, large rudder, diving planes and large port propeller

The Grand Fleet based in Scapa Flow received its full complement of completed K-boats during the course of 1917, by when, following the Battle of Jutland in 1916, it had become clear that the Imperial German High Seas Fleet had little intention of coming out into the North Sea to do battle with the Royal Navy.

During the summer of 1917, the K-boats were assigned to anti-submarine patrols from Scapa Flow out into the North Sea. The K-boats took part in a large anti-U-boat sweep by

destroyers and submarines between 15 and 24 June 1917, after Admiral Beatty, Commander-in-Chief, received intelligence that a number of U-boats were to pass through the North Sea. During this operation, the captain of K4, Commander David Stocks, anchored K4 near Bow Rock, in the Orkneys, where he lay in wait for U-boats returning through the Fair Isle Channel between Orkney and Shetland. No contact was made.

On 16 November 1917, the 12th Submarine Flotilla escorted a section of the Grand Fleet from Scapa Flow on another anti-submarine sweep. K4 by this time was commanded by Lt-Commander Alfred Fenner.

At about 2000 the following day, 17 November 1917, off the Danish coast, the K-boat flotilla and its surface leader, the four-funnel scout cruiser HMS *Blonde* made a change in their course, during which K4 ran down K1, crippling her. *Blonde* took off the K1 crew and tried to tow K1 to safety, but the weather deteriorated, and the seas rose. The flotilla leader felt it too unsafe to wait so close to the enemy coast for the weather to improve. At about 2200, with the crew safely evacuated, K1 was sunk by friendly gunfire. K4 had damaged its bows in the collision with K1 and was fitted with a new 4-inch thick stem-piece.

The following month, in December 1917, Admiral Beatty moved his K-boats from Scapa Flow to Rosyth in the Firth of Forth – believing that they would be better placed tactically in the Forth estuary. At this time, K4 received a new skipper, Commander David de Beauvoir Stocks, DSO. Stocks had earned his DSO by diving the submarine HMS E2 through the Dardanelles Strait and attacking Turkish shipping in the Sea of Marmara.

K4 was assigned to the 13th Submarine Flotilla, based at Rosyth, on the Firth of Forth. The 13th Flotilla was led by the 1,700-ton Marksman-class flotilla leader HMS *Ithurriel*. Flotilla leaders were large destroyers intended to lead flotillas of smaller destroyers or submarines into action. *Ithurriel* was commanded by Commander Ernest W. Leir, who had been an E-boat captain earlier in the war and had commanded the first operational K-boat, K3. Lt-Commander Athelstan Fenner, who was expecting to begin trials on K16 imminently, was temporarily aboard K4 at Rosyth.

The Battle of May Island - Thursday 31 January 1918

Preliminary notes

1. Helm Orders.

Readers with a nautical background may be confused by the helm orders quoted by witnesses as being given during the 'Battle'. They seem contrary to what would be expected in modern navigation. The reason for this seeming contradiction is that Helm Orders given in British ships prior to 1934 were relative to tiller movement, irrespective of whether steering was by tiller or wheel.

The orders given by the Officer of the Watch indicated the direction in which the tiller was to be moved, or in which direction the wheel was to be moved. The Officer of the Watch interpreted which way the ship's bow was to turn. The helmsman was simply required to move the tiller or turn the wheel in the direction ordered by the Officer of the Watch.

The movement of the tiller on sailing vessel's is opposite to that of the rudder and of the ship's bow or head. When the ship's wheel was introduced in the early 18th century, both methods of steering were in use simultaneously - and to avoid confusion, the wheel mechanism was arranged to simulate the movement of a tiller. Helm orders were therefore identical for both tiller and wheel and remained so until after World War I when a change was made to the mechanism of ship's wheels - such that the direction of movement coincided with that of the rudder and the resulting movement of the ship's bow.

2. Sunrise on 31 January 1918 was: **0816**

3. Sunset on 31 January 1918 was: **1631**

4. The Standard Port for this area is **Leith**.

Anstruther is the nearest secondary port and is located at 56° 13.15 N, 02° 41.82 W

5. Tide Tables for Leith in January 1918

- (i) The Rosyth force would begin departing the Firth of Forth at 6.30pm (1830). The deployment would therefore begin in darkness after local sunset two hours earlier at 1631
- (ii) Admiralty Chart 190 for the Montrose to Fife Ness sea area has accurate tidal information collated for a number of tidal diamonds spread along the east coast. The nearest Tidal Diamond to the Rosyth base shown thereon is Tidal Diamond J, which lies approximately 3nm west of May Island at 56 11 20N, 02 40 09W.
- (iii) At Tidal Diamond J, at High Water Leith, the tide runs in the direction 231°, approximately in a southwest direction. During Springs, the strength of the Tidal Stream at this point is 0.3 knots (nautical miles per hour).
- (iv) At Tidal Diamond J, one hour after Leith High Water (HW +1), the tide has turned to now run in a direction of 066°, broadly in a north-easterly direction, at a rate of 0.1 knots.
- (v) At Tidal Diamond J, two hours after Leith High Water (HW +2), the tide has increased in strength to 0.5 knots in a direction of 050°.

The Rosyth force would therefore be departing the Firth of Forth just as the tide turned from running in a south-westerly direction to run in a north-easterly direction and thus assist the deployment east from the Forth and then north towards Scapa Flow.

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The Battle of May Island

Operation E.C. 1. was devised by Admiral David Beatty, who had succeeded Admiral Sir John Jellicoe as Commander-in-Chief of the Grand Fleet in December 1916, some six months after the Battle of Jutland. With the German High Seas Fleet not putting to sea to seek out a naval clash with the Royal Navy, Beatty wanted to exercise his cruiser squadrons and practice fleet deployments.

In Operation E.C. 1., Beatty would sail from Scapa Flow in his flagship *Queen Elizabeth*, the lead ship of her class of five 32,590-ton dreadnought British battleships. At 639-ft 9-inches long with a beam of 90-ft 7-inches, she was armed with four superfiring pairs of 15-inch main battery guns, arranged two pairs of twin turrets forward, and two pairs abaft, the superstructure. The *Queen Elizabeth* would lead a huge naval force comprising the 26 battleships of the 1st, 2nd, 3rd, 4th, 5th 6th and 8th divisions of the Battle Fleet, along with 9 cruisers, 4 light cruisers and a screen of destroyers. The Rosyth force, based in the Firth of

Forth, would contribute three more Queen-Elizabeth-class battleships of the Fifth Battle Squadron, namely: *Barham*, *Warspite* and *Valiant*.

The Queen-Elizabeth-class dreadnoughts were the fastest and most modern dreadnoughts in the fleet - capable of 24 knots. Although slightly slower than the battlecruisers, Beatty had championed that they should be permanently stationed with his battlecruiser force in the Firth of Forth to act as the fast division of the fleet – and they had famously sortied from Rosyth in 1916 along with the battlecruisers that had been first to engage units of the German High Seas Fleet in a contact that had developed into the Battle of Jutland.

Accompanying the three Queen Elizabeth-class dreadnoughts of the Rosyth force were the cruisers *Courageous* and *Blanche*, the four battlecruisers HMAS *Australia*, HMS *New Zealand*, HMS *Inflexible* and HMS *Indomitable* of the 2nd Battle Cruiser Squadron, 14 ships of the 1st, 3rd and 4th Light Cruiser Squadrons and the 12th and 13th K-class submarine flotillas. Each K-boat flotilla was to be led by a surface vessel operating as flotilla leader - and the Rosyth Force would be screened by destroyers. K 4 deployed in the 12th Submarine Flotilla (SF), which was led by the 3,340-ton Active-class scout cruiser HMS *Fearless*. The 12th SF comprised the submarines K4, K3, K7 and K7. The 13th SF comprised K11, K17, K14, K12 and K22 and was led by the 1,700-ton four funnel flotilla leader destroyer *Ithuriel*.



The 3,340-ton scout cruiser HMS Fearless

The Rosyth force would rendezvous with Beatty's Scapa Flow force in the North Sea; the exercise would take place through the night of 1 February 1918.

Beatty sent out his orders for the exercise on 28 January 1918. Vice Admiral Sir Hugh Evan-Thomas, commanding the Rosyth force, was to depart Rosyth on the evening of 31 January 1918. His force of more than 40 ships and K-boats would maneuver through the boom defences and minefields of the Forth estuary in darkness. Strict radio silence would be observed, and each ship would show only one stern light.

The senior officers at Rosyth agreed the final arrangements for the movement of the Rosyth force to the planned rendezvous with the Scapa Flow force on the morning of 1 February 1918. Vice Admiral Sir Hugh Evan-Thomas transferred his flag from the battleship *Barham* (04) and hoisted it aboard the 19,180-ton battlecruiser *Courageous* (50), which would lead the force.

31 January 1918

1530 – U-boat spotted 5 miles SE May Island.

At 1530, VAdm Evan-Thomas received a telephone message from the battleship *Barham* to advise that 50 minutes earlier, a Navy seaplane had spotted a German U-boat 5 miles southeast of May Island at the mouth of the Forth estuary, close to a channel through a minefield that the Rosyth force was to pass through. The U-boat had dived before the seaplane could attack.

After weighing up this intelligence, VAdm Evan-Thomas decided to carry on with the deployment of the Rosyth force that evening - but ordered that the force would increase speed to 22 knots for one hour after passing May Island to ensure that if the U-boat still remained in that area, it would have difficulty in hitting fast-moving warships.

VAdm Evan-Thomas subsequently modified the instruction, reducing the speed ordered by 1-knot. Meanwhile, Commander E. Leir in the 1,700-ton flotilla leader destroyer *Ithuriel* was ordered to lead his five K-boats of the 13th Submarine Flotilla (K11, K17, K14, K12 and K22) down river and anchor in the Burntisland Roads to assist the force in moving smoothly out of the Firth of Forth.

1830. Operation E.C.1. begins

The night of 31 January 1918 was cold and clear, the sea was calm. Sunset had taken place at 1631. High Water Leith occurred at was at 1725 with a depth of 17-feet (5.18m) of water above the Lowest Astronomical Tide.

The departure of the Rosyth force would therefore be in darkness and had been timed to catch the turn of the tide and use the ebb tide to assist the deployment north for 6 hours -

instead of running into a flood tide bearing in a south westerly direction, up the Forth, against the line of travel.

Catching the turn of the tide, Operation E.C.1. began at 1830 as the battlecruiser *Courageous* with VAdm Evan-Thomas aboard moved off, heading broadly eastwards to pass through the Forth defences and then lead the Rosyth force north towards Scapa Flow. Following *Courageous* was Commander Leir in the flotilla leader destroyer *Ithuriel*, which led the K-boats of the 13th Submarine Flotilla (K11, K17, K14, K12 and K22) in line astern behind. *Ithuriel* and the K-boats had slipped their moorings at 1725 and moved off at 10 knots to form up in position astern of *Courageous*.

Simultaneously, five miles west up the Firth, the 18,500-ton flagship of the 2nd Battle Cruiser Squadron HMAS *Australia* led the three battlecruisers *New Zealand*, *Indomitable* and *Inflexible* as they got under way in line astern in that order, to be joined down the Firth by a screen of destroyers.

The 3,340-ton scout cruiser *Fearless*, the 12th SF leader, commanded by Captain Charles James Colebrook Little, had been anchored 1.5 cables northeast of the 13th SF leader *Ithuriel*. *Fearless* now set off, leading the 12th SF submarines K4, K3, K7 and K7, the departure timed for when *Australia* and the 2nd Battle Cruiser Squadron were 5 miles ahead. Spaced at similar intervals behind the 12th Submarine Flotilla would follow the three Queen-Elizabeth-class battleships of the 5th Battle Squadron *Barham*, *Warspite* and *Valiant* and their screen of destroyers - followed finally by the light cruiser squadrons.

The entire force would assemble and form up in line astern, deployed as follows:

- *Courageous* (battlecruiser)
- 13th SF flotilla leader *Ithuriel* - leading K11, K17, K14, K12 and K22.
- *Australia*, *New Zealand*, *Indomitable*, *Inflexible* (battlecruisers)
- 12th SF flotilla leader *Fearless* - leading the submarines K4, K13, K6 and K7.
- *Barham*, *Warspite* and *Valiant* (Queen-Elizabeth-class battleships - screen of destroyers).
- The light cruiser squadrons would bring up the rear.

The K-boats were ordered to travel about 400 yards apart, each showing a blue light at half brilliance. Blackout shields prevented these lights from being seen from astern more than one compass point (11.25°) each side of the ship's centre line.

As the first of the great ships got under way, the lead ship of the Rosyth force, the battlecruiser *Courageous*, led *Ithuriel* and the K-boats of the 13th Submarine Flotilla through the Black Rock Gate, the opening in the inner boom defences that spanned the 6-mile-wide

distance between Leith and Burntisland. *Ithuriel* took station some 1,200 yards behind *Courageous* – leading the K-boats of the 13th Submarine Flotilla at 16 knots.

Meanwhile, unknown to the Rosyth force, some 20 miles ahead of the force, eight armed trawlers were sweeping for mines – neither they nor their commander, nor their reporting base on May Island, had received any information about Operation E.C.1 or the movements of the Rosyth Force. Some of the armed trawlers were unknowingly moving directly into the path of the oncoming Rosyth force.

1841 – a low mist

At 1841, the lead ships of the Rosyth force ran into a light, low lying mist - and the lookouts on the 13th SF leader *Ithuriel* lost sight of the battlecruiser *Courageous* 1,200 yards ahead. *Ithuriel* increased speed to 17 knots in an effort to close the gap and establish visual contact. Nine minutes later, with *Courageous* still not spotted, *Ithuriel* increased speed further to 19 knots. The 13th SF K-boats K11, K17, K14, K12 and K22, following in line astern of *Ithuriel* also increased speed – but *Courageous* was not spotted.

Ithuriel now passed through the Fidra Gap, the gate in the estuary's outer defence boom that spanned the 15 miles between Fidra Island, near North Berwick - and Elie Ness. Behind *Ithuriel* and the K-boats of the 13th Submarine Flotilla, the rest of the Rosyth force was spread out in a line astern than was now some 30 miles long. The last ships of the line had still to pass eastbound under the Forth Railway Bridge.

1906 - *Courageous* passes May Island

After passing May Island, at 1906 *Courageous* raised speed to 21 knots as ordered. At 1910, *Ithuriel* was about one minute astern of *Courageous* - and still unable to see her stern light, made a slight change of course, as directed on her orders, to head almost due east. The mist the lead ships had encountered had reduced visibility to about 1.5 miles.

Two armed trawlers cross the path of the Rosyth force.

About 0.75 nautical miles astern of *Ithuriel*, K14 was following the stern lights of two K-boats K11 and K17 ahead of her. Officers and lookouts of K14 noticed K11 and K17 move out of line as the silhouettes of two small craft, almost certainly two of the mine sweeping trawlers, appeared out of the mist half a mile ahead – and suddenly flashed on their navigation lights. They were following a line which would take the obliquely across K14's bows.

K14's helm jams

Commander Cecil B. Harbottle, on the bridge of K14, ordered a turn of "Starboard fifteen", followed by a more urgent order to turn "Hard a 'starboard'". The helm responded and the submarine began to turn to port (cf Preliminary Note 1). But just then, the helm jammed 2°

short of its full turning capacity. It could only be moved 3-inches either way.

K 14 switched on its navigation lights and slowed both engines. K12, following astern of K14, showed her navigation lights and passed safely astern of K14. But further astern, K22 had lost sight of the stern light of K12 ahead of her – and kept on the agreed speed and course of north 65° east.

It took six minutes until K14's helm was freed. Full speed ahead was then ordered to allow the submarine to get back on course in its correct place in the line. As K14 surged through the darkness, those aboard K22 spotted a red navigation light of an unknown vessel an estimated 200 yards off the starboard bow – the vessel was moving across K22's path. K22, moving at 19 knots, put the helm hard a 'starboard.

1912. K22 rams K14 at 19 knots

As K22 maneuvered in the darkness, she rammed the unknown vessel, which turned out to be a K-boat – although the identity of the other boat was not known at this point. Water rushed into K22's forward Torpedo-Room, abaft the torpedo tubes themselves, through holes in the pressure hull at the bow. Water flooded into the next compartment aft – but a seaman shut the foremost watertight door just in time. It held its seal – holding the water back satisfactorily.

Officers aboard K22 believed they had rammed the next K-boat in the line ahead of them – which was K12. They didn't know that it was in fact K14, which had slowed its engine and fallen out of the line after the helm jammed.

K22 had rammed K14 forward of the bridge on the port side of the crew space, immediately abaft the torpedo compartment. The impact almost severed part of K14's bows. When water rushed into the forward spaces, two crew who had had the misfortune to be sat there at a table were drowned. As more water quickly rushed into the submarine, in the Control Room, an officer leapt to close the watertight steel door leading to the wardroom - but an adjacent wooden door had splintered under the force of the collision - and was now jammed in the steel watertight doorway. As water flooded aft across the wardroom floor and over the watertight door frame, other crew wrenched the wooden door from its hinges and slammed the watertight door closed, their prompt actions saving the submarine.

Both submarines involved in the collision, K22 and K14 were now flooded forward. K22 was soon well down by the bows and liable to sink at any moment.

Meantime, up ahead in the line, the 13th SF leader *Ithurriel* and the three other submarines of the 13th Flotilla K11, K17 and K12 sped on eastwards in the darkness – unaware of the collision. Both K14 and K22 flashed out calls for help on the Aldis lamp. On K14, the Very pistol was fired every minute.

1915. K22 issues a coded wireless message to *Ithuriel*: ‘Priority. Have been in collision with submarine K12. Both ships are flooded forward.’ But with the limitations of the day, more than an hour would pass before *Ithuriel* picked up the distress call from K22, decoded it and passed it to the Commander Leir.

K12 had also swerved to avoid the two unidentified trawlers, and when she resumed her station she came up behind K17, misidentifying it as K14, the boat that she had been following but which had unknowingly pulled out of the line after her helm jammed.

1930. The battlecruisers close.

Some 15 minutes after the collision between K14 and K22, the four battlecruisers of the 2nd Battlecruiser Squadron with their escort destroyers were unknowingly bearing down in the darkness on the spot where K22 and K14 had collided - and where they now lay immobile, flashing signal lamps and radioing calls for help. The lead battlecruiser *Australia* had just begun to increase speed to 21 knots, when from a muddled collection of lights at sea level, the crew on watch spotted a red flare fired from a Very pistol arcing into the sky well ahead on the port bow. A light signal requesting assistance due to collision was also spotted. The destroyer *Gabriel* was detached from the screen to go to the assistance of the vessel in distress – no one aboard *Australia* or *Gabriel* knew that it was in fact two K-boats that had collided.

1941. *Inflexible* collides with K22

At 18 knots, the oncoming battlecruisers and destroyers now swept past the stationary K14 and K22 on both sides. A destroyer surged past K22’s bows - just 10-feet away. Then, about 100 yards distant, the bows of a heavy warship were seen ploughing straight towards K22’s aft hull. It was the 17,290-ton Invincible-class battlecruiser *Inflexible*.

Spotting K22, *Inflexible* began to turn away, but it was too late. She collided with the fore part of K22 on the starboard side, the huge mass and momentum of the far larger battlecruiser pushing about 30 feet of the submarine’s bows out to port - at almost 90° to the rest of the hull. But in attempting to turn away, *Inflexible*’s stern had begun to swing around – and the hull now ground along the starboard side of the beleaguered K22, wrenching the external ballast and fuel tanks off and pushing the submarine under the water until only the funnel superstructure and the bridge showed above the surface. As the wash from *Inflexible*’s propellers swept over the after part of the submarine, *Inflexible* drew clear and disappeared into the night. But despite her earlier damage and the huge impact from *Inflexible*, the main body of K22 remained watertight and the bulkhead next to the damaged bows continued to hold.

20 minutes after first receiving the first coded distress call, the 13th SF leader *Ithuriel* picked up a repeat of the message that K22 and K12 (sic) had collided. Commander Leir decided to go back to render assistance - for in a collision that pierces the pressure hull, with low reserves of buoyancy, a submarine has little chance of survival.

2010, *Ithuriel* orders a turn to the southwest to render assistance

At 2010, *Ithuriel* signaled to her 13th SF K-boats to make a 16-point turn to the southwest in succession using increments of 5° of helm. Leir believed that he would thus pass safely to the south of the oncoming battlecruisers and the rest of the force. Leir switched on *Ithuriel*'s navigation lights at full brilliance at the stern to assist his submarines in making the turn to the south.

Commander Leir had ordered the turn to begin at 2010 – and by 2017, the last submarine in the line, K12 had completed the maneuver. Leir ordered a coded radio message sent to *Courageous* and the battleship *Barham*:

'Submarines K12 and K22 have been in collision and are holed forward. I am proceeding to their assistance with the 13th Submarine Flotilla. Position 18 miles eastward magnetic from May Island'. But with the limitations of the day, it was some time before this message was actually sent.

Meantime, *Fearless*, leading the 12th Submarine Flotilla northeast, had passed May Island at 1954. By 2015, as the 13th Submarine Flotilla boats were completing their turn to the southwest, Captain Little, aboard *Fearless*, was confident that he was well beyond the scene of the collision between the two K-boats of the 13th Flotilla. The signal ordered at 2010 to be sent from *Ithuriel*, advising of the change of course to southbound, still had not yet been transmitted.

2018. the southwest bound *Ithuriel* and the 13th SF K-boats pass through the northeast bound battlecruisers and destroyer escorts.

Along the first leg of the passage out of the Firth of Forth, the Rosyth force had accurately maintained its line ahead formation in the darkness, whilst maintaining radio silence. The force had been travelling along an estuary with accurate navigational buoys and landmarks that aided navigation.

However, once beyond May Island, the groups of ships did not make the scheduled change of course all at exactly the same point. Instead of one long line of ships, this variation in the time and place of the prescribed turn resulted in several short lines of ships that effectively formed an irregular echelon. The battlecruisers *Australia*, *New Zealand*, *Indomitable*, *Inflexible* had changed course slightly before the position in which the 13th SF K-boats had changed course. The battlecruisers had followed a track south

of the K-boats – and *Ithuriel* and her K-boats, now on a southwest bound course, were now heading towards them.

One minute after completing the turn to a southwest course, Commander Leir in *Ithuriel* spotted the battlecruiser *Australia* coming straight towards him out of the darkness - and ordered *Ithuriel* to turn away. The three K-boats astern of her followed - narrowly avoiding *Australia* and a number of escort destroyers. *Ithuriel* and her K-boats had to make sharp evasive changes of course five times in four minutes.

After making these evasive turns, K11 managed to resume station 400 yards astern of *Ithuriel*, which had by now resumed its course of south 65° west. During the evasive turns however, K17 lost ground and fell about one mile behind K11.

***Fearless* and the 12th SF K-boats approach.**

Five miles astern of the northeast bound battlecruisers *Australia*, *New Zealand*, *Indomitable*, *Inflexible*, came the 12th SF K-boats K4, K3, K6 and K7 in that order - led by the scout cruiser *Fearless*. The flotilla surged through the darkness at the ordered speed of 21 knots.

Before passing May Island, *Fearless* had picked up the same coded distress call from K22 as had been picked up by *Ithuriel* just after 1945. *Fearless* transmitted the news to her K-boats by signal lamp - and warned them to keep a sharp look out and to switch turn on their stern lights at full brilliance. The signal instructed to be issued from *Ithuriel* at 2010 of the change of course to the southwest still had not been picked up by *Fearless*.

2025. *Ithuriel* and the 13th Submarine Flotilla begin to cross the path of *Fearless* and the 12th Submarine Flotilla.

Australia radioed to the three battleships *New Zealand*, *Indomitable* and *Inflexible*, following astern of the 12th Submarine Flotilla:

‘Priority. Have just passed Ithuriel and three submarines inward bound.’

But as that signal was being transmitted, officers on the bridge of *Fearless* sighted the white steering lights of two ships following one another, fine on the port bow - and passing in front of them from port to starboard. The lights of a 3rd vessel were then spotted, about half a mile astern of the other two vessels. The lights of the first two ships crossed the bow of *Fearless* – and all eyes focused on the 3rd vessel, which was also passing from port to starboard ahead. The lights of the 3rd vessel held its course, until it became inevitable that a collision would occur.

The skipper of *Fearless* ordered ‘Hard a ‘port. Full speed astern’. *Fearless* sounded three short blasts on the siren, followed by another three – the letter S in Morse. This is still the recognized sound signal today to indicate that a vessel is putting its engines astern. But despite her engines going astern, her momentum at 21 knots carried her forward towards the

3rd vessel, which lookouts now identified as K17.

2032 approx. K17 is struck by *Fearless*

The 3,340-ton scout cruiser *Fearless* slammed into the starboard side of K17, forward of the conning tower, crumpling in the starboard casing. The impact jarred the flotilla leader violently from stem to stern, flinging crew and machinery about.

The bows of *Fearless* crumpled as she drove on, pushing the submarine downwards as her bow rode up and over the fore part of K17. The strain was too much - and the submarine broke into two parts, around Frame 160, the aft bulkhead of the Officer's accommodation. Once broken in two, the mortally wounded main part of K17 twisted free and swept along the port side of the oncoming *Fearless*. Crew on *Fearless* thought that K17 seemed to sink at once. With such serious damage to her forepart, the order on *Fearless* was given to close all watertight doors.

The fore part of K17, its innards now exposed to the sea and with little inherent buoyancy, sank virtually immediately. The main body of K17 passed astern of *Fearless* into the darkness, apparently sinking quickly.

About 10 seconds before the collision, as the oncoming *Fearless* was spotted, the bridge of K17 had ordered all watertight doors closed. Then, as one crew member in the wardroom rushed aft to enter the Control Room and close the watertight door to the forepart of the submarine behind him, *Fearless* smashed into K17. As the crewman attempted to close the watertight door, assisted by another crewman, the rush of water swept them off their feet. The lights went out and clouds of gas rose from the flooded batteries. Now waist deep in surging water, as the two crewmen struggled to close the door, the order to abandon ship was issued.

Crewmen closed the door from the beam Torpedo Room into the Control Room, and men now clambered up ladders from the Control Room and Engine Room. Passing through hatches onto the upper weather deck of the submarine, the crew gathered around the bridge and funnel superstructure. Almost unbelievably, every man was reported to be on deck. Whilst the bows were thought to be fully submerged at the time – it is likely that by this point, they had actually been sheared off.

As the fore part of the submarine settled, and the stern slowly rose out of the water, the captain ordered everyone aft. Men perched on top of the deck gun and two squat funnels. But then as the submarine settled further into the water, men began to be washed overboard. A searchlight from *Fearless* swung around in the darkness until it illuminated the sinking submarine.

As more men entered the water, the stern rose higher until it was seen silhouetted and pointing to the sky, with some men still clinging to it. The lights of several ships were now

showing around the scene of the collision.

2038. K17 sinks

About eight minutes after being struck by *Fearless*, at about 2038, the main body of K17 disappeared into 50 metres of water.

K4 stops.

The 12th SF K-boats K4, K3, K6 and K7 had been following on behind their flotilla leader, *Fearless*. The first in line was K4, following about 400 yards astern of *Fearless*. When officers on the bridge of K4 heard *Fearless* signaling 'full astern' they stopped the engines. K4's navigation lights were switched on and the stern light was put on at full brilliance. Unaware that there had now been a collision, as K4 closed *Fearless*, the submarine was turned to starboard.

On K3, the next submarine in line, when the navigation lights of K4 and *Fearless* were illuminated ahead, and K4's stern light went on at full brilliance, K3 also turned on its navigation lights. Several sirens were now sounding - and it was proving impossible to distinguish one from the other.

As K3 was however still clearly closing on K4 ahead, K3 put her engines to half ahead, attempting to cut her speed by one half. Suddenly officers on the bridge of K3 realised that they were still rapidly coming up upon K4. Putting the helm hard to port, swinging to starboard, K3 was able to miss K4. K3 then went full astern, coming to a halt about ¼ of a mile ahead.

On K3's starboard beam, *Fearless* was throwing a searchlight aft – and officers aboard K3 on the command bridge were astounded as the beam illuminated a submarine (unknown at the time – but K17) sinking with men standing on the stern waving their arms.

Meantime, *Ithuriel*, now had only K11 following. *Ithuriel* continued southwest towards the scene of the first collision between K22 and K14 - unaware of the mounting distress astern. Of the 13th Submarine Flotilla, K22 and K14 had collided miles back - and *Fearless* had sunk K17. K12, the last of the 13th Submarine Flotilla K-boats, having narrowly missed the battlecruiser *Australia* was no longer in contact with or following *Ithuriel*. K12 was in

fact now on a collision course with K6, the 3rd in the line of the northeast bound 12th Submarine Flotilla. Fortunately, the men on watch on both the southwest bound K12 and northeast bound K6 saw each other's lights in time - and took the evasive action, with both K-boats turning to starboard.

K6 collides with the stopped K4.

K6 had been following K3 – but in maneuvering to avoid K12, K6 had briefly lost sight of K3. Seeing a white light ahead, K6 maneuvered to resume station behind it – K6 was still travelling at 18 knots.

Officers aboard K6 then saw a starboard navigation light off the port bow. Realizing that the white light K6 had resumed following was not K3's stern light - but the steaming light of another vessel crossing K6's bows - K6's skipper ordered both engines stopped. Ahead lay a submarine stopped broadside on to the path of K6, it was K4, which had stopped its engines. The order for '*Full speed astern*' was followed by '*Hard a 'port. Sound full astern on the siren. Navigation lights on. Searchlight on astern*'.

K6 rammed the stationary K4 only a few hundred yards from the spot where the main body of K17 had disappeared from sight below the surface. Though the engines of K6 were going full astern, she had so much way on - momentum - that she was slow to lose way. Her newly added swan bows hit K4 at a right angle and almost cut her in half. The two submarines were locked together tightly - such that the engines of K6 s going astern could not free her. With her pressure hull breached, K4 began to rapidly flood with water and sink – she would possibly carry K6 down with her.

K6 closed all watertight doors and signaled *Fearless* for help. The greater buoyancy of K6 and her propellers thrashing astern finally managed to pull K6 clear of K4. By then only the bridge of K4 remained above water.

K7 collides with K4.

Following astern of K6, K7 went to half speed on hearing the first sirens - and switched on her navigation lights. Ahead and to starboard lay *Fearless*. Ahead and to port was K6, which officers on K7 presumed was still moving ahead.

To give *Fearless* a wide berth, K7 turned to port – she was now closing K6. The engines on K7 were ordered to be stopped – but when it was realised that K6 had in fact completely stopped, K7 put her helm hard a 'starboard and both engines were put full astern.

Just in time, the full starboard helm moved K7 clear of K6. But as K6 switched on her searchlight, the captain of K7 was surprised to see another submarine across his bows. There was nothing to be done to avoid it, the whole boat was visible, bows, bridge, funnels,

superstructure and stern – with no sign of life. The boat was clearly sinking quickly, disappearing under the water so fast that the keel of K7 only lightly touched K4's by now submerged bows.

Crew on the bridge of K7, with both engines stopped, looked around, they could hear on the port beam, men shouting and splashing in the water. *Fearless* shone a light on them and signaled K7 to pick up survivors. Calling on deck as many spare hands as were possible, K7 went slowly astern.

Barham, Warspite and Valiant approach.

Four miles astern of the last K-boat of the 12th Submarine Flotilla, the three 32,590 long ton Queen Elizabeth-class battleships *Barham*, *Warspite* and *Valiant* of the 5th Battle Squadron, along with their destroyer screen, in line astern were fast approaching in the darkness.

At 2009, the three battleships had passed May Island, safely passing the beleaguered K14 and K22, which now had the destroyer *Venetia* standing by and picking up survivors.

Beyond May Island the battleships and their destroyer screen had changed course as ordered. But just after 2030 came the collisions that sank K17 and K4 - and unknown to the battleship commanders, had left the crippled cruiser *Fearless* and four K-class boats in their path. In the darkness ahead of the battleships, K3 lay on the port beam of *Fearless* - with K6 and K7 behind. K12 was stopped on K3's port bow. Many of the 56 members of K17's crew were still in the water waiting for rescue.

No message reached the battleships in time for them to alter course. At 21 knots, the mighty dreadnoughts passed through the stationary remnants of the two K-boats flotillas, all three battleships narrowly missing the bows of K3. The escort destroyers swept over the spot where K17 had gone down, charging through and killing many of K17's crew as they struggled in the water. The wash from the battleships knocked overboard several men from K7, although all managed to climb back aboard. Over the next 30 minutes, nine men from K17 were found in the water alive, although one subsequently died aboard.

Aftermath.

With the melee over, the two crippled submarines K22 and K14, along with *Fearless*, limped back towards Rosyth, arriving well after dawn the next day. Operation E.C.1. proceeded - without the participation of the K-boats. At its conclusion, Beatty then led the Fleet back to Scapa Flow on 2 February 1918.

Court of Enquiry.

Three days after the 'Battle', a Court of Enquiry began at Rosyth aboard the battleship *Orion*. The enquiry lasted five days before on 9 February 1918, the court concluded its investigation

and submitted its findings to Beatty. Five officers were blamed from the K-boat flotillas for the collisions. One officer was later court martialed and severely reprimanded.

K4 had been lost with all hands – there were no survivors of her crew of 56.

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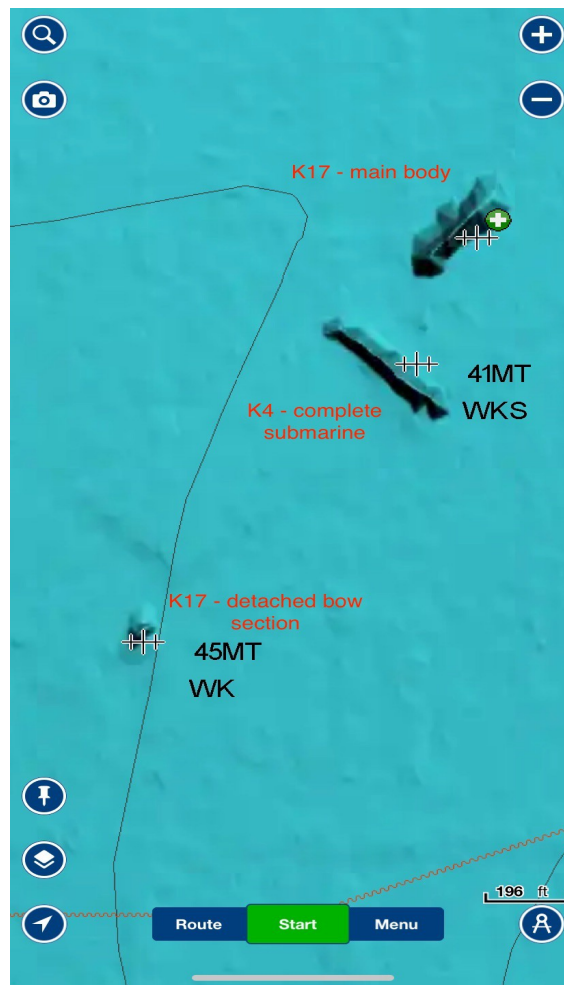
The wreck of HMS K4 was designated a Protected Place under the Protection of Military Remains Act 1986 and is specified as such under The Protection of Military Remains Act 1986 (Designation of Vessels and Controlled Sites) Order 2019), which came into force on 2 September 2019.

4.2 Survey Results

The wreck of K4 today

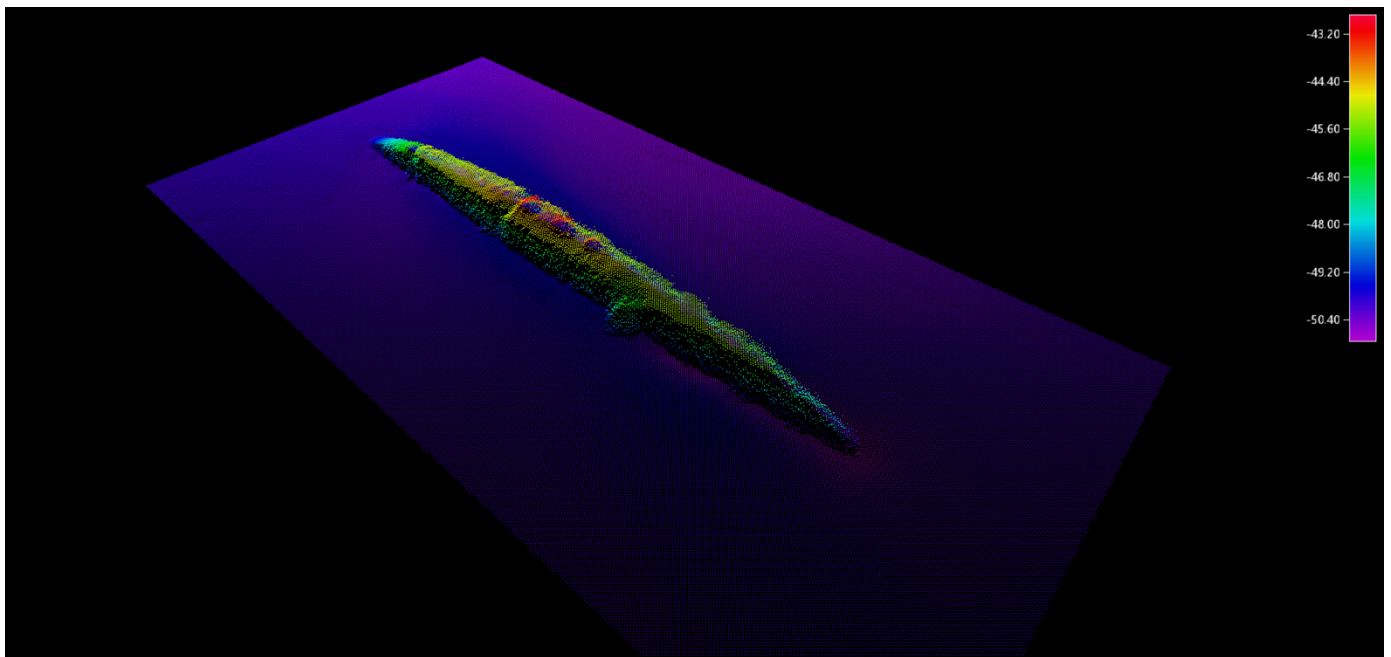
Site Description – overview

*Reproduced from
Navionics Boating App*



- Today the historic wrecks of the two K-class submarines lie just inside the UK Territorial Waters Limit, some 13nm from Fifeness Lighthouse on a bearing of roughly 095°. The wrecks lie roughly 13nm northeast of May Island on a bearing of 71° and K 4 and the main body of K 17 lie some 389-feet (120 metres) apart on the seabed, K17 being on a bearing from the centre of K 4 of approximately 23°.

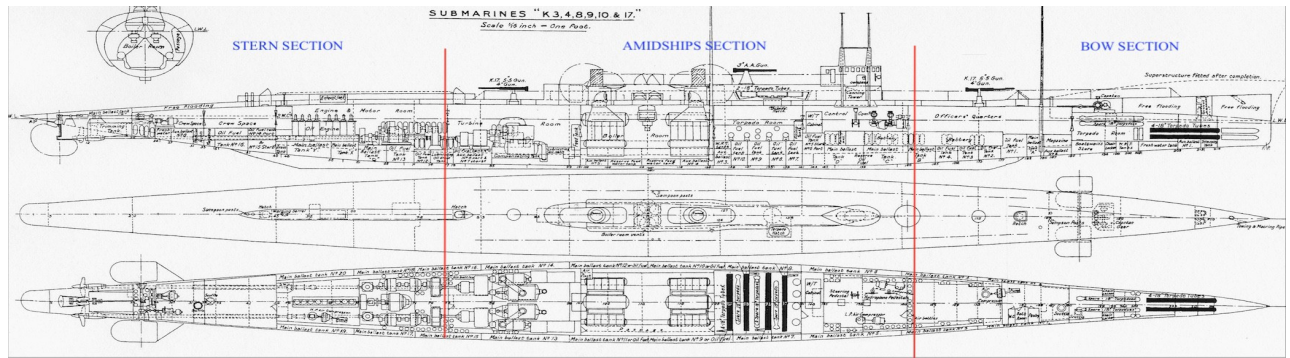
- The 339-feet long (103.3-metre) wreck of K4 sits upright on the seabed with the northwest most tip at 56° 15.475 N, 02° 11.63 W. The southeast most tip lies at 56° 15.443 N, 02° 11.55 W.
- The submarine is oriented on the seabed such that it lies 130°/310°.
- K4 sits in between the main body of K17 and the approximately 65-feet (20 metre) long dislocated bow section of K17, which lies 0.1nm approximately distant, broadly to the southwest on a bearing of 228°.
- There is a general maximum seabed depth of 56 metres of water around the submarine at HW springs. The upper deck of the submarine is at an average depth of 48 metres.
- The seabed around the wrecks is largely sand and hard shale. There is little silt and the wrecks are clean, largely uncovered by sand and largely unobstructed. The fantail of K4 was however buried beneath the seabed at the time of inspection in 2022 – with both propellers and rudder covered by sand and not visible at the date of the survey.



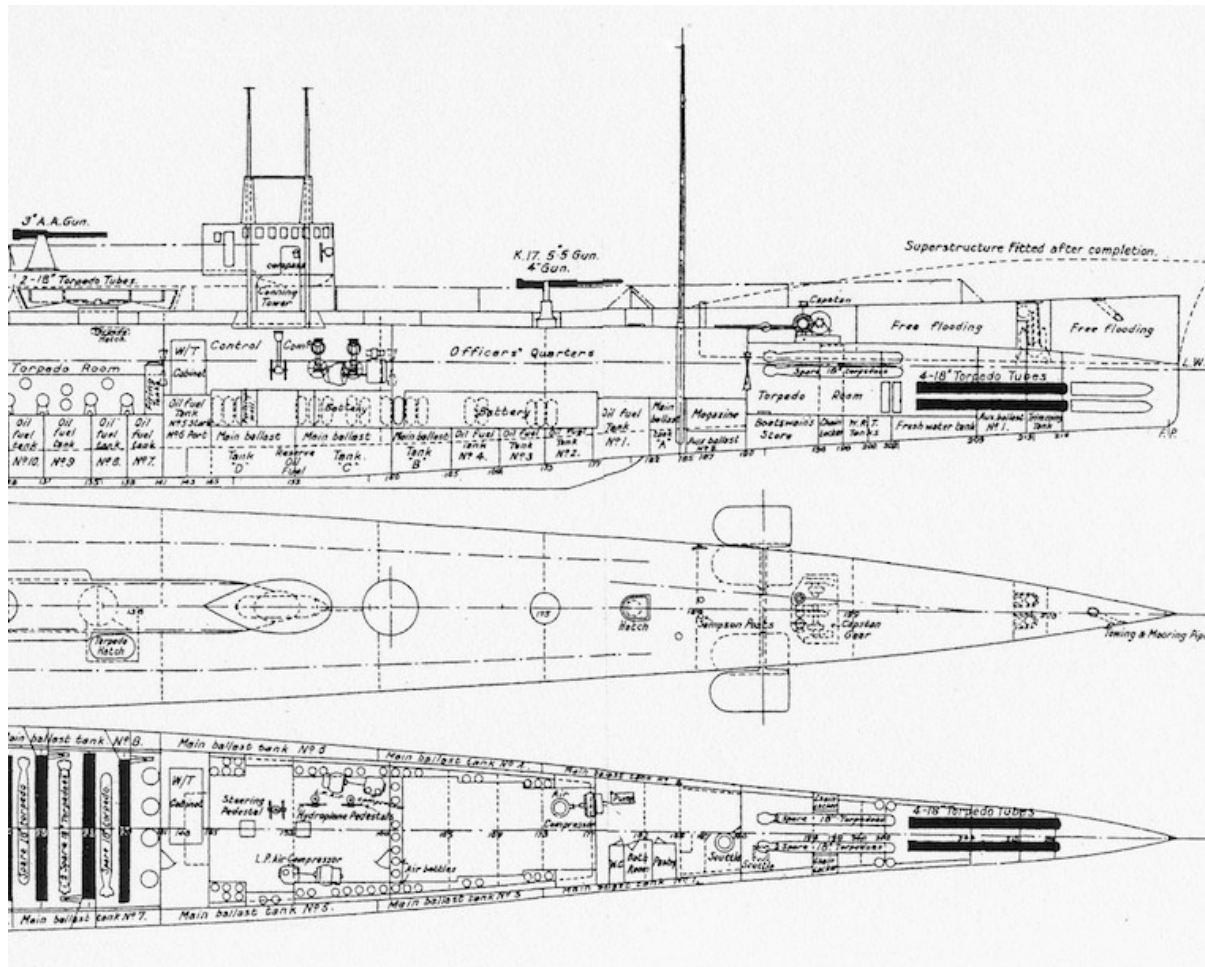
The wreck of HMS K4

Image courtesy of Wessex Archaeology

- For the purpose of a detailed site description the wreck site has been divided into three sections: Bow, Midships and Stern.



4.3. THE BOW SECTION.



K-boat model, National Maritime Museum © Rod Macdonald

- The complete submarine was relatively intact when it was filmed by Brian Goddard in August 2019. The bow section retained its shape, although some of the light steel casing had corroded away to reveal the structural frames. His video can be seen on YouTube

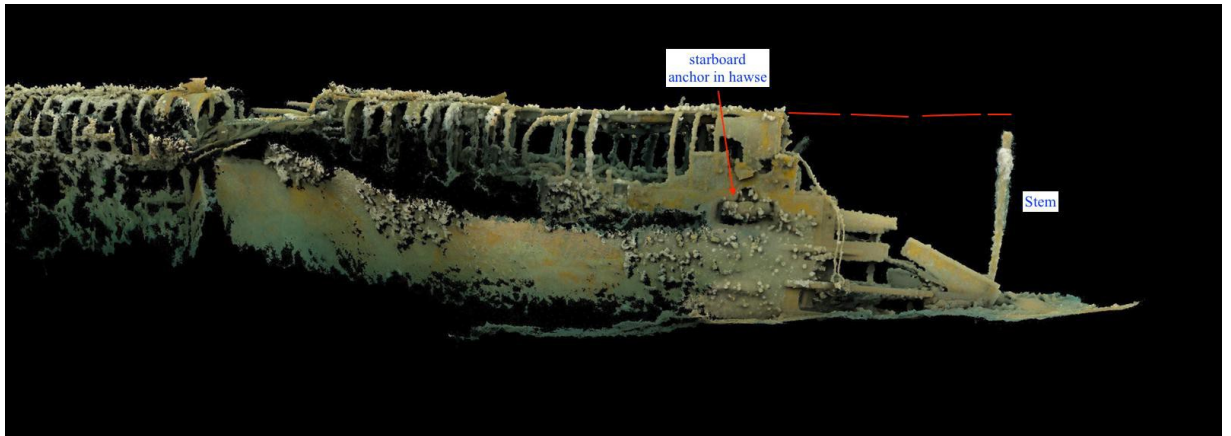
here:

https://www.youtube.com/watch?v=SO_gIgRGjKE

Team member Peter Moir also dived and photographed K 4 in 2019. The command bridge had been toppled to starboard and rested on the seabed, upside down, against the starboard side of the hull, the periscope shears driven into the seabed. Despite being a Protected Wreck close to the UK mainland, the 2022 survey team found that the bow area has been illegally salvaged, between August 2019 and the August 2022 survey. The bow has been cut away or removed by explosives and the four valuable non-ferrous bow torpedo tubes have been illegally removed. K 4 damaged its bows on 17 November 1917, off the Danish coast, in a collision with K 1. K4 was subsequently fitted with a new 4-inch thick stem, which has survived the attentions of the salvors.



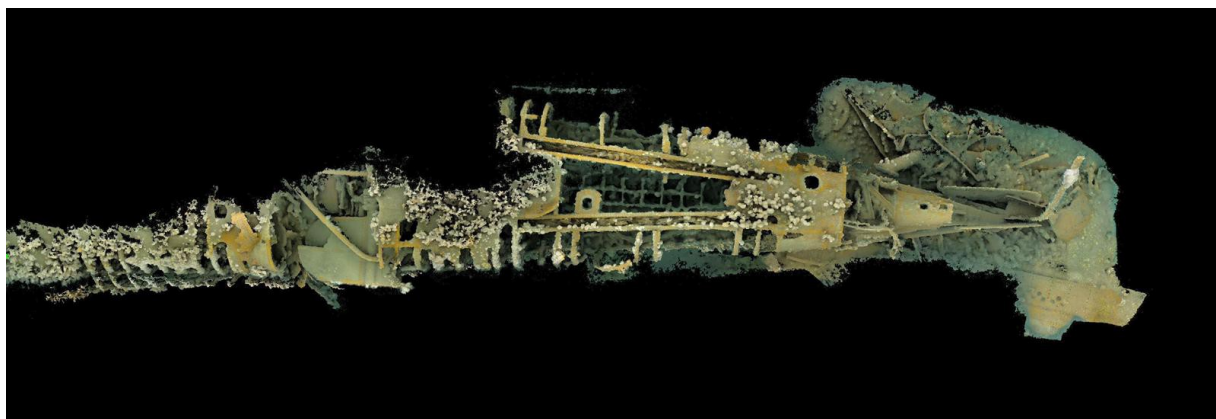
The K 4 stem is at right of this image – despite being a Protected wreck, the bow has been removed to facilitate the illegal removal of the four non-ferrous bow torpedo tubes. (Image courtesy of Prof Chris Rowland.)



The dotted red line represents the bow area of the submarine that has been removed.

(Image courtesy of Prof Chris Rowland)

- NnG Windfarm had a permanent presence onsite near the submarines from August 2020. NnG have a Marine Coordination Centre which monitors all vessels entering the construction site and have a number of guard vessels who are tasked to make sure 3rd party vessels do not encroach on the construction site. During construction, vessels are requested to go around the outer limits of the windfarm. It is therefore believed that the unauthorized removal of the bow torpedo tubes took place in the period August 2019 to August 2020, likely at the same time as the complete non-ferrous navigation bridge was removed from K17.



The bow section of K 4 seen from above, with isolated vertical stem to right of image. K 4 damaged its bows on 17 November 1917, off the Danish coast, in a collision with K 1. K4 was fitted with a new 4-inch thick stem, which has survived the attentions of the salvors.

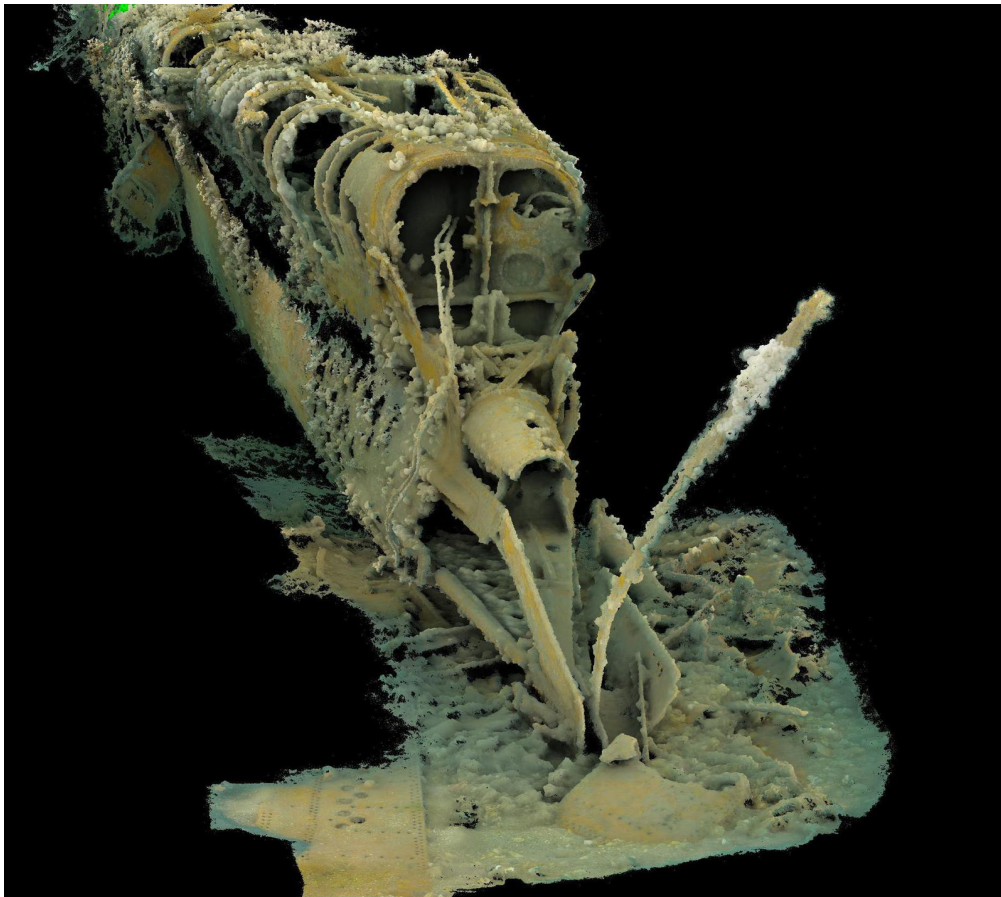
(Image courtesy of Prof Chris Rowland)



3D photogrammetry of the bow of K 4 today. The main body of the submarine is to left of image, whilst the vertical stem remains upright. The four non-ferrous torpedo tubes formerly in the gap in between have been illegally salvaged between August 2019 and August 2020, damaging the structure of this protected wreck. The starboard anchor can be seen in its hawsepipe just to left of the salvage damage. © Prof Chris Rowland



Looking aft from the bow towards the main body of K4 (c) Rick Ayrton



3D photogrammetry looking towards the upright stem of the bow.

Image courtesy of Prof Chris Rowland



K4 isolated stem to right – view looking down damaged starboard side of bow to main body in distance. © Rick Ayrton



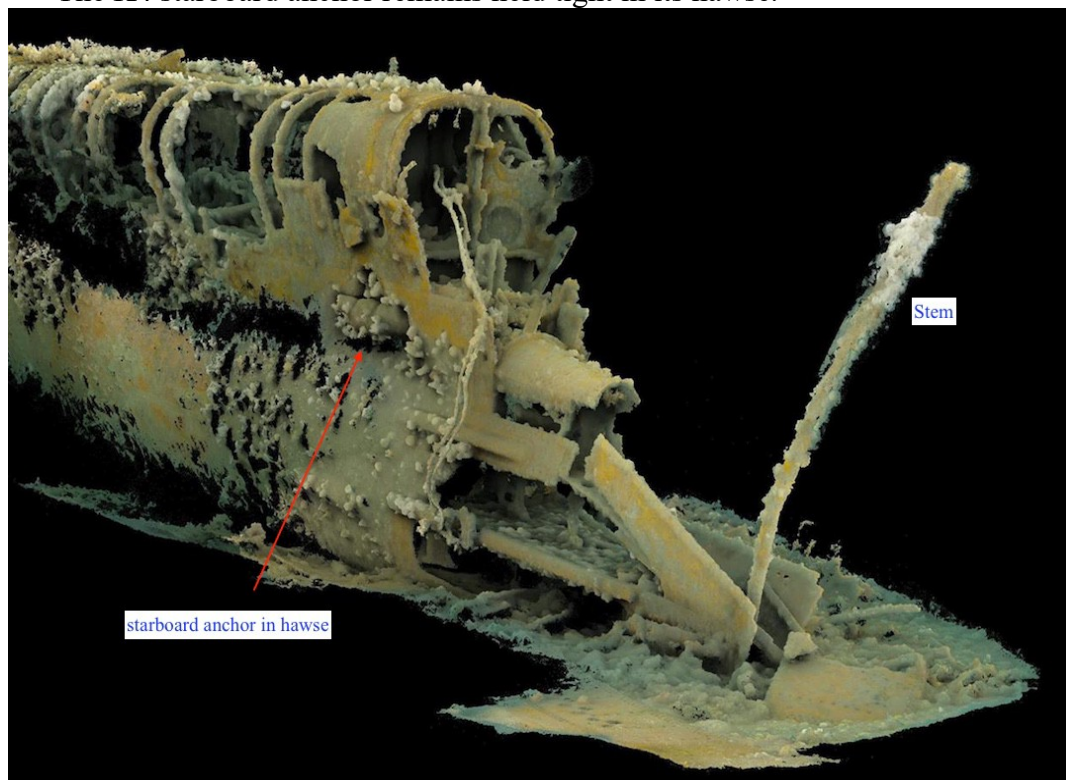
Looking from stem down port side of damaged bow. © Rick Ayrton



Looking from salvage damaged bow area, aft towards where the pressure hull reforms.

© Rick Ayrton

- The K4 starboard anchor remains held tight in its hawse.



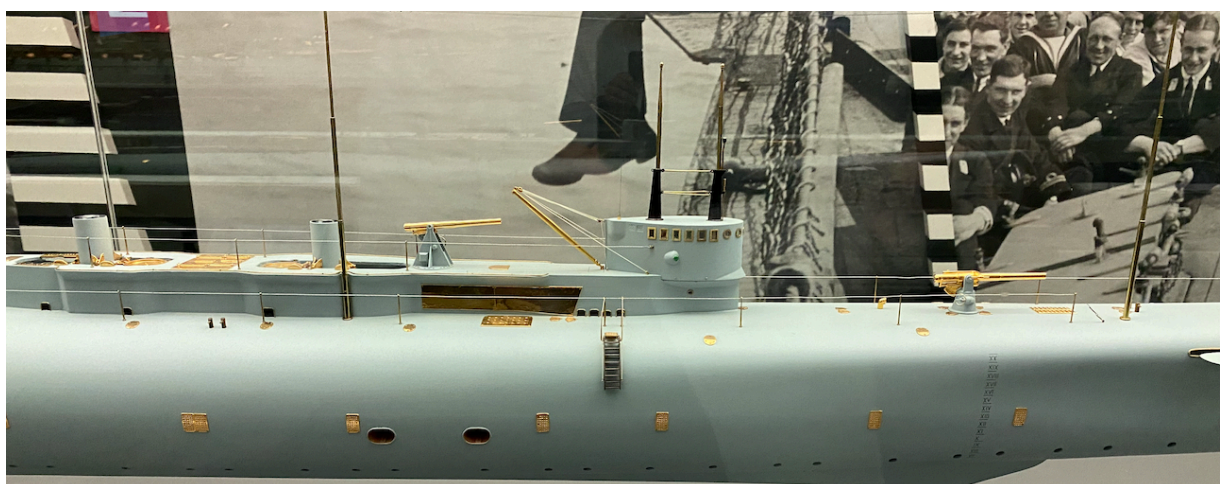
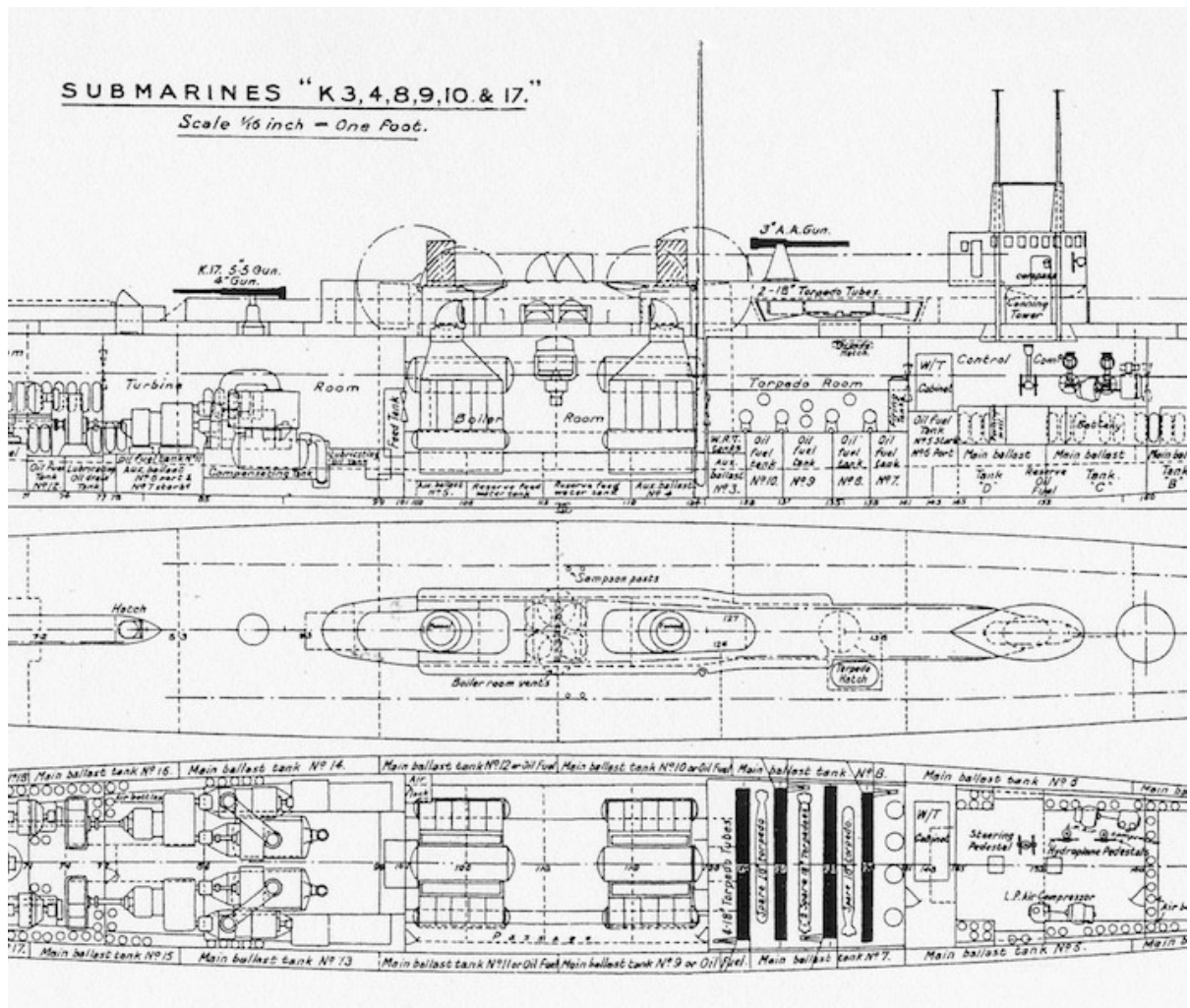
- Depth charges.



Depth charges can be seen stored in the magazine just abaft the forward Torpedo Room and abaft the Boatswain's Store. It is believed that they were loaded via the torpedo loading hatch situated between the bow 4-inch gun (in front of the conning tower) and the anchor capstan.

© Rick Ayrton

4.4 THE AMIDSHIPS SECTION



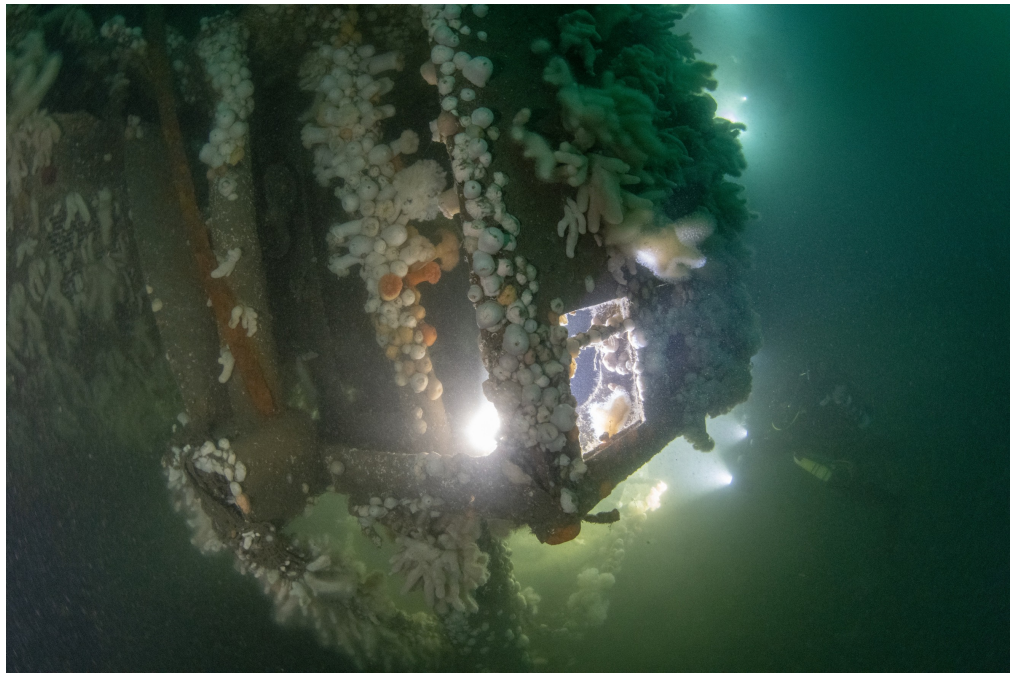
K-boat model, National Maritime Museum © Rod Macdonald

Navigation & Command Bridge.

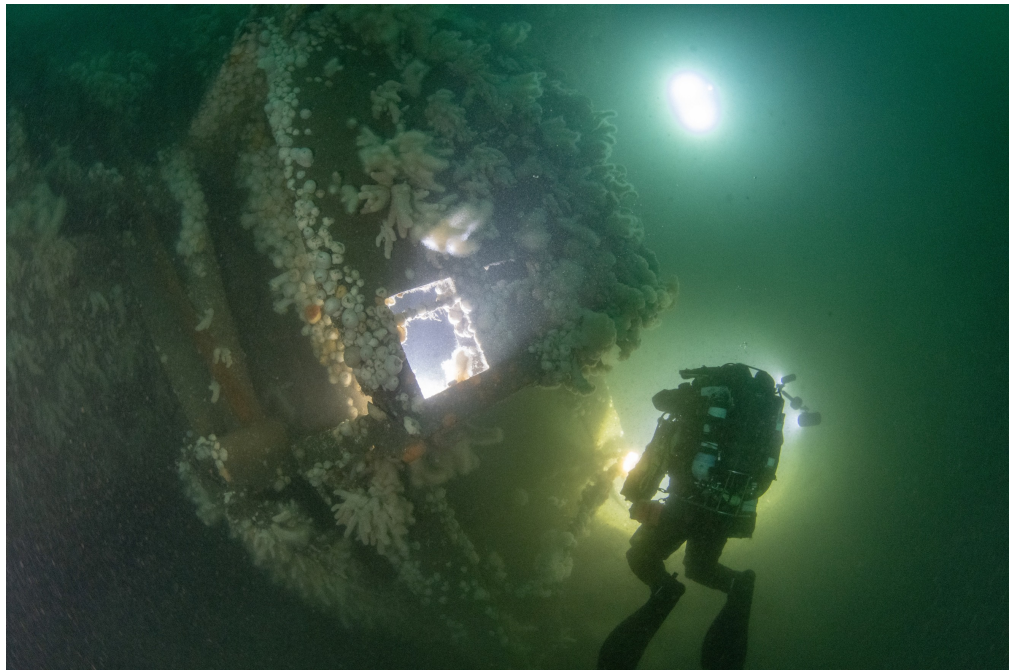
- 4.4.1** The non-ferrous navigation and command bridge rests upside down against the starboard side of the hull. The inner inverted compartment of the

navigation and command bridge is open for inspection.

- 4.4.2** Two periscopes emerge from its inverted roof via shears, the attack periscope and sky periscope. Both periscopes are jammed into the seabed and their periscope shears largely support the weight of the tower.
- 4.4.3** The command bridge has square windows along either beam and round portholes forward on the curved frontage.
- 4.4.4** An open access doorway is set in the aft bulkhead of the bridge.



The inverted K 4 navigation & command bridge see from astern rests upside down on the seabed on the starboard side of the hull. The aft facing entry doorway can be seen here, the door fallen to the seabed. A diver's torch illuminates a large square window on the port side. © Rick Ayrton



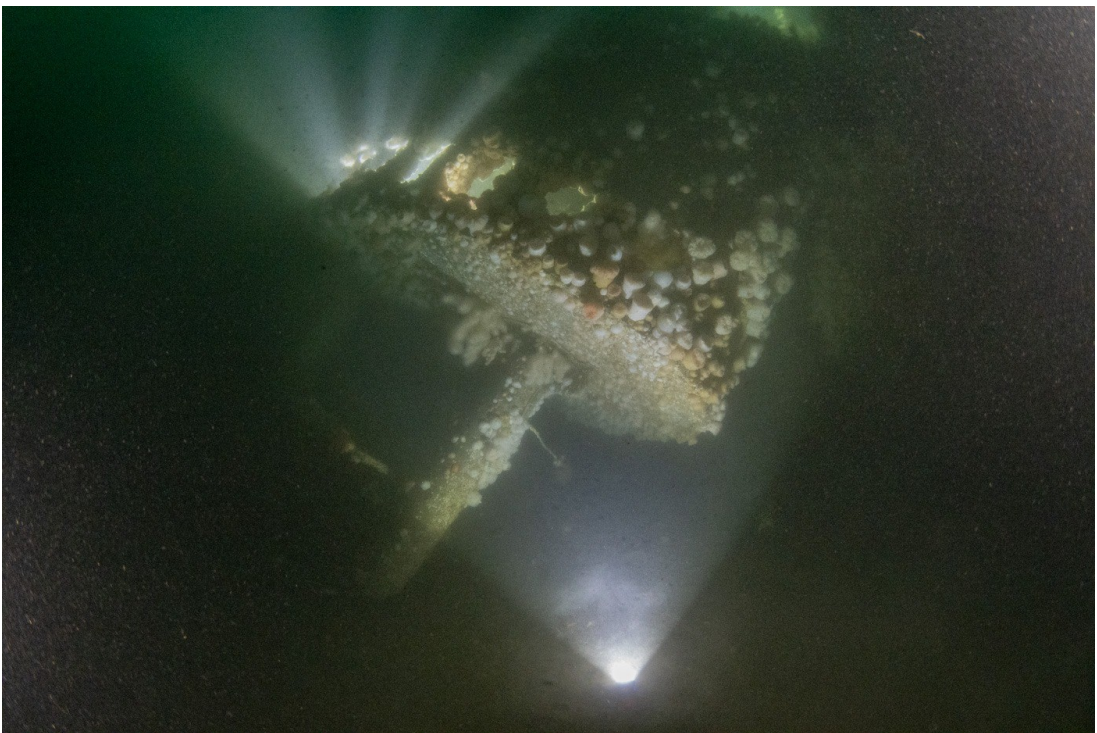
A diver brings scale to the inverted command bridge. © Rick Ayrton



From a position in front of the inverted command bridge, the photographer looks aft towards the bridge frontage, which reveals the circular portholes. The No 1 periscope shear can be seen driven into the seabed. (c) Rick Ayrton



Square windows line the port side of the inverted command bridge. The curved frontage is to right of shot. © Rick Ayrton

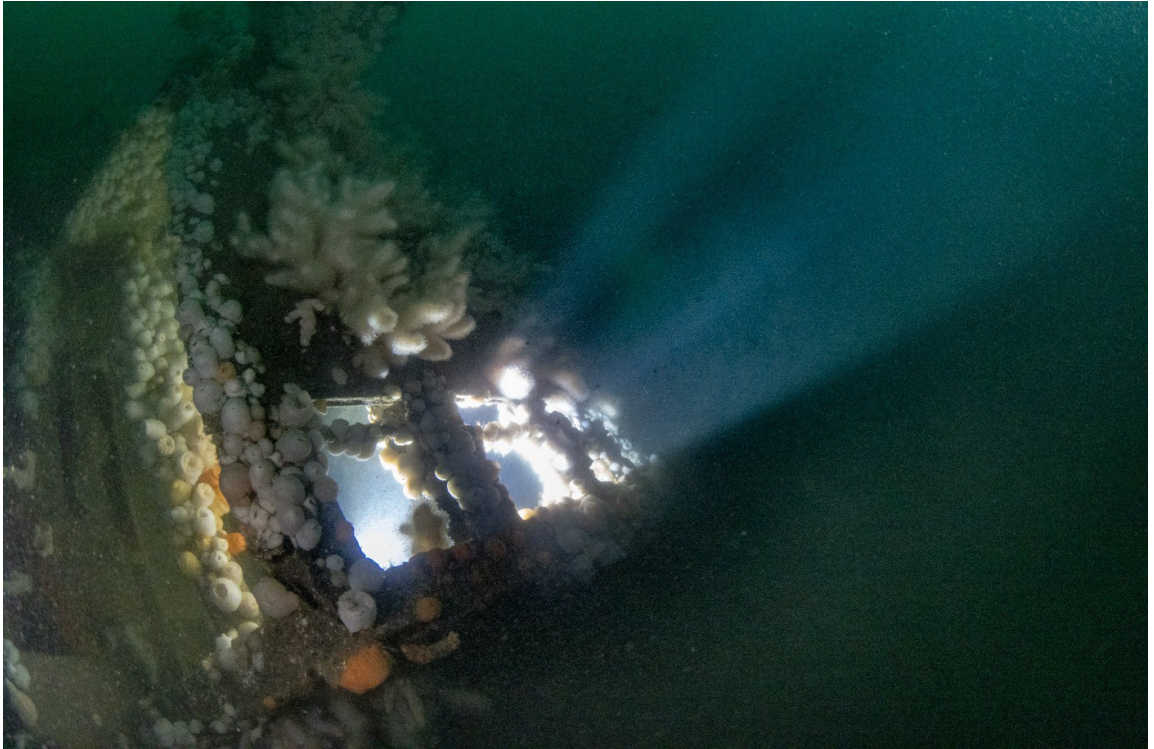


A diver's torch illuminates the inverted command bridge, which rests on the seabed on the No 1 & No 2 periscope shears. © Rick Ayrton



ABOVE and BELOW. *Inverted command bridge of K 4.* © Rick Ayrton

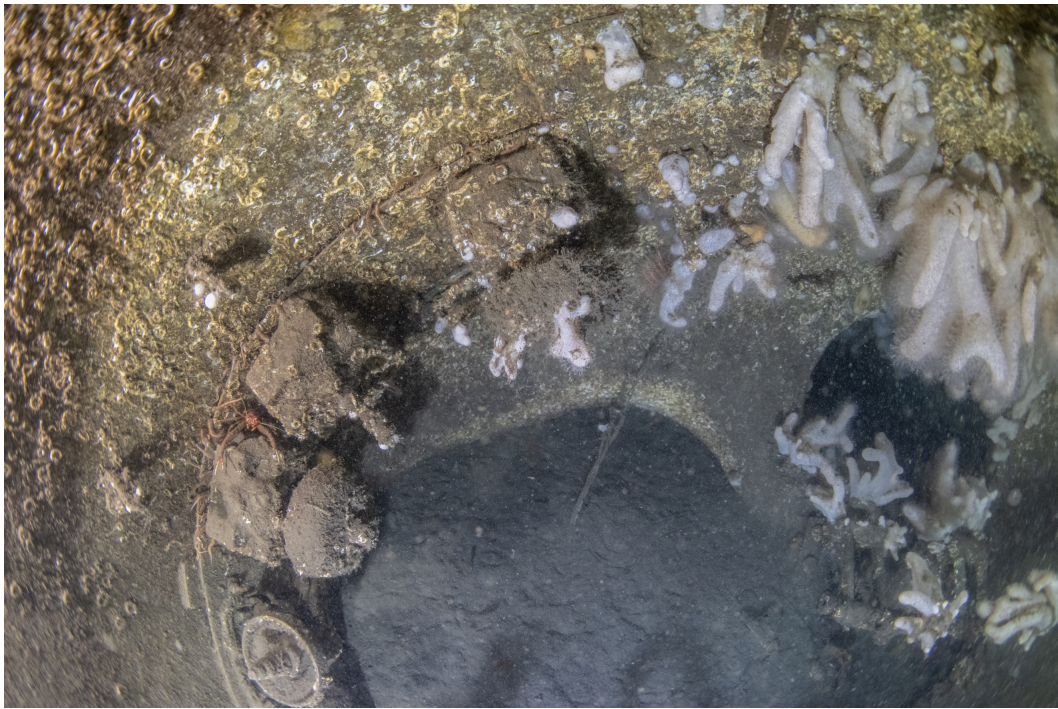




Diver torches illuminate the command bridge square port windows. © Rick Ayrton



ABOVE. View looking down from above into the open base of the inverted command bridge as it rests against starboard side of the hull © Rick Ayrton



Intricate mechanisms inside the inverted command bridge. © Rick Ayrton



Retracted periscope base. © Rick Ayrton



Inside the command bridge is a geared mechanism, believed to be for remotely closing voice pipes leading from control room below to the bridge.

© Rick Ayrton

4.4.5 With the command bridge fallen to starboard, there is now a large opening down into the Control Room within the pressure hull.

4.4.6 Aft the command bridge, the 3-inch High Angle AA gun is positioned on its mount.

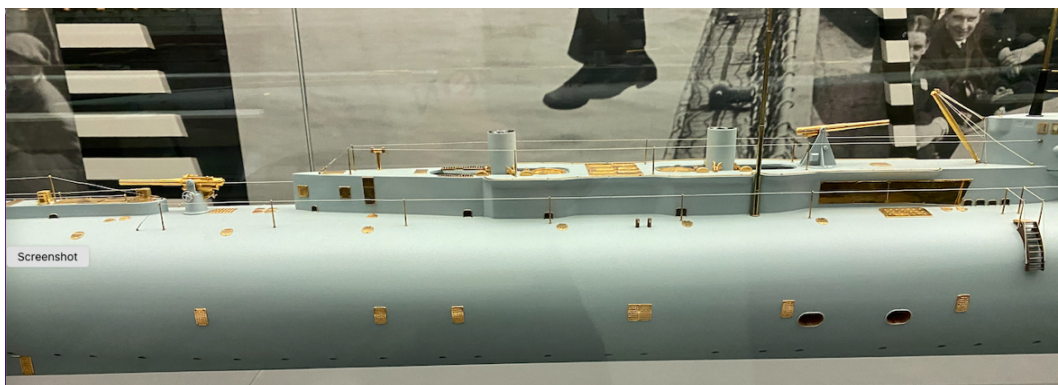


3-inch HA gun abaft command bridge © Rick Ayrton



3-inch HA gun abaft command bridge. © Rick Ayrton

4.4.7 Smokestacks



ABOVE: K-boat model, National Maritime Museum © Rod Macdonald

- i) The upper moving parts of each of the two funnels, made of light steel, are no longer present and the surrounding superstructure and pits into which they lowered are rotted away and no longer apparent.
- ii) The forward No. 1 funnel was hinged at its front edge and lowered forward into a pit.
- iii) The circular funnel uptake from the boiler room below had two sealing hatches. One was sealed at the upper superstructure deck by a large circular hatch lid, whilst the lower circular uptake aperture to the pressure hull itself was sealed by a heavy-duty circular lid that mechanically moved horizontally from a recess to seal the pressure hull itself. The No. 1 hatch is closed.



No. 1 funnel hatch in closed position © Rick Ayrton

- iv) The after No. 2 funnel was hinged at its aftmost edge and lowered aft into its recess. In similar fashion to the forward No. 1 funnel, the boiler room uptake was sealed by two circular hatches at the superstructure deck level and the lower pressure hull level.
- v) The uppermost circular shelter deck hatch for No. 2 funnel is in the fully open position.



Aftmost No. 2 funnel hatch on superstructure deck in open position (seen from forward). © Rick Ayrton



Aftmost No. 2 funnel superstructure deck hatch in open position (seen from starboard side)

© Rick Ayrton



Aftmost No. 2 funnel hatch lying back on deck – seen from starboard side aft. © Rick Ayrton



View inside the aftmost No. 2 funnel uptake, looking down to lower sealing hatch to pressure hull.

© Rick Ayrton



Lower after No. 2 smokestack hatch to pressure hull in open position. The hatch cover can be partly seen recessed under the superstructure as hurried steps were taken to seal the hatches following the collision.

© Rick Ayrton

4.4.8 Mushroom boiler room ventilation seals

Unlike K17, the four Boiler Room ventilation mushroom type seals, which are situated in a cluster between No. 1 and No. 2 funnels, are all broadly in the closed position. This appears to be evidence that the Boiler Room crew had attempted to make the boat watertight after being struck by K6 and K7.



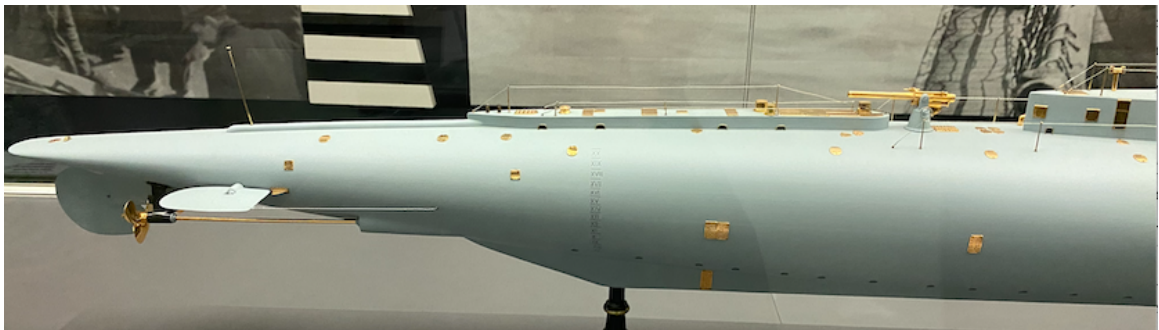
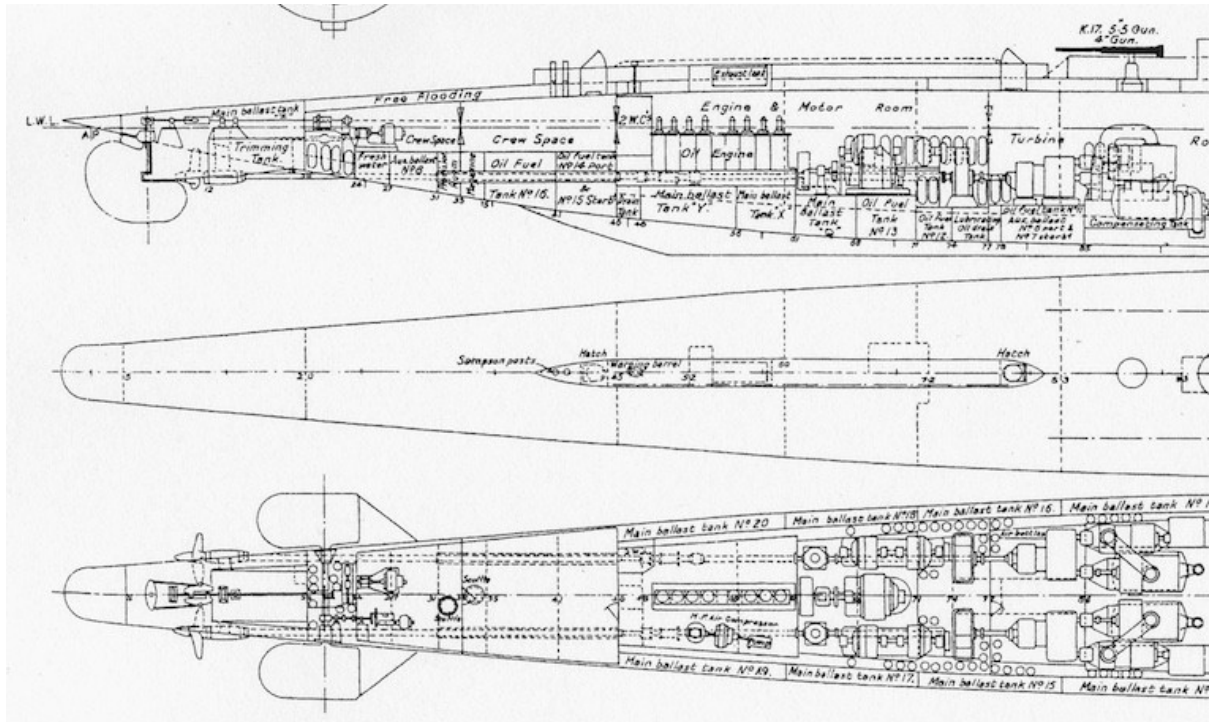
Mushroom boiler room ventilation seal in closed position. © Rick Ayrton



View of all four boiler room ventilator mushroom seals in closed position.

© Rick Ayrton

4.5 THE STERN SECTION



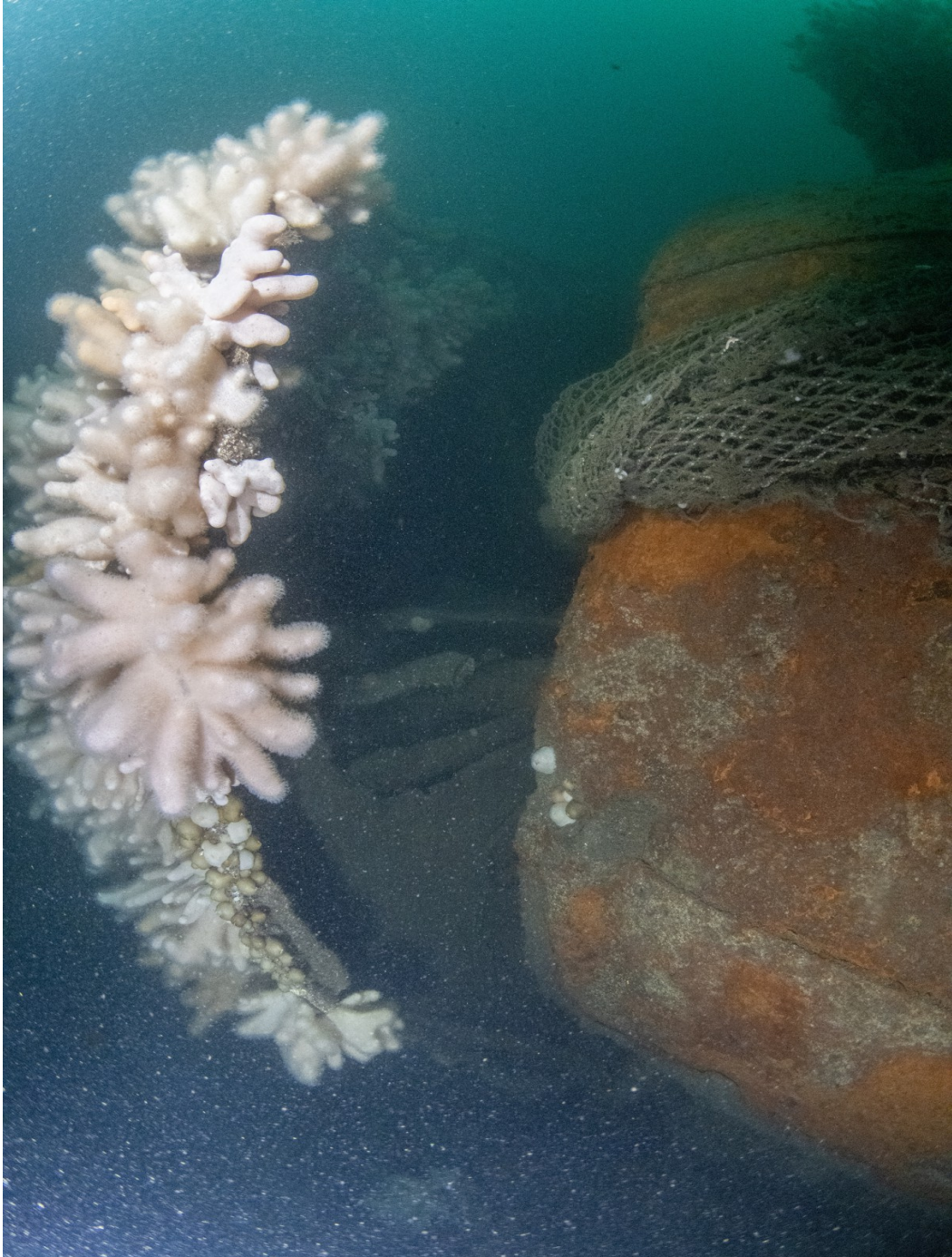
K-boat model, National Maritime Museum © Rod Macdonald

4.5.1 The after 4-inch deck gun appears to be missing and was not found on the seabed.

4.5.2 There are two fissures in the hull abaft the location of the main deck gun. The foremost is a large fissure, which allows limited views inside the pressure hull. A trawl net is snagged in the fissure. The 2nd fissure is further aft and is believed to be where K 6 struck.

BELOW: Starboard aspects of foremost fissure with snagged trawl net visible.

© Rick Ayrton







The foremost fissure shows a clean break, with empty rivet holes where the rivets have been turned to dust by differential corrosion. This suggests that the break occurred after the sinking and that the trawl net has accidentally pulled apart the unriveted sections. © Rick Ayrton



View forward at foremost fissure – the snagged trawl net is visible at bottom of shot

© Rick Ayrton



View aft at foremost fissure – the snagged trawl net is again visible

© Rick Ayrton

4.5.3 Hull break abaft the stern superstructure.

K4 was initially rammed by K6, abaft the after superstructure. Although K6 had set her engines full astern, she still had too much way on to avoid inflicting catastrophic damage to K4. The impact was in the vicinity of the Turbine Room. Today there is a fissure in the hull that extends well across the vessel, plating is missing and the ragged damage to plating is very different from the clean break of the foremost fissure. This is the location of the blow by K6.

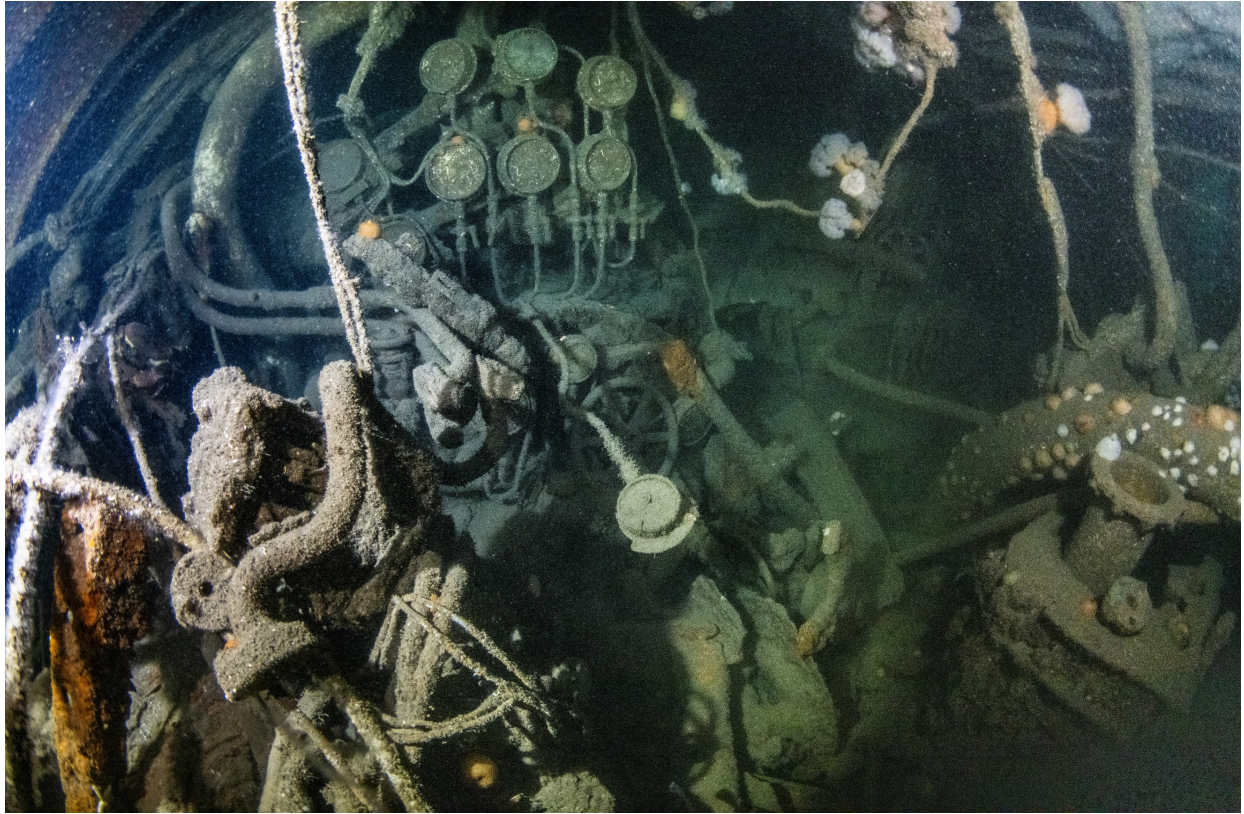


ABOVE: Looking aft from above towards the fissure in the starboard hull abaft the after superstructure caused by K6 and subsequent natural degradation. The fatal gash is wide on the starboard beam and does not extend completely across the hull. © Rick Ayrton

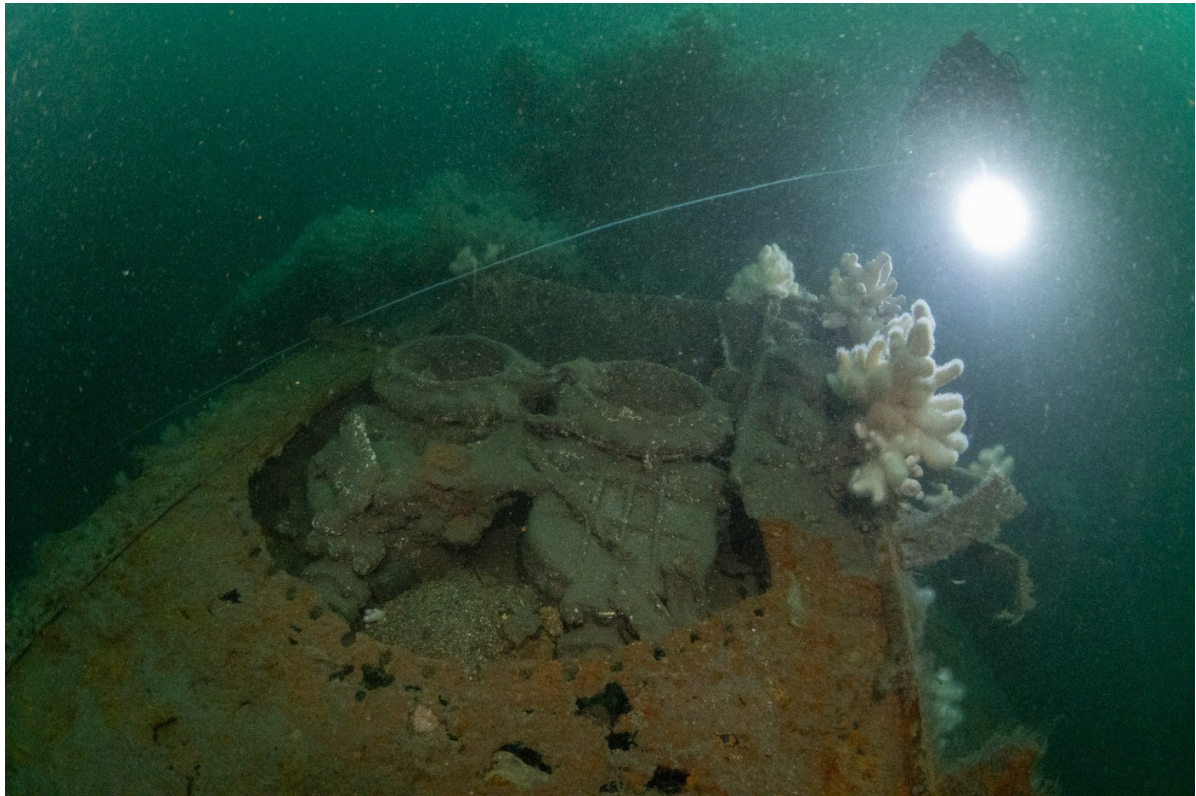


The starboard side of the aftmost fissure. © Rick Ayrton

The aftmost fissure reveals an array of Turbine Room pressure gauges © Rick Ayrtton



4.5.4 Aft the aftmost No. 2 funnel, above the Boiler Room are two circular pipes positioned athwartship – see image below. These are believed to be may be freshwater intake pipes leading to the boiler room Feed Tank immediately below. The curved outline of the end of the funnel superstructure (towards bottom of shot) can be seen, rivet holes visible where differential corrosion has turned the rivets to dust.



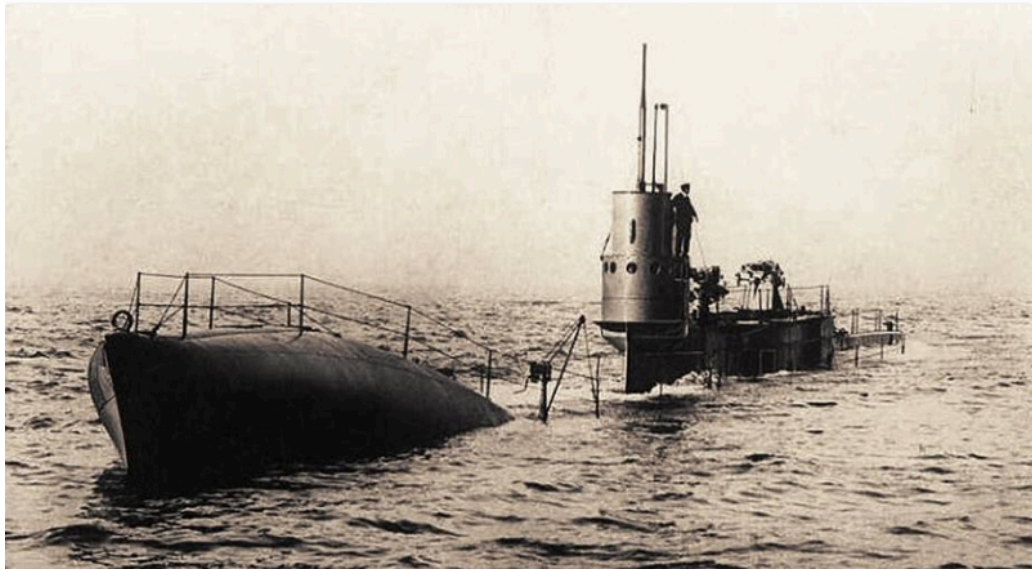
Two large athwartships pipes abaft No. 2 funnel on the after part of the funnel superstructure are believed to be freshwater intakes for the Boiler Room Feed Tank immediately below.

© Rick Ayrton

4.5.5 The entire fantail of K4 is buried in the seabed.

4.5.6 Both propellers and both hydroplanes were buried in the sand and not visible at the time on this inspection

5 HMS K17



HMS K15 displays the bulbous swan bow added after the buoyancy issues became known

Specifications (as built)

Builder:	Vickers, Barrow-in-Furness
Laid down:	May 1916
Commissioned:	March 1917
Displacement:	Surfaced: 1,980 tons Submerged: 2,600 tons
Length:	339-ft (oa)
Beam:	26.5-feet
Draught	20-ft 11-inches
Speed:	Surfaced: 24 knots Submerged: 8 knots
Endurance:	Surfaced – 800 nm @ 24 knots 12,500 nm @ 10 knots Submerged: 8nm @ 8 knots 40nm @ 4 knots
Complement:	56 officers and men (including 6 officers)
Armament:	
Torpedoes tubes:	(i) 8 x 18-inch hull mounted submerged torpedo tubes.

- (ii) Mounted 4 bow tubes (2 either side). 4 beam tubes amidships (2 either side)
- (iii) 2 x 18-inch swivel torpedo tubes (fitted in the funnel superstructure) for surface use at night (later removed)

Torpedoes: 18-inch Mark VIII torpedoes

- (1) Warhead: 320-lb (150kg)
- (2) Propulsion: Wet heater
- (3) Speed: 35 knots for 2,500 yards.
- (4) Spare torpedoes: 8 carried

Deck guns:

- (1) 2 x Breach Loading (BL) 5.5-inch Mk I naval guns, one on foredeck, one on after deck.
- (2) 3-inch HA AA gun abaft conning tower

Diving Depth: 61 metres

5.1 Service History

HMS K17 was laid down on 1 June 1916 at the Vickers Ltd yard at the port town of Barrow-in-Furness in Cumbria, England. The hull was launched for fitting out afloat on 10 April 1917 and the submarine was completed on 20 September 1917.

It had been planned to use the 5.5-inch/50-cal BL Mark I deck gun on all the K-class submarines but in the event, only K17 appears to have been fitted with the 5.5-inch BL deck gun, the other units of the class being fitted with the 4-inch Mk XI deck gun, a feature useful in distinguishing the wreck of K17 from K4 on the seabed today.

The 5.5-inch Mark 1 weapon was designed in 1913 and was introduced in about 1915 when two cruisers were building at Cammell Laird for the Greek Navy. The 5.5-inch gun caliber had been specially selected by the Greeks over the contemporary British 6-inch gun as it fired a lighter shell and as a result its ammunition could be handled more easily.

On the outbreak of World War I, Britain purchased the two cruisers, which were completed as HMS *Chester* and HMS *Birkenhead*. The Royal Navy was pleased with the performance of the 5.5-inch gun in comparison to the 6-inch gun, as it had a higher rate of fire for little loss in hitting power. More guns were ordered and fitted to the battlecruisers *Hood* (12 x 5.5-inch) and *Furious* (11 x 5.5-inch) and later on the aircraft carrier *Hermes*.

The gun utilized a manually operated Welin breech block with a wire wound barrel and fired a 82-lb HE or shrapnel shell at 25° elevation out to 16,000 yards (and 17,770 yards with 30° elevation) with a maximum distance of 18,500 yards. The mounts on K17 may have been limited to about +20° as the gun barrel height was lower than on some other mounts. The barrel of the after 5.5-inch/50 BL Mk 1 deck gun was 22.9 feet long.

The cordite propellant charge was held in a single bag, the propellant charges being stored in the corrugated brass cases used by the Royal Navy for all propellant charges for weapons less than 6-inch.

The Grand Fleet (based in Scapa Flow) received its full complement of completed K-boats during 1917. After being commissioned, K17 was assigned to the 13th Submarine Flotilla

along with K11, K12 and K14. K13 was to have completed the 13th Flotilla, but had sunk in the Gareloch, Dumbartonshire on 29 January 1917, during her pre-acceptance trials. K13 sat on the bottom of the Gareloch until 31 January, when by blowing all the ballast tanks still under control, namely those forward of the engine room bulkhead, the bow of K13 rose up to break the surface. Whilst the bow of K13 was supported by barges, 48 of her crew managed to escape – but 32 had perished. K13 subsequently sunk again the following day but was finally salvaged on 15 March 1917. Once she had been repaired and recommissioned, she was renamed K22 and subsequently joined the 13th Submarine Flotilla at Scapa Flow.

During the summer of 1917, the K-boats were assigned to anti-submarine patrols in the North Sea. Between 15 and 24 June 1917 they took part in a large anti-U-boat sweep by submarines and destroyers following intelligence being received that a number of U-boats were to pass through the North Sea. Four flotilla leaders, 49 destroyers and 17 submarines were divided into nine groups, which covered the northern half of Scotland. During the ten days of the operation, the Royal Navy units sighted U-boats 37 times and made 11 attacks – but sunk none. K7 did successfully torpedo a U-boat believed to be U 95- successfully hitting it with a torpedo beneath the conning tower, that failed to explode.

In December 1917, Admiral Beatty moved his K-boats from Scapa Flow to Rosyth in the Firth of Forth – believing that they would be better placed tactically in the Forth estuary.

Sinking – the Battle of May Island

Thursday 31 January 1918

(For a full account of the Battle of May Island – cf HMS K4 above.)

At 1700 on 31 January 1918, in anticipation of Operation E.C.1. commencing at 1830, the order was issued to Darken Ship. Then at 1747, anchors were weighed and promptly at 1830, the ships and submarines of the Rosyth force began moving off, led by the battlecruiser *Courageous*. In all, a total of some 40 ships and submarines began to move out east along the Firth of Forth, heading for open sea to pass between the mainland and May Island, before heading north towards Scapa Flow.

Directly astern of *Courageous*, in the darkness, the 1,700-ton flotilla leader *Ithuriel* led the 13th Submarine Flotilla of K11, K17, K14, K12 and K22. Following the 13th SF came the battlecruisers *Australia*, *New Zealand*, *Indomitable*, *Inflexible*. The 12th SF flotilla leader *Fearless* followed, leading the submarines K4, K13, K6 and K7. Astern of the 12th SF K-boats came the three Queen-Elizabeth-class battleships *Barham*, *Warspite* and *Valiant* and their screen of destroyers. The light cruiser squadrons would bring up the rear.

The K-boats were ordered to steam about 400 yards apart, each showing a blue light at half brilliance. Blackout shields prevented these lights from being seen from astern more than one compass point (11.25°) each side of the ship's centre line. In all, the line of warships and submarines would stretch out for some 30 miles. As the lead ship of the column, *Courageous*, passed May Island, speed was increased to 21 knots.



HMS Ithuriel – 13th Submarine Flotilla Leader

As the line of warships and submarines began to pass May Island, a low mist descended just as a number of armed trawlers, likely engaged in minesweeping, began to approach the column of ships and submarines obliquely – completely unaware of the huge line of ships moving out from Rosyth in the darkness and in complete radio silence. When the trawlers were spotted, this triggered a series of evasive maneuvers, during which K14 (13th SF) near the head of the line veered out of the line for six minutes as her helm jammed. Once K14's helm was freed, she sped forward to retake her place in the line – but as she did so, in the confusion, K22 following astern, rammed K14, puncturing her pressure hull. The two submarines were now badly damaged and in danger of sinking.

After learning of the collision between K14 and K22, Commander Leir, in the 13th Submarine Flotilla Leader *Ithuriel* (following *Courageous*) turned to head broadly southwest on a course of south 65° west to render assistance. His remaining submarines K11, K17 and

K12 followed. One minute after completing the turn to a southwest bound course, Commander Leir sighted the battlecruiser *Australia* coming out of the darkness straight towards him. He turned *Ithuriel* away - and the three K-boats astern of her K11, K12 and K17 followed - narrowly avoiding *Australia* and a number of escort destroyers. *Ithuriel* and her K-boats began a series of five sharp evasive changes of course in four minutes, as the battlecruisers *New Zealand*, *Indomitable* and *Inflexible* with their escort destroyers followed after *Australia*.

In the darkness, the oncoming battlecruisers (each displacing about 18,500-tons), and their destroyer screen now swept at 18 knots towards the stationary K14 and K22. *Inflexible* collided with the fore part of K22 on the starboard side, the huge mass and momentum of the far larger battlecruiser pushing about 30 feet of the submarine's bows out to port - at almost 90° to the rest of the hull.

After making her succession of evasive turns, K11 managed to resume station 400 yards astern of *Ithuriel*, which had by now resumed its course of south 65° west. During the evasive turns however, K17 had lost ground and fallen about one mile behind K11. K12 had also swerved to avoid the unidentified trawlers, and as she resumed her station she came up behind K17, misidentifying it as K14, the boat that she was following but which had unknowingly pulled out of the line after her helm jammed.

***Fearless* and the 12th Submarine K-boats approach.**

Five miles astern of the northeast bound battlecruisers came the 12th Submarine Flotilla K-boats K4, K3, K6 and K7 in that order - led by the scout cruiser *Fearless*. The flotilla surged through the darkness at the ordered speed of 21 knots.



The 3,340-ton scout cruiser HMS Fearless, 12th Submarine Flotilla Leader

2025. *Ithuriel* and the 13th SF begin to cross the path of *Fearless* and the 12th SF.

The battlecruiser *Australia* radioed to the three battleships *Barham*, *Warspite* and *Valiant*, following astern of the 12th Submarine Flotilla:

‘Priority. Have just passed Ithuriel and three submarines inward bound.’

But as that signal was being transmitted, officers on the bridge of *Fearless* sighted the white steering lights of two vessels following one other vessel, fine on the port bow - and passing in front of them from port to starboard. The lights of a 3rd vessel were then spotted, about half a mile astern of the other two vessels. The lights of the first two vessels crossed the bow of *Fearless* – and all eyes focused on the 3rd vessel, which was also passing from port to starboard ahead, presenting its starboard beam to *Fearless*. When the other vessel did not give way, and it became likely that a collision would occur, the skipper of *Fearless* ordered ‘Hard a’port. Full speed astern. *Fearless* sounded three short blasts on the siren, followed by another three – the letter S in Morse. This is still the recognized sound signal today to indicate that a vessel is putting its engines astern. But despite her engines going astern, her momentum at 21 knots carried her forward towards the 3rd vessel, which lookouts now identified as K17.

2032. K17 is struck by *Fearless*.

The towering bow of 3,340-ton scout cruiser *Fearless* slammed into the starboard side of K17, forward of the command bridge and conning tower. K17 had been passing port to starboard, that is from left to right ahead of *Fearless*' direction of travel. The bow of *Fearless* easily stove in the light casing surrounding the starboard side of K 17's stronger pressure hull. The impact jarred *Fearless* violently from stem to stern, flinging crew and machinery about.

The bow of *Fearless* crumpled as she drove on, her bow striking K 17's inner pressure hull and pushing the submarine downwards as her bow rode up and over the fore part of K17. The bow of *Fearless* suffered severe damage, with the stem and plating for some distance aft being stove in and pushed out to starboard. Inside K17, men were flung about in all directions. With such serious damage to her forepart, the order on *Fearless* was given to close all watertight doors.

The strain of the impact and the weight of the bow of *Fearless* riding up over K17's bow was too much - and the submarine broke into two parts, around Frame 160, the aft bulkhead of the Officer's Quarters. Once broken in two, the detached fore part of K17, its innards now exposed to the sea and with little buoyancy, sank virtually immediately.

The mortally wounded main section of K17 twisted free and was swept along the port beam of the oncoming *Fearless*, drifting astern. Crew on *Fearless* reported that K17 seemed to sink at once. Shocked officers on *Fearless* slowed the warship, ordered all hands to Collision Stations and turned out all boats. Both whalers and a cutter had soon been lowered.

About 10 seconds before the collision, as the oncoming *Fearless* was spotted, the bridge of K17 had ordered all watertight doors closed. But as one crewman in the wardroom rushed to enter the Control Room and close the watertight door to the forepart of the submarine behind him, *Fearless* had smashed into K17. As he attempted to close the watertight door, assisted by another crewman, the rush of water swept them off their feet. The lights went out and clouds of gas rose from the flooded batteries, which were located directly

under the Officer's Quarters (forward of Control Room) and the Control Room itself, beneath the conning tower. Quickly waist deep in surging water, as the two crewmen struggled to close the door, the order to abandon ship was issued. Another crewman closed the door from the beam Torpedo Room into the Control Room.

From the Control Room and Engine Room, men now clambered up ladders and passed through hatches onto the upper weather deck of the submarine - to gather on the bridge and funnel superstructure. Every man was reported to be on deck. Survivors reported that the bows were thought to be fully submerged and completely flooded with water – but by this point, it is likely that they had actually sheared off.

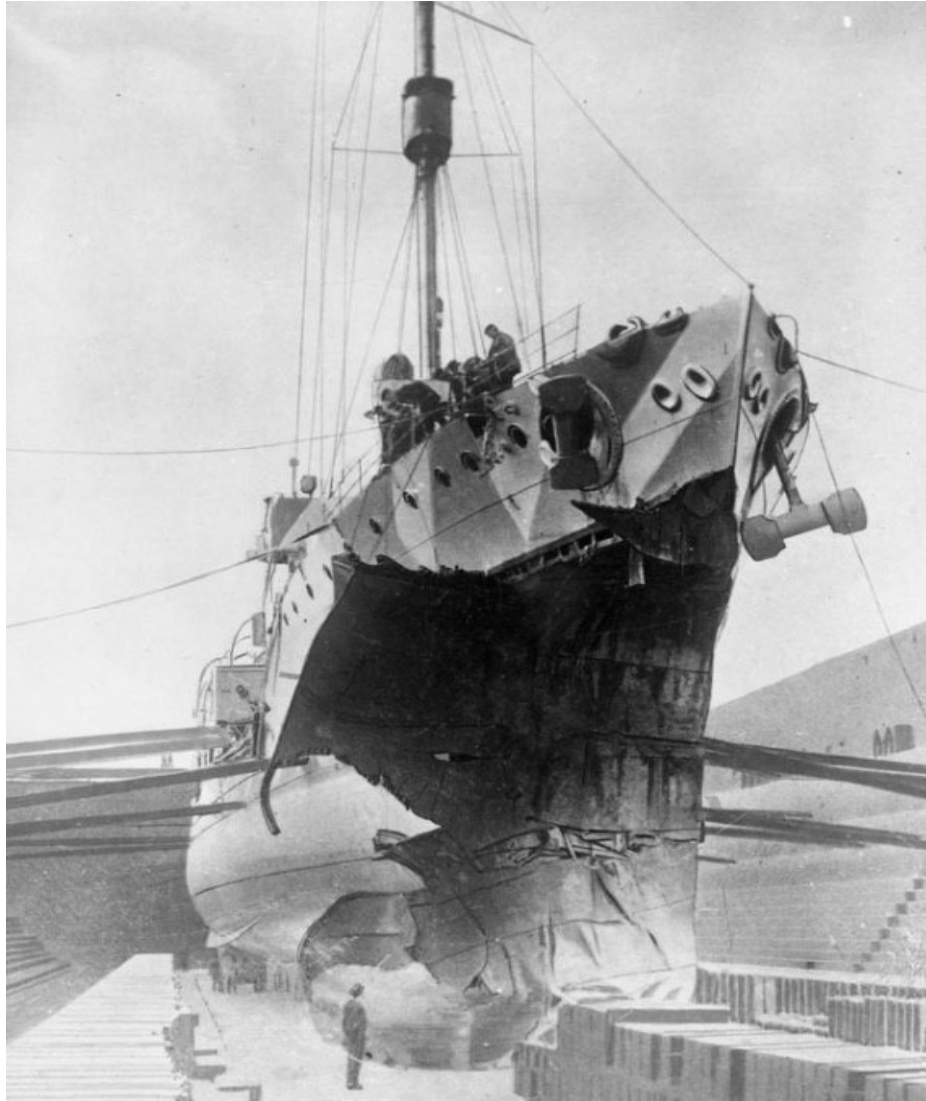
As the stern slowly rose out of the water, the captain ordered everyone aft. Men perched on top of the deck gun and the two squat funnels. Then, as the submarine settled further into the water, men began to be washed overboard. A searchlight from *Fearless* swung around in the darkness illuminating the sinking submarine.

As more men entered the water, the stern rose higher until it was seen silhouetted and pointing to the sky, with some men still clinging to it. The lights of several ships were now showing around the scene of the collision.

2040hrs: K 17 sinks within 8 minutes

About eight minutes after being struck by *Fearless*, at about 2040, the main body of K17 disappeared from sight.

In the image below of *Fearless*, the plating of the stem can clearly be seen to be bent smoothly to starboard – showing that the impact with K17 was not head on but was more on the port side. This indicates that after ordering 'Hard a'port - full astern', *Fearless* had begun to swing to starboard as she slowed. There appears to be a section of the stem bar shown at left of the damaged plating. The plating has been pushed smoothly to starboard and almost suggests the shape of K17's hull.



The damaged bow of HMS Fearless. The port shell plating is smoothly pushed inwards to starboard.

The battleships arrive.

No warning of the terrible scene ahead reached the three oncoming Queen Elizabeth-class battleships *Barham*, *Warspite* and *Valiant* and their destroyer escorts towards the end of the 30-mile-long line of warships and submarines. They were unaware that they should alter course.

In darkness, at 21 knots, the huge dreadnoughts and their destroyer escorts surged through the stationary remnants of the two K-boat flotillas, all three battleships narrowly missing the bows of K3. The escort destroyers swept over the spot where K17 had gone down, charging through and killing many of K17's crew who by now were now, with K 17 sunk, were struggling in the water. The wash from the battleships knocked overboard several men from K7, although all managed to climb back aboard. The battleships continued onwards into the darkness.

Once the battleships and their escorts were gone, the search for survivors of K17 resumed. Over the next 30 minutes, nine men from K17 were found in the water alive, although one subsequently died aboard. At 2130, *Fearless* hoisted her boats back aboard and, down by the head from her own damage, she headed for home at Slow Ahead with K6 and K7 in company.

The eight K17 survivors were:

Gerald Edward Armitage Jackson, Lt RN

Anthony Westbrook, L/Sea, RN

Joseph Clark, Able Seaman (SG), RN

George Thomas William Kimbell, Signaler, RN

James Stewart, SPO, RAN

Henry Fulcher, Stoker 1st class, RN

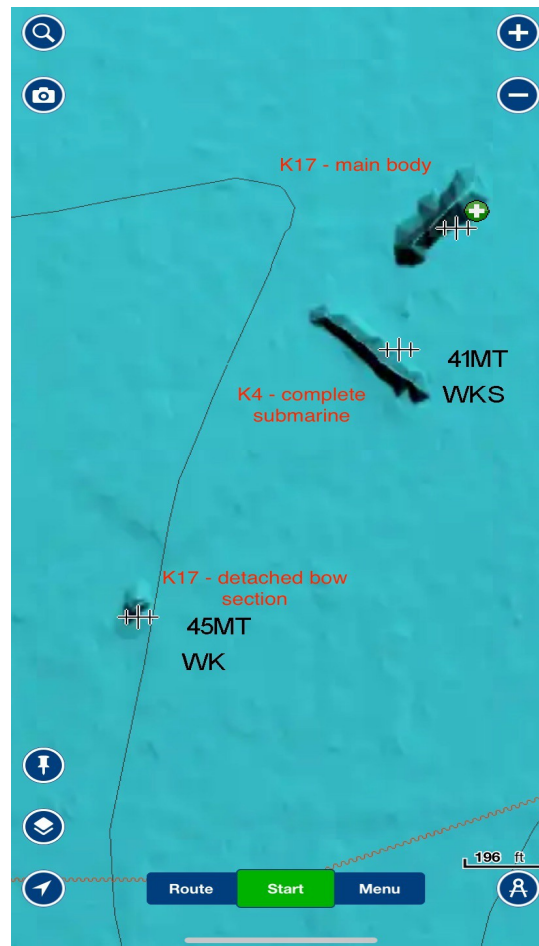
Albert Dowding, Stoker 1st class, RN

Kenneth Vass, Stoker 1st class, RN

5.2 Survey Results

The wreck of K17 today

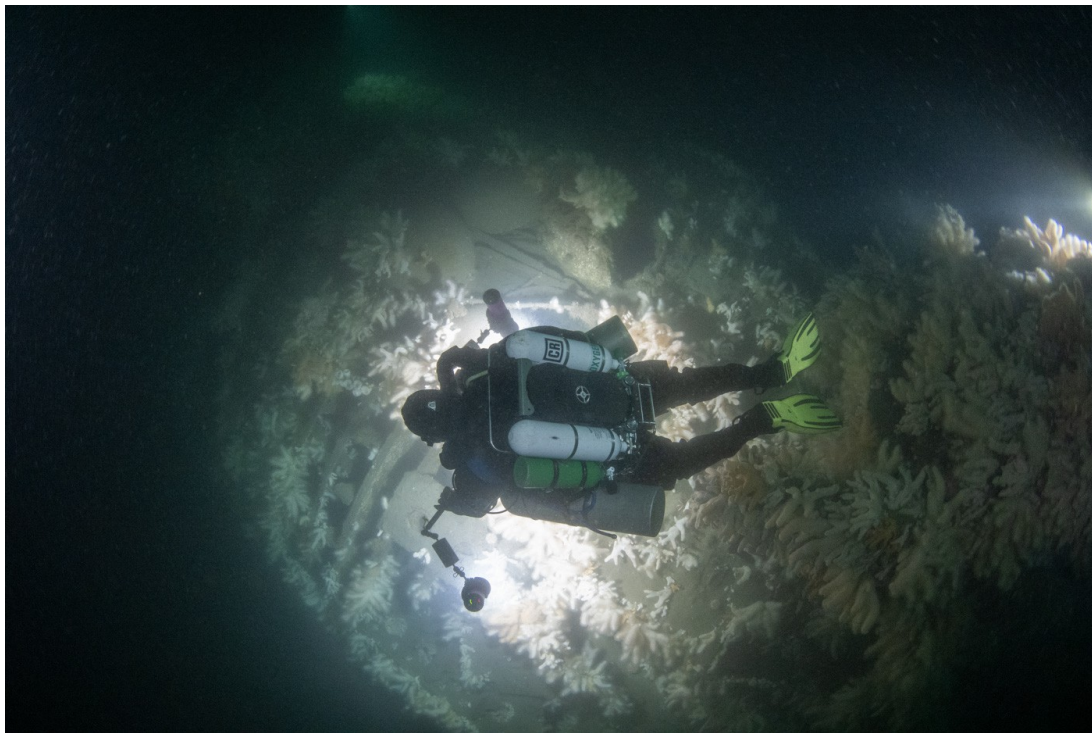
Site Description – overview



- Today the historic wrecks of the two K-class submarines lie just inside the UK Territorial Waters Limit, some 13nm from Fifeness Lighthouse on a bearing of roughly 095°. The wrecks lie roughly 13nm northeast of May Island on a bearing of 71°

The wreck of HMS K17 was designated a Protected Place under the Protection of Military Remains Act 1986 and is specified as such under The Protection of Military Remains Act 1986 (Designation of Vessels and Controlled Sites) Order 2019), which came into force on 2 September 2019.

- The dislocated bow section of K17 is approximately 20 metres long and lies in isolation on its beam ends at Lat 56° 15.332 N, Long 02° 11.764 W. It is believed that the bow section, devoid of any sufficient reserves of buoyancy after being sheared off the main body of K17, would have sunk almost virtually immediately and that its location today marks broadly the position where HMS *Fearless* collided with K17.
- The 83-metre-long main body of K17 sits upright on the seabed at 56° 15.518 N, 02° 11.544 W. The submarine is oriented heading broadly southwest/northeast, with its southwest most part at 56° 15.497 N, 02° 11.570 W and its northeast most part at 56° 15.534 N, 02° 11.519 W.
- The Lowest Astronomical Tide depth around K17 is 49-50 metres. At HW springs, the maximum seabed depth around K17 is 56 metres, when the least depth is approx. 52 metres
- The seabed around K17 is largely sand and hard shale. There is little silt and K 17 is clean, uncovered by sand and largely unobstructed.

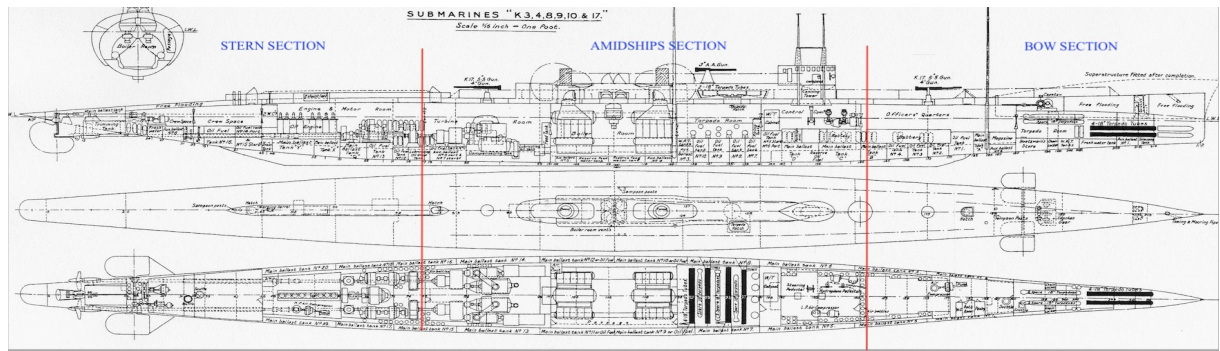


A diver arrives at the wreck of K17 near the mushroom Boiler Room ventilator seals.

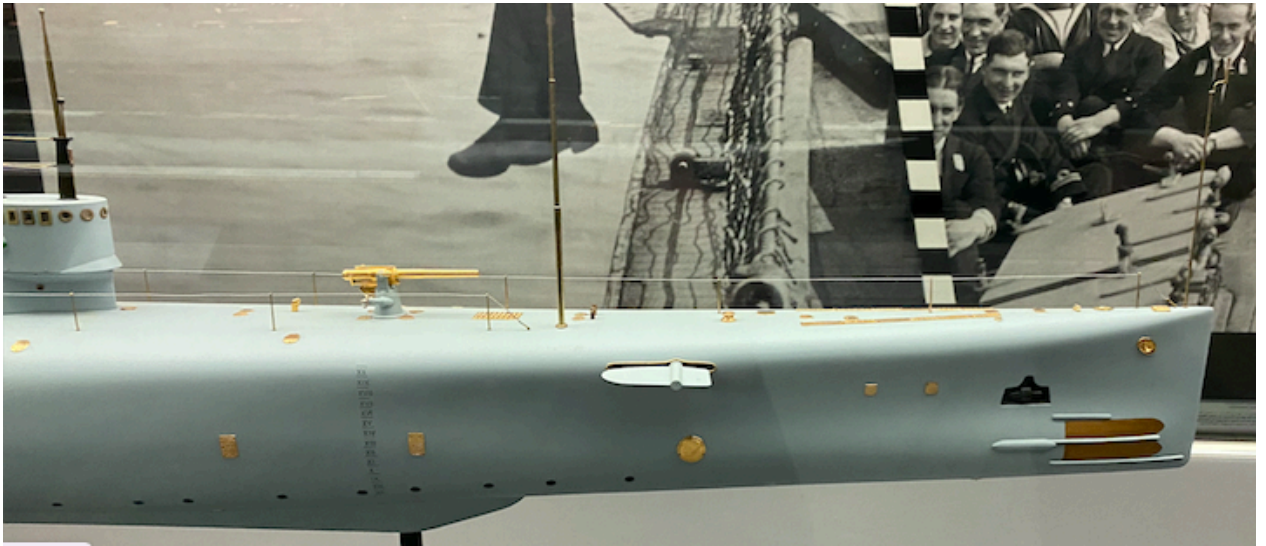
© Rick Ayrton.

For the purpose of a detailed site description the wreck site has been divided into 3 sections:

1. Bow
2. Amidships
3. Stern

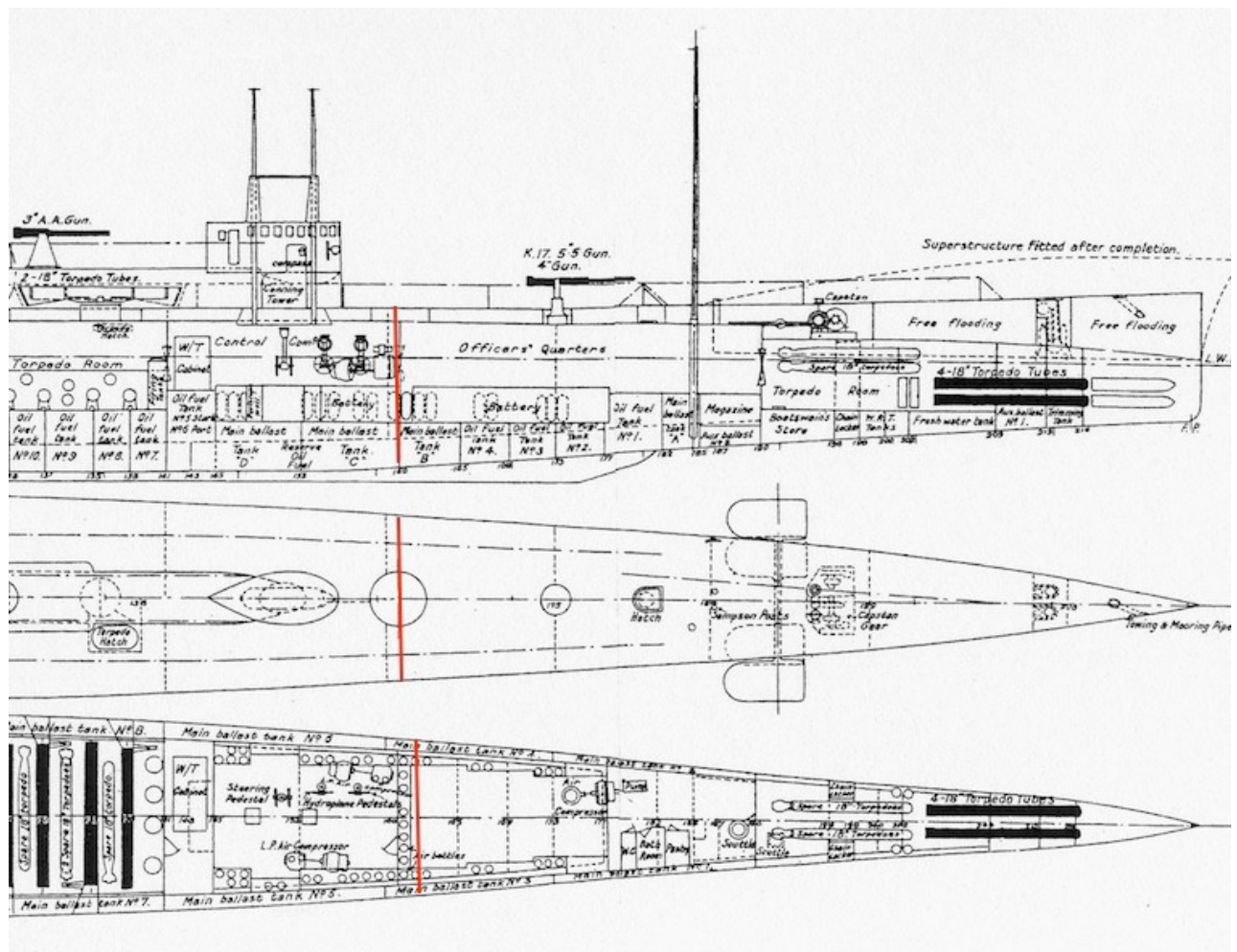


5.3 THE BOW SECTION.

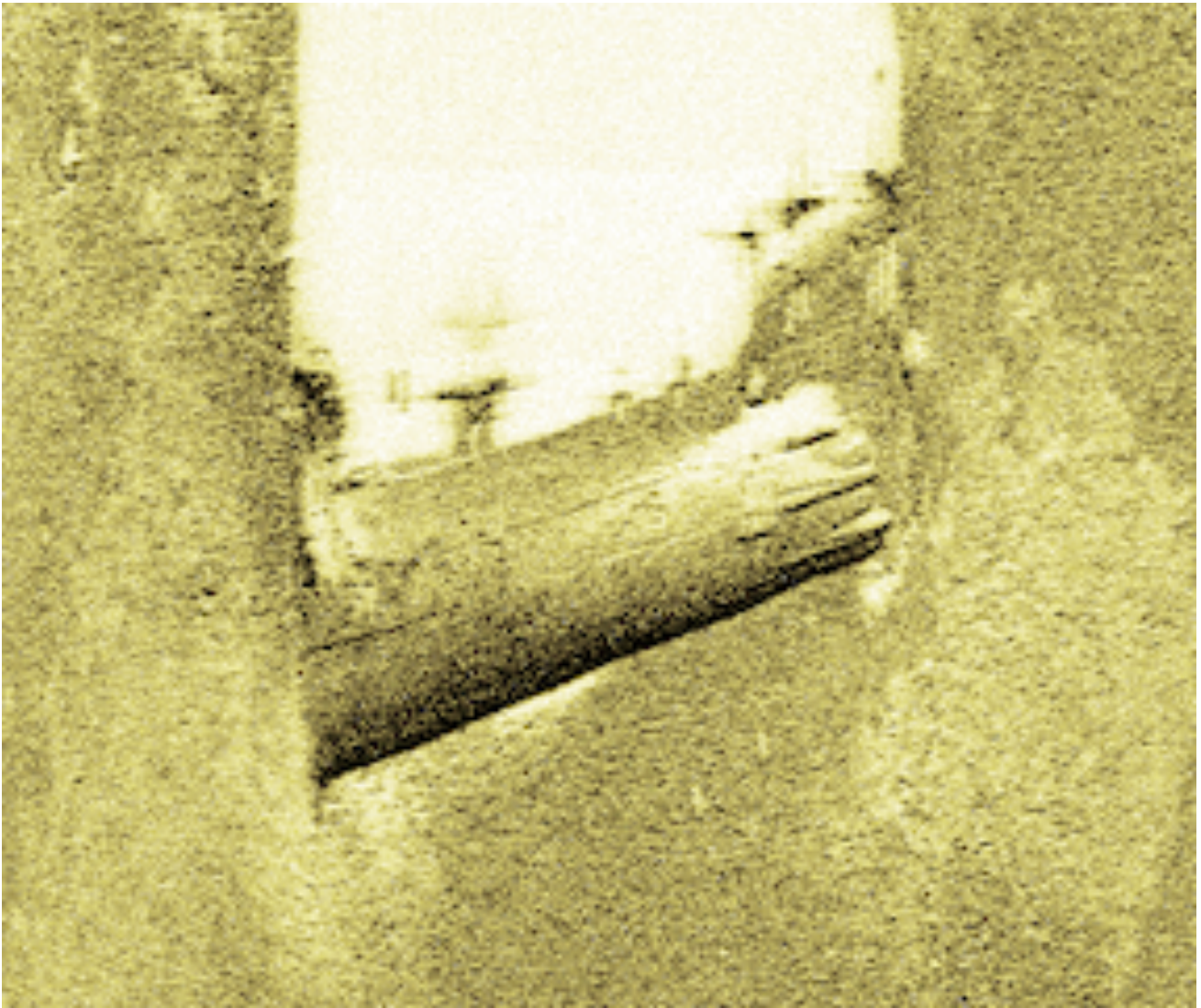


K-boat model, National Maritime Museum © Rod Macdonald

It is known that as HMS *Fearless* attempted to turn away to starboard, she struck the starboard side of K17 forward of the conning tower. The starboard side of the hull forward of the conning tower has been bent inwards. It is believed that the bows of *Fearless* although being stove in, rode up driving the forepart of K17 downwards. The stress involved sheared the submarine into two parts – essentially the pressure hull gave way and pressure hull sections separated at approximately Frame 160, between the 5.5-inch bow gun and the conning tower.



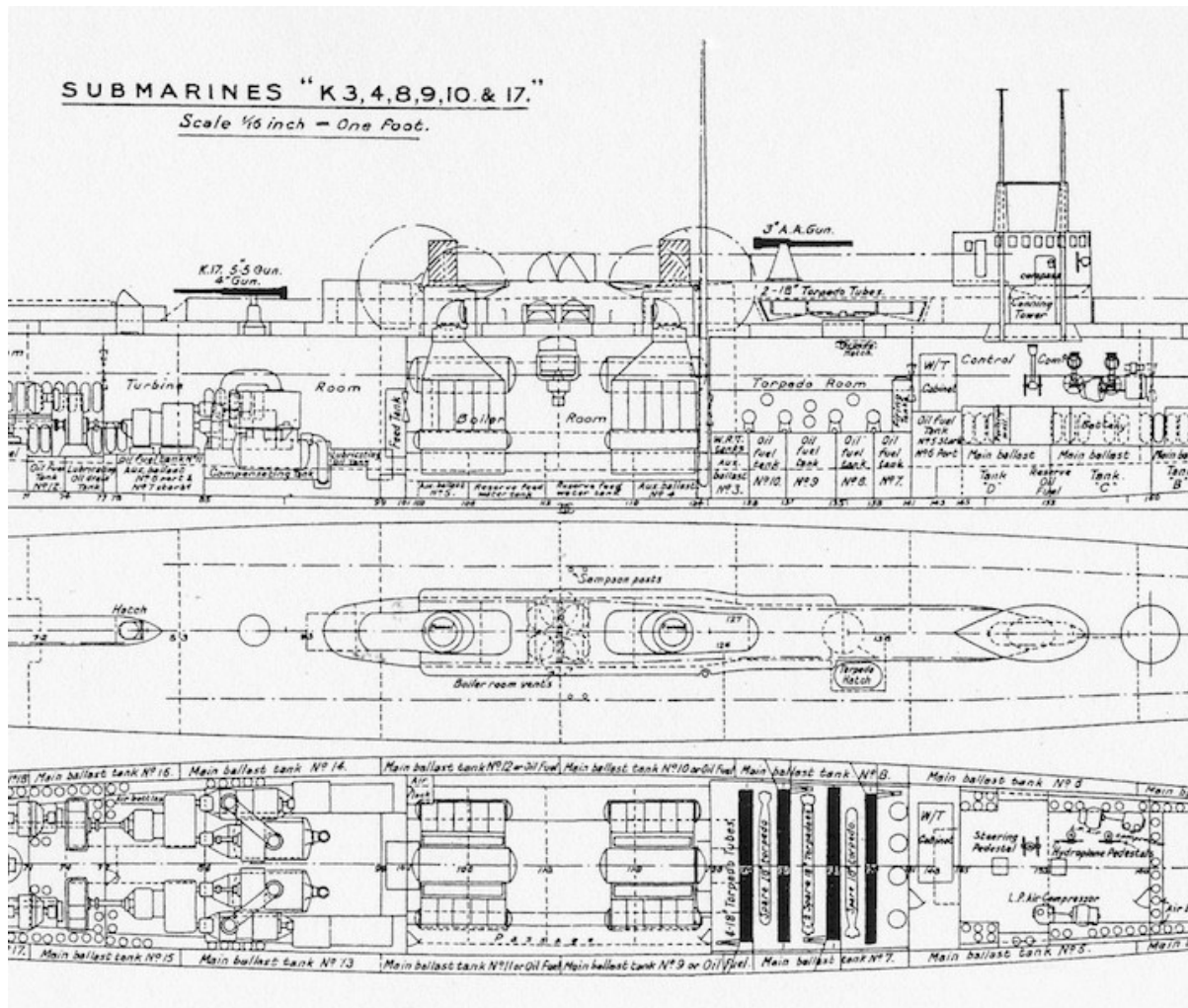
The red line shows the approximate break in the hull where the bow sheared off after struck by
HMS Fearless



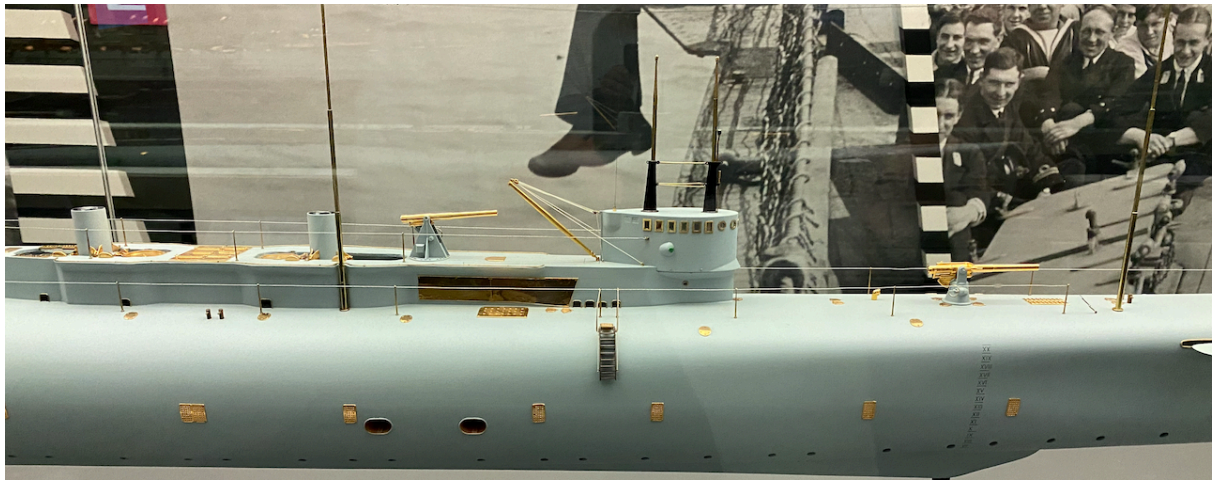
The bow section of K 17. (Image courtesy of Wessex Archaeology Ltd/NnGOWL/Fugro)

5.4 AMIDSHIPS SECTION

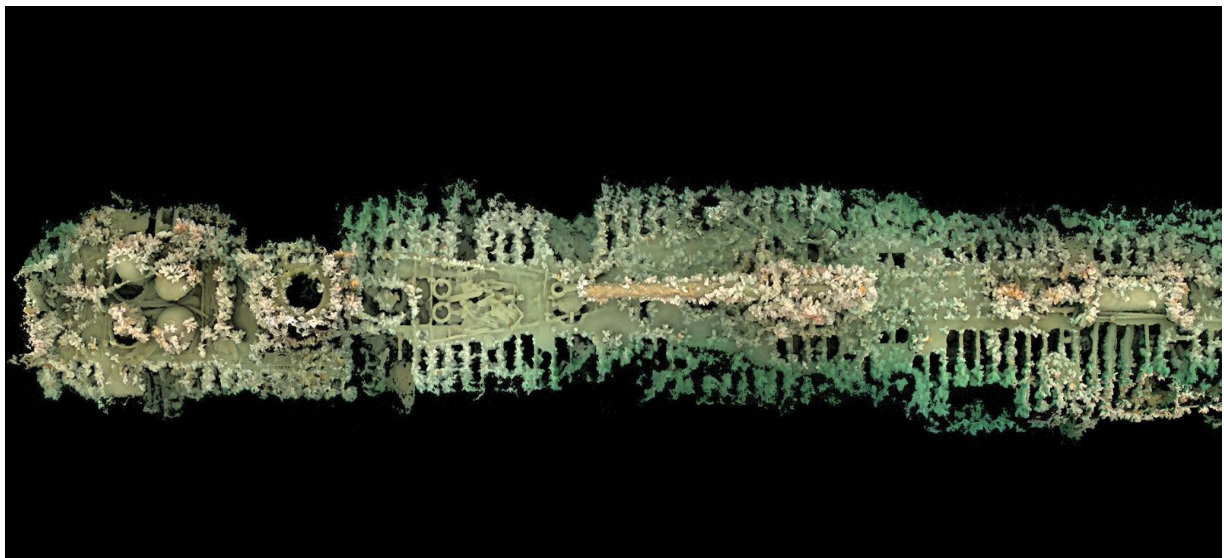
(From forward aft)



The wreck of K17 is broadly intact from where the bow was sheared off at Frame 160 to the very stern.



K-boat model, National Maritime Museum © Rod Macdonald



3D photogrammetry section of K 17 seen from above (with bow out of image to left, stern out of image to right). The four boiler room ventilation mushroom seals can be seen at left of image, with the circular opening for No. 2 funnel uptake to the right (aft). The 5.5-inch deck gun can be seen in the middle of shot, its barrel pointing forward along the centerline.

© Prof Chris Rowland

5.4.1 Although the starboard casing of the outer hull is crumpled in on the starboard side at Frame 160, the pressure hull is not badly mangled. It appears that rather than the bow of *Fearless* slicing through the pressure hull, that the hull has been cleanly split as though broken apart by the immense weight of *Fearless* pressing down from above with the buoyancy of the submarine trying to rise up. The edges of the port side of the pressure hull are not bent over to port.



ABOVE & BELOW. Looking aft from free water (where the Officers' Quarters would have been) forward of the break point towards the bulkhead at Frame 160 that formed the aft bulkhead of the Officers' Quarters. The bulkhead is intact. © Rick Ayrton



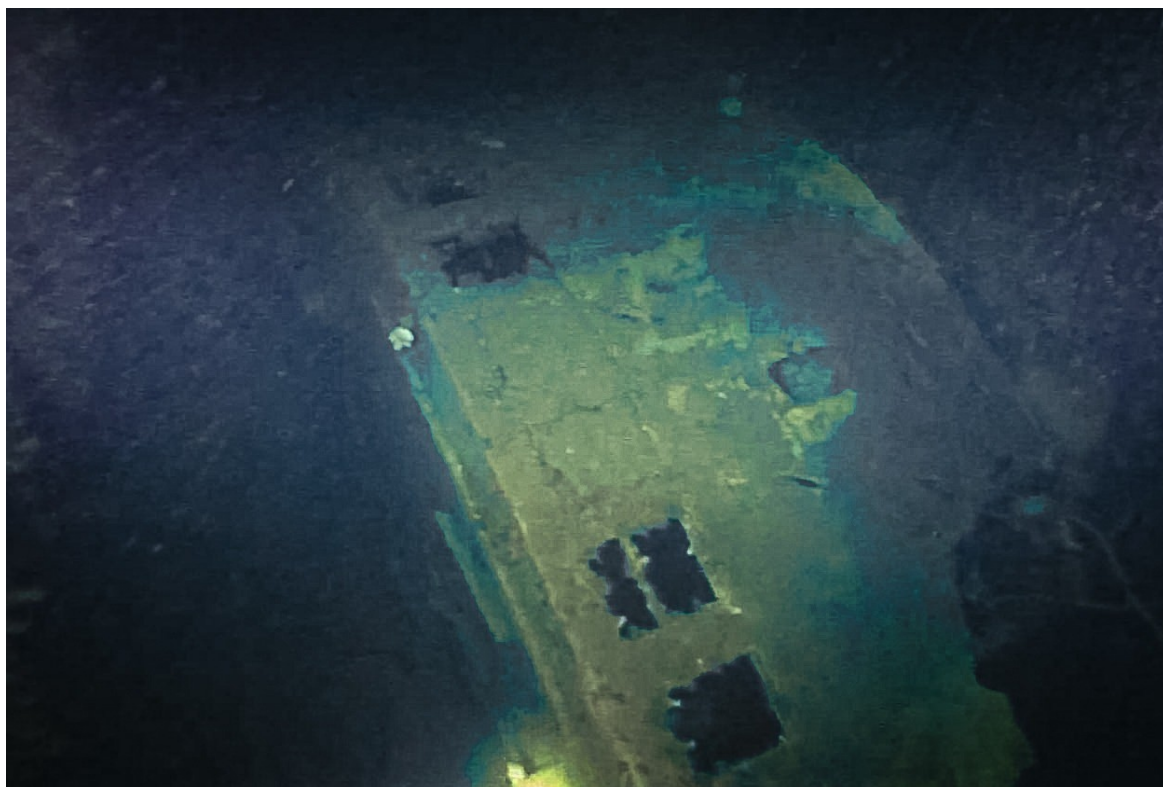
The bulkhead at Frame 160 is intact, the port hull is also intact - but the starboard hull is pushed inwards. © Rick Ayrton



Brass corrugated flash proof container holding bagged cordite charge for forward 5.5"/50-cal BL Mark I deck gun. © Rick Ayrton

5.4.1 Navigation and command bridge. At some point between the sinking in 1918 and the 1990's, the non-ferrous navigation bridge fell or was dragged from the top of the hull to lie on the seabed on the starboard side of the wreck. It was reported as missing from above the wreck in 1994.

As of 2018, the bridge lay flat on the seabed adjacent to the wreck on the starboard side as per video grabs from Survey Team member Peter Moir from a 2018 dive.

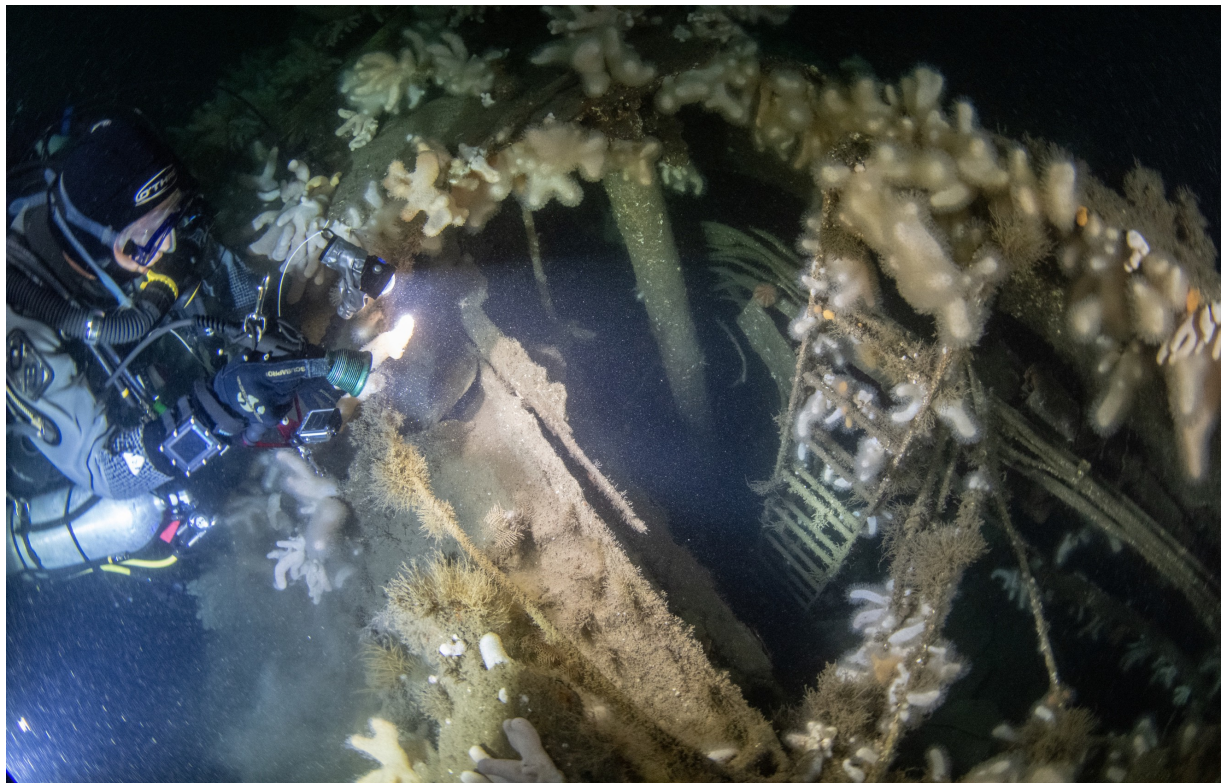


*In 2018, Peter Moir took the **above** photo looking aft along the starboard beam of K 17 towards the frontage of the non-ferrous command bridge with square windows. © Peter Moir*

***Below**, another 2018 photo by Peter Moir looking from close to the pressure hull towards the open base of the navigation bridge, lying on the seabed to starboard of the wreck*



- 5.4.2** The detached navigation bridge is no longer present beside the wreck – it has been removed from the site between 2018 and the date of this survey in 2022.
- 5.4.3** There is an open aperture on top of the pressure hull, beneath where the navigation bridge was once situated. This aperture allows views down into the Control Room below, where a fixed ladder can be seen that allowed access up into the conning tower and command bridge. The two retracted periscopes can be seen.



*A fixed ladder allowed access to and from the conning tower and navigation bridge.
One of the two retracted periscopes is visible in centre of shot. © Rick Ayrton*



Looking down through the opening at the base of the conning tower into the Control Room below. © Rick Ayrton

- 5.4.4** NnG Windfarm have had a permanent presence onsite near the submarines since August 2020. NnG have a Marine Coordination Centre which monitors all vessels entering the construction site. NnG have a number of guard vessels who are tasked to make sure that vessels do not encroach on the construction site. Vessels are requested to go around the outer limits of the windfarm. It is therefore believed that the unauthorized removal of the conning tower took place in the period 2018 to August 2020 and that it is likely that the four bow torpedo tubes from K4 were removed at the same time in 2019/2020.
- 5.4.5** Aft the conning tower opening in the hull, a circular amidships hatch is in the closed position.



Closed hatch abaft the command bridge on the starboard side of the funnel superstructure.

(c) Rick Ayrton

5.4.6 3-inch HA AA deck gun.



The 3-inch HA AA gun is no longer in situ on its mount abaft the navigation and

command bridge. The circular gun mount on a section of casing has fallen to now lie on the seabed on the starboard side of the hull – the same side that the command bridge lay on. It is possible that the command bridge and 3- inch HA AA gun were pulled over to the starboard side of the wreck by the same event – such as being snagged in trawl nets.



Empty ring mount for 3-inch HA AA gun © Brian Burnett



Close detail of empty 3-inch HA gun ring mount © Rick Ayrton

- 5.4.7** The 3-inch HA deck gun now lies half buried in the seabed pointing aft on the starboard side with a section of snagged trawl net nearby that possibly caused the damage. The gun lies parallel and close to the starboard side of the hull.



The 3-inch HA deck gun lies half buried in the sand © Rick Ayrton



3-inch HA deck gun © Rick Ayrton

BELOW: Two photos showing the 3-inch HA gun pedestal that would have turned on the ring mount lies nearby on the seabed. © Rick Ayrton

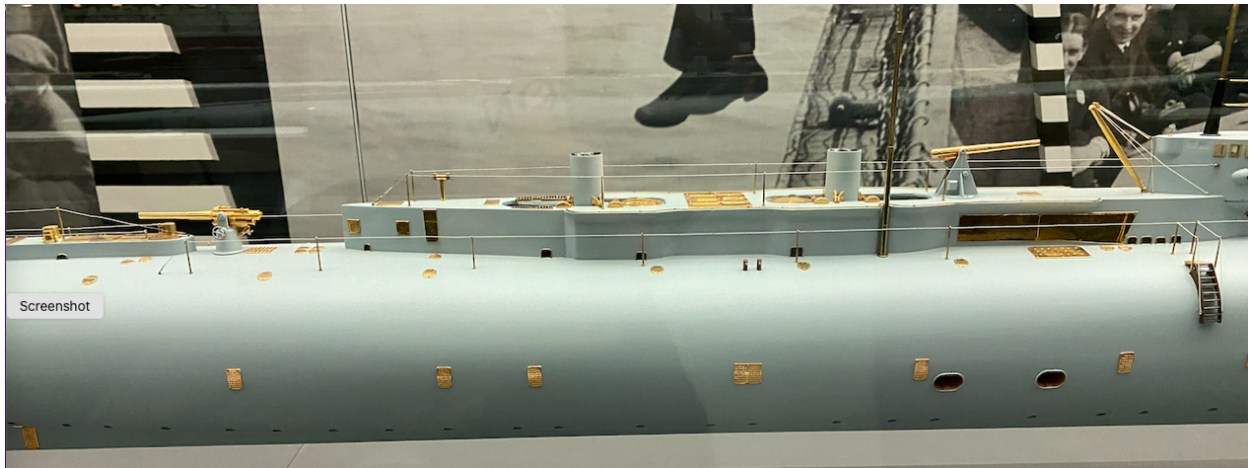




5.4.8 On the seabed to starboard can be found the distinctive structural casing frames.



© *Brian Burnett*



K-boat model, National Maritime Museum © Rod Macdonald

5.4.9 No. 1 (forward) smokestack. Just abaft the 3-inch gun mount can be found the boiler room uptake for the No. 1 forward funnel. The lid for the funnel is in an open position at about 45°.



Forward No. 1 smokestack with lid half open. © Rick Ayrton

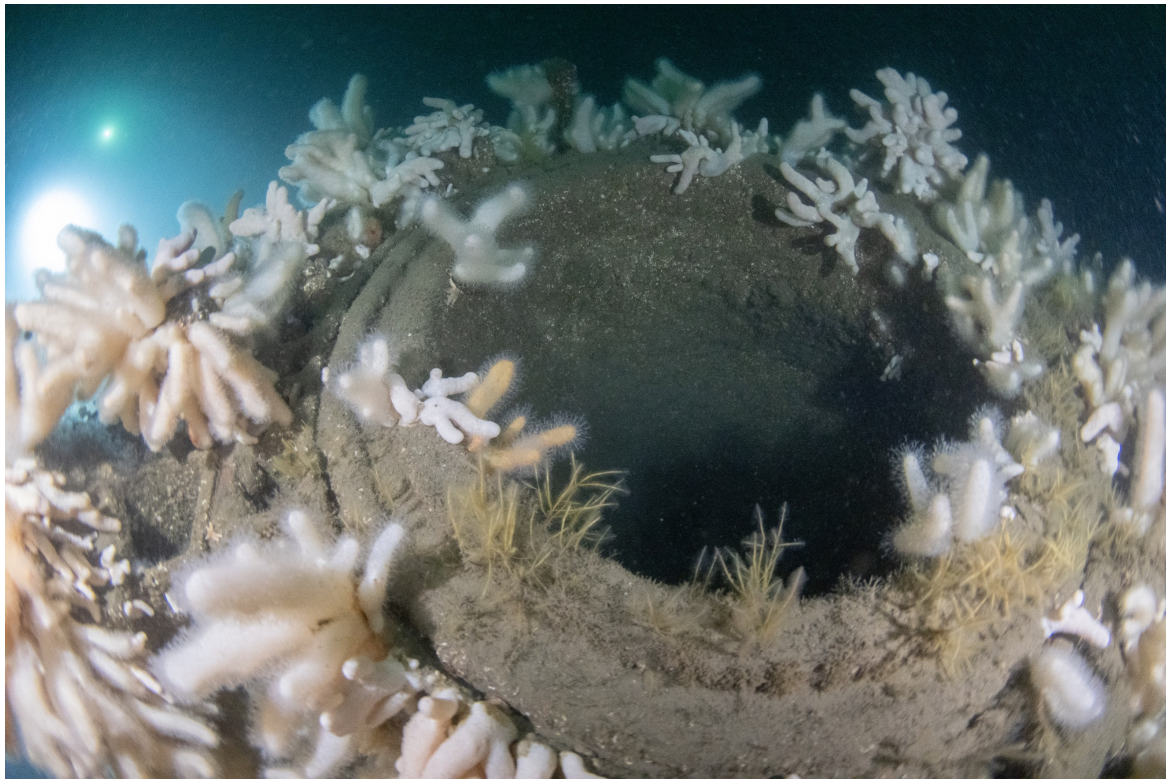
5.4.10 At the base of the forward No. 1 smokestack boiler room uptake, directly above the boiler room, the lower hatch is in the closed position.



The lower No 1 forward smokestack boiler room uptake hatch is in the closed position.

© Rick Ayrton

5.4.11 No. 2 (after) smokestack. The No. 2 (after) smokestack boiler room uptake no longer has its upper lid attached. The lid has fallen to the seabed on the starboard side of the wreck.



ABOVE and BELOW. No. 2 (after) smokestack uptake has its lid missing.

The lid lies on the seabed nearby. © Rick Ayrton





The lid of the No. 2 (after) smokestack boiler room uptake lies on the seabed, propped up against the starboard side of the hull. © Rick Ayrton

5.4.12 Lower after smokestack boiler room uptake



The lower hatch of the No. 2 (after) funnel boiler room uptake is in the closed position.

© Rick Ayrton

5.4.13 Between the forward No. 1 funnel and the after No. 2 funnel are 4 boiler room ventilator shafts, which were sealed by a retractable mushroom type seal. None of the 4 seals have been correctly seated – this is an indication that the submarine sank so quickly that there was no time to retract them in an attempt to make the boat watertight.



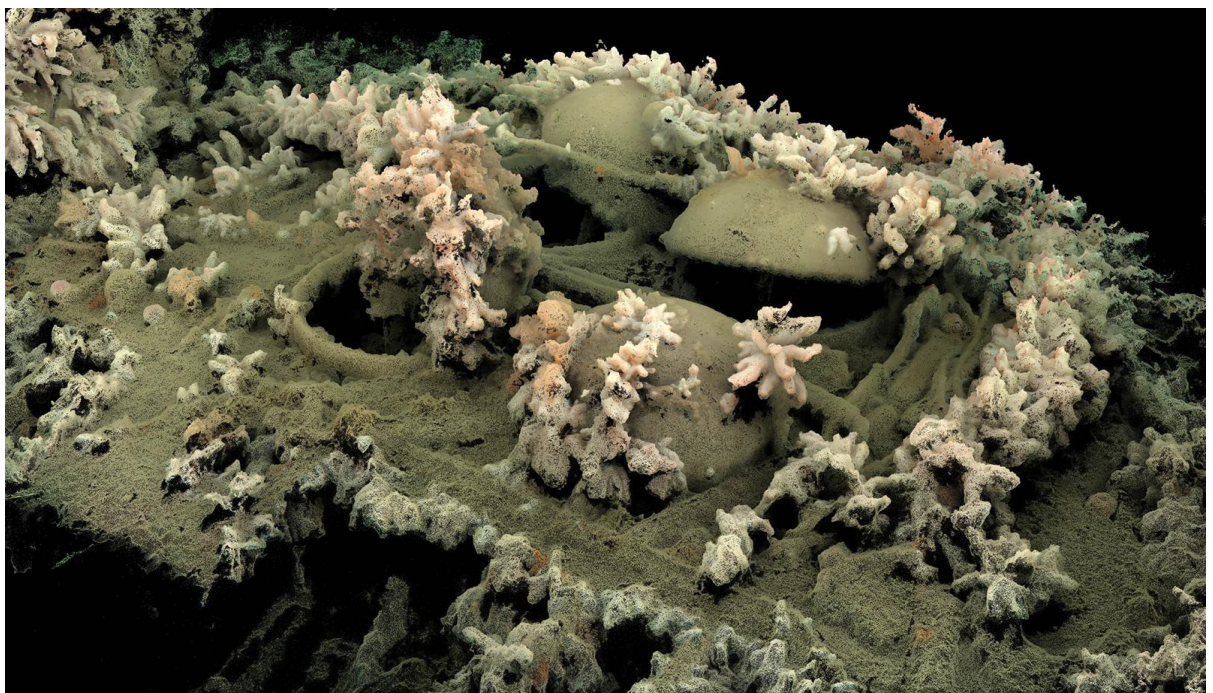
Between the two funnels, the four boiler room ventilator mushroom seals have not been sealed during the sinking process. © Rick Ayrton



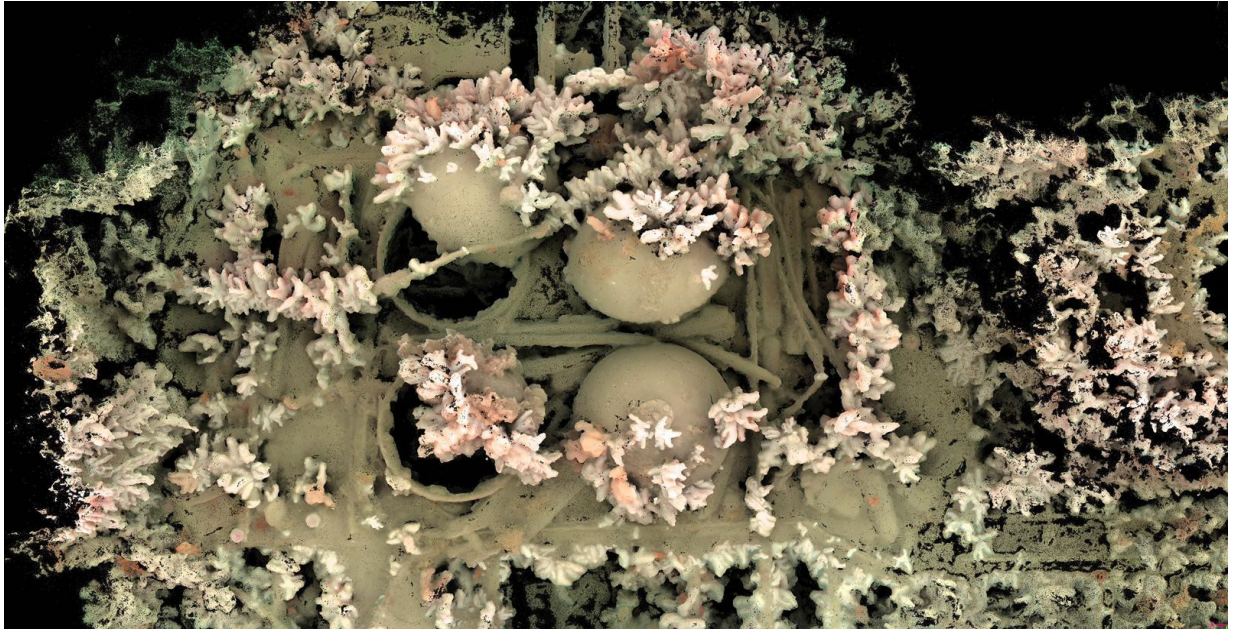
Side aspect of the four open boiler room mushroom seals – the draw rod can clearly be seen. © Rick Ayrton



Another view of the four mushroom boiler room seals © Rick Ayrton

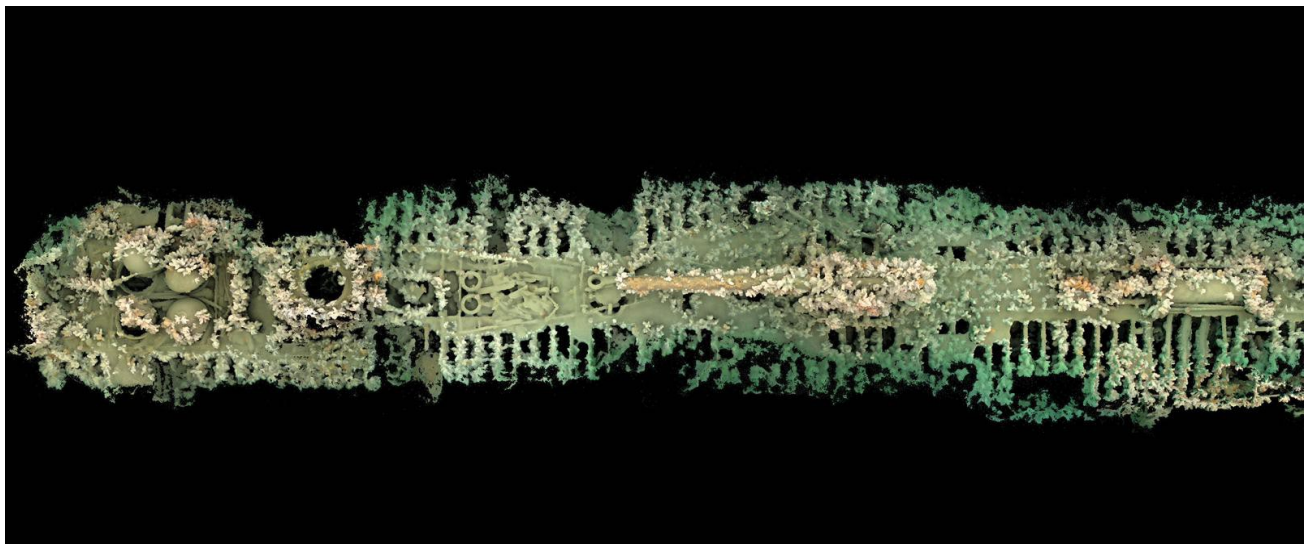


3D photogrammetry on the port side (with bow to left of shot) towards the four boiler room mushroom seals situated between the two funnels - none are properly closed. © Prof Chris Rowland



3D photogrammetry looking forward from above the after No. 2 funnel.

Photogrammetry © Prof Chris Rowland



Looking from above down to K17 – bow to the left, stern to the right. The four mushroom boiler room ventilator seals are seen at left of shot with the circular opening of the after-No. 2 funnel just to the right. Further to the right are two open circular vents, set athwartships. The outline of the superstructure tapering aft can just be made out beside the barrel tip of the after 5.5-inch deck gun, which points directly forward. The casing has rotted away to reveal the structural frames. Photogrammetry © Prof Rowland

5.4.13 Immediately abaft the after-No. 2 funnel are two circular pipes, set athwartship at the rear of the Boiler Room below, and towards the Turbine Room. They are believed to be freshwater intake pipes for the boiler room Feed Tank immediately below..

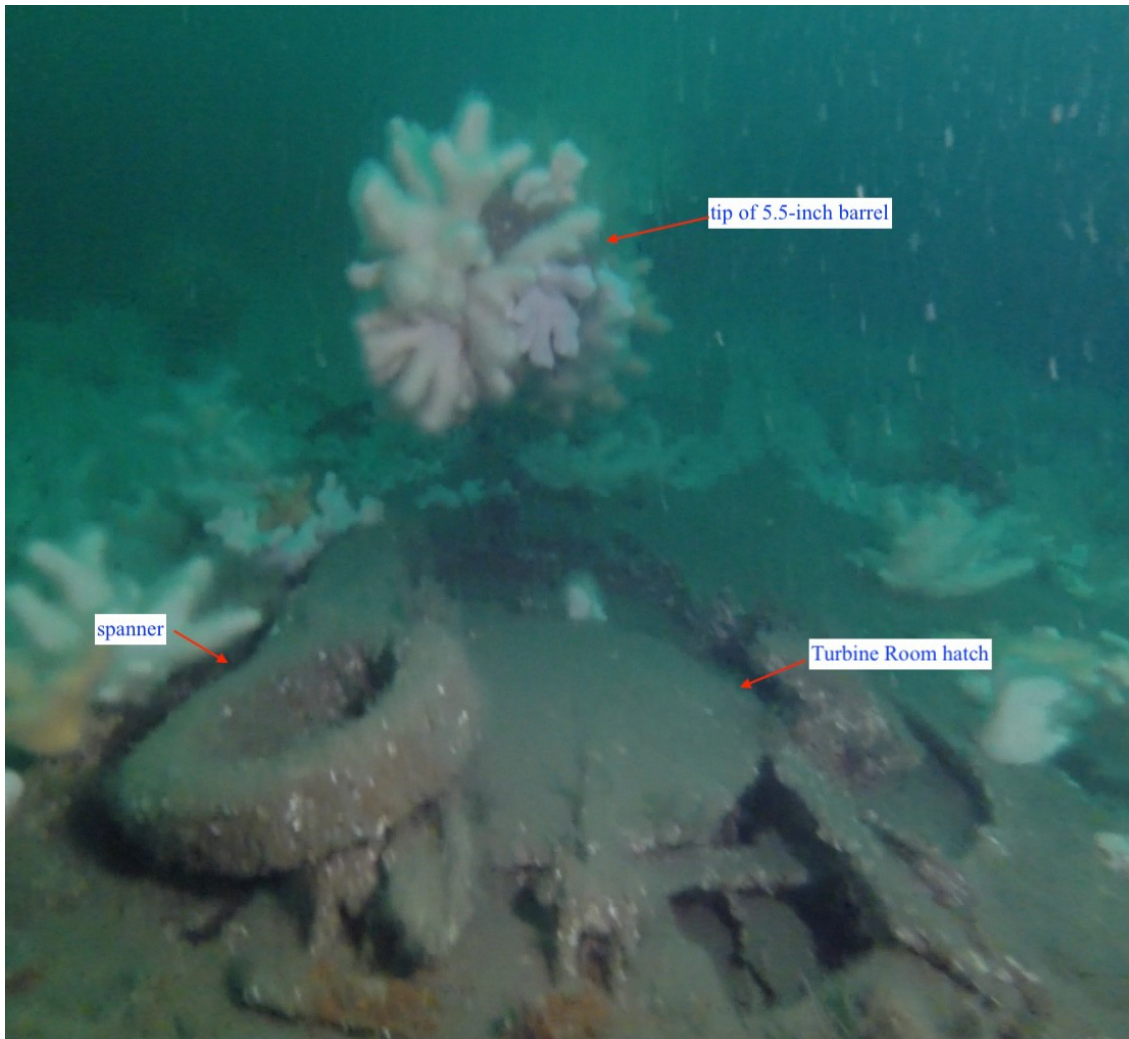


Two circular pipes, set athwartships immediately abaft the after No. 2 funnel. © Rick Ayrton

5.4.14 Between the after No. 2 funnel and the after 5-5-inch deck gun, the non-ferrous hatch in the pressure hull down to the Turbine Room can be found directly beneath the tip of the long 5.5-inch barrel. It is in the closed position. A large hexagonal spanner some 4-feet in length lies on top of the hatch. This size of spanner secured externally was likely for securing the propeller on the prop shaft.



Large hexagonal spanner secured externally on deck. © Rick Ayrton



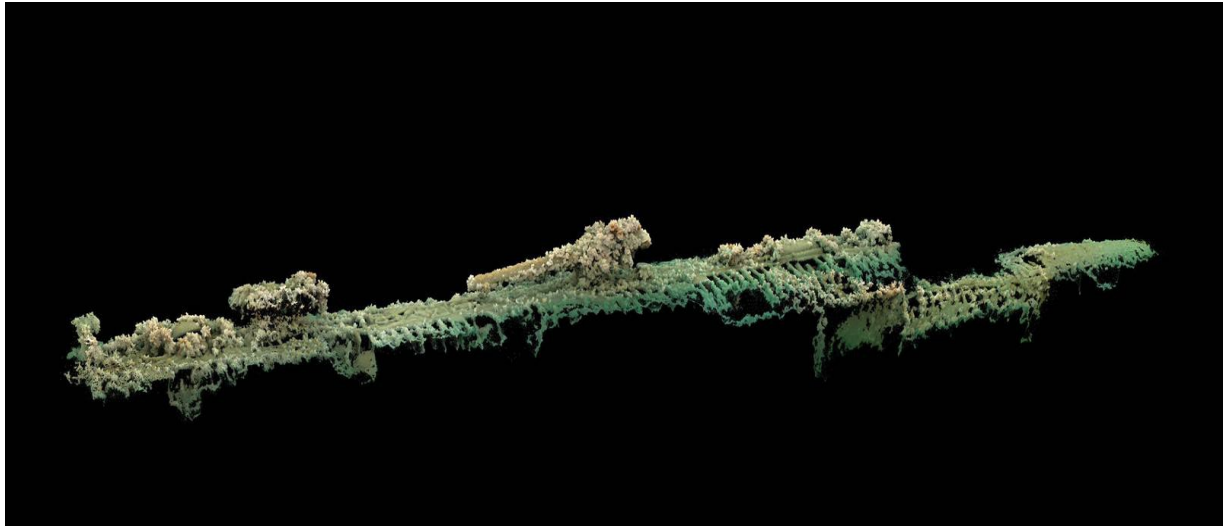
Video screen grab showing closed Turbine Room hatch, large hexagonal spanner on top of the hatch and the tip of the 5.5-inch deck gun. © Rod Macdonald

5.4.15 5.5-inch/50-cal BL Mark 1 deck gun.

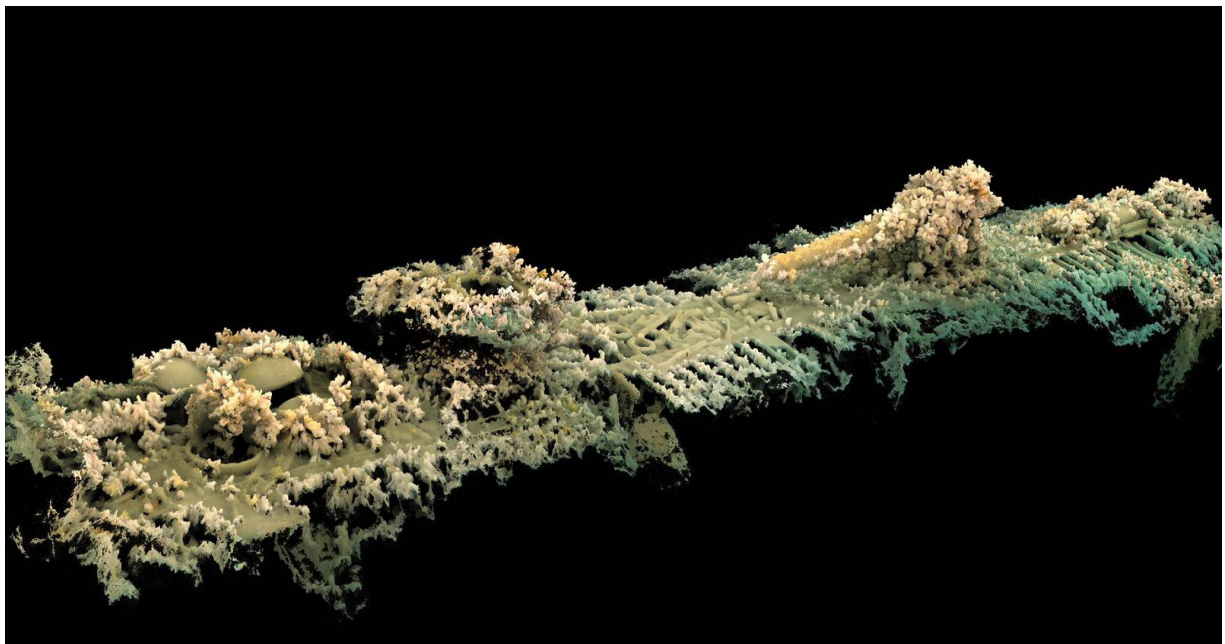
K17 was the only K-boat to receive the larger 5.5-inch/50-cal Mk 1 deck gun. It had been planned to use this gun on other K-class submarines, but this was not carried out and they carried 4-inch/40 Mark XI guns.

The 5.5-inch Mark 1 weapon was introduced in about 1915 when two cruisers were building at Cammell Laird for the Greek Navy. The 5.5-inch gun caliber had been specially selected by the Greeks over the contemporary British 6-inch gun as it fired a lighter shell and as a result its ammunition could be handled more easily.

The barrel of the after 5.5-inch/50 BL Mk 1 deck gun on K17 is 22.9 feet long and points directly forward along the centre line of the vessel. The barrel is much longer than the 13.3 feet length of the 4-inch Mk XI submarine deck guns the other K-boats and this aids identification..



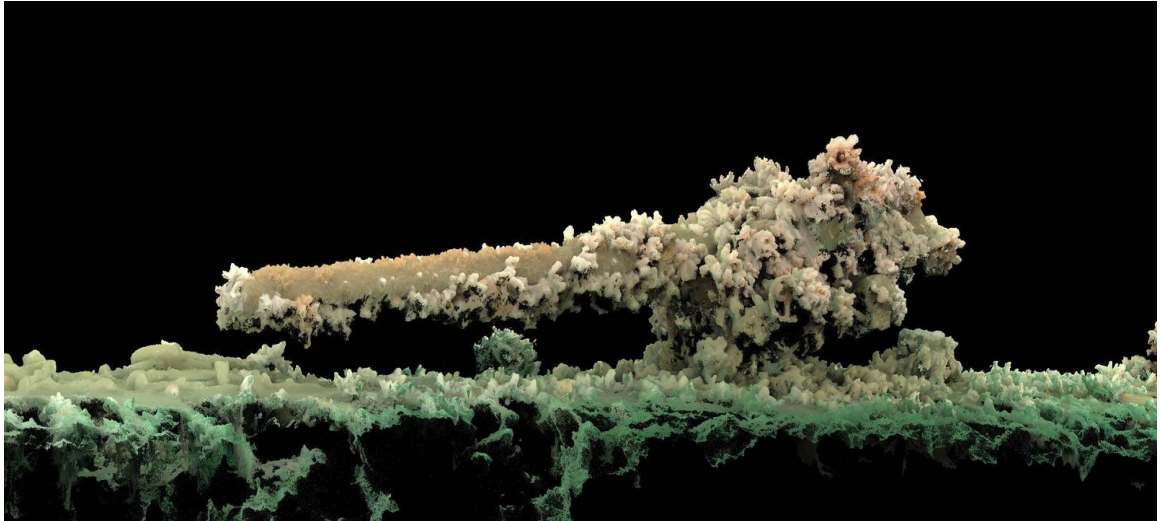
In the 3D photogrammetry image above, the 22.9-feet long barrel of the 5.5-inch Mk 1 submarine deck gun points directly forward to left of shot - towards the after-No. 2 smokestack and boiler room mushroom ventilators. © Prof Chris Rowland



3D photogrammetry orientated with the bow out of shot to the left and the stern out of shot to the right.

From left to right, the image reveals part of the circular No. 1 funnel uptake opening, the four open boiler room ventilator mushroom seals, the No.2 (after) funnel uptake (with open lid) and the 5.5-inch deck gun, its barrel pointing forward on the centreline.

3D photogrammetry image © Prof Chris Rowland



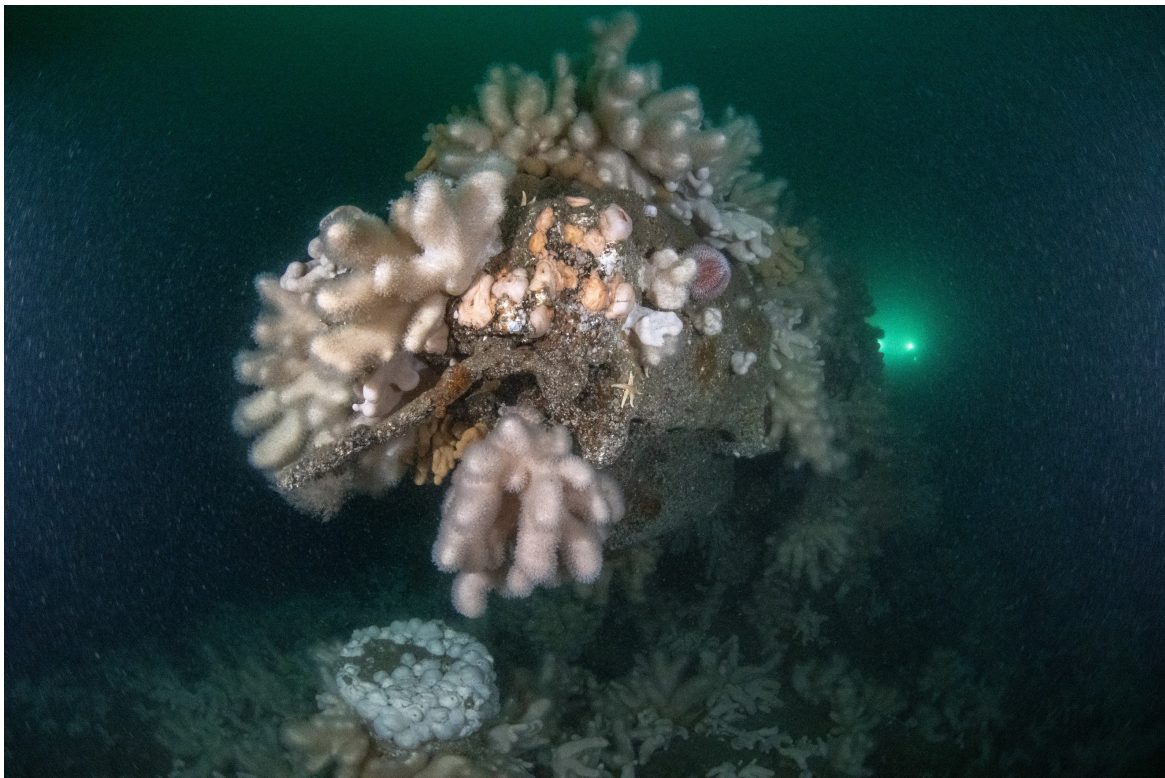
*ABOVE: After 5.5/50-cal BL Mark I -inch deck gun – pointing forward.
3D photogrammetry image © Prof Chris Rowland*



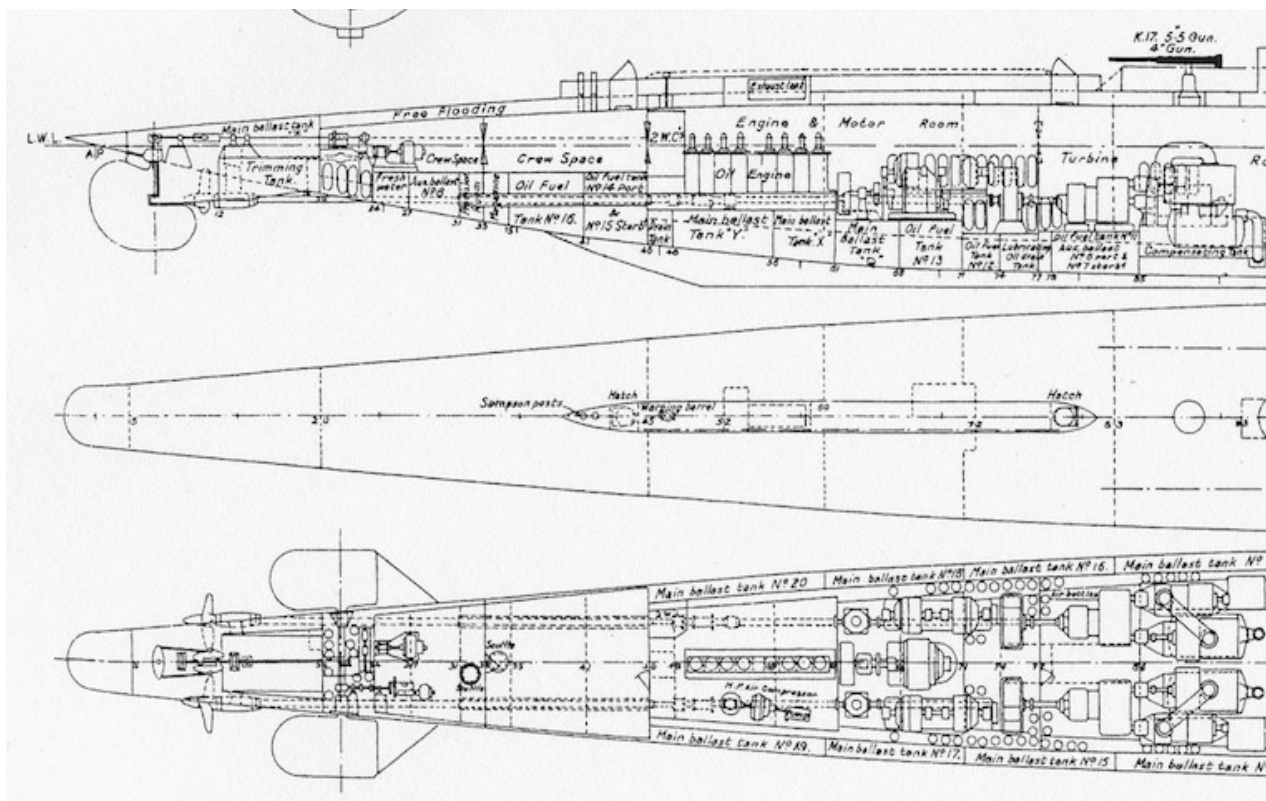
*ABOVE: Looking forward along the long barrel of the 5.5-inch after deck gun.
© Rick Ayrton*



ABOVE and BELOW. The breach of the 5.5-inch after deck gun was obscured by soft corals at the date of survey. © Rick Ayrton



5.5 STERN SECTION.



K-boat model, National Maritime Museum © Rod Macdonald

5.6.1 The upper hull casing of the stern abaft the Engine and Motor Room in the vicinity of the Crew Space appears to have sagged downwards in recent years, since 2018.

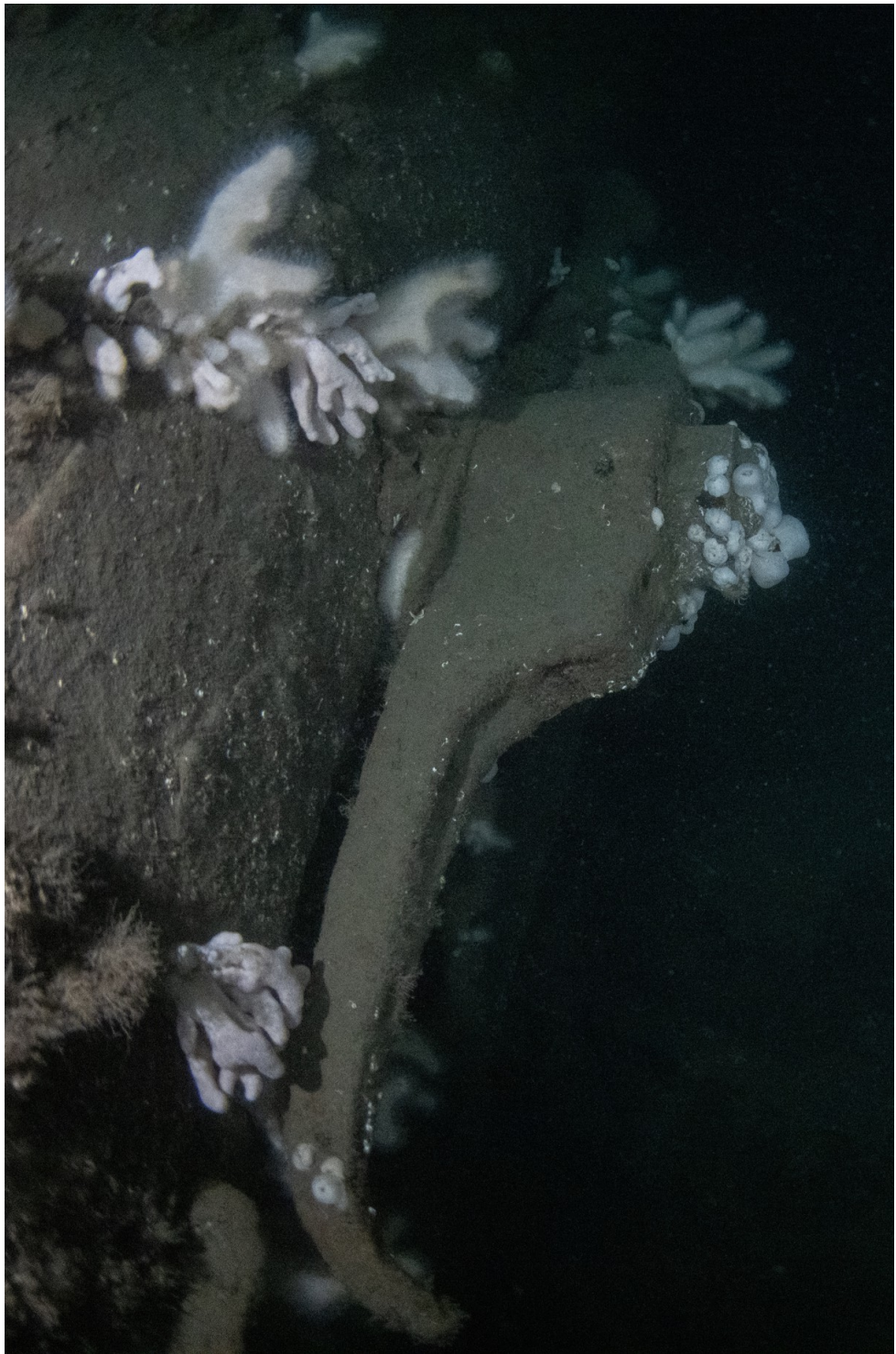
5.6.2 The fantail is well proud of the seabed and intact.

5.6.3 Both hydroplanes are still present. The starboard hydroplane is intact but the port hydroplane is damaged.

Port hydroplane



The damaged port after hydroplane. © Rick Ayrton



The damaged port hydroplane © Rick Ayrton.

Starboard hydroplane



ABOVE & BELOW: Looking forward over the starboard hydroplane. © Rick Ayrton



5.6.4 Both 3-bladed propellers with a diameter of 7.5-ft are still present. The shaft of the port prop is above the sand and 2 blades are clear above the seabed with the 3rd blade embedded in the seabed.



The delicate fantail of K 17 with half buried rudder and port propeller – the diver gives scale.

© Rick Ayrton

5.6.5 The starboard propeller has its shaft embedded in the seabed, with one blade above the seabed and two blades buried at the date of survey.



Starboard propeller partially buried. © Rick Ayrtton

Discussion & Conclusions

- The **Standard Port** for this sea area is **Leith**.

72		SCOTLAND, EAST COAST—LEITH.															
		H. W. F. & C. { ^{2H. 28M.} (Local mean time). _{2 41} (Standard time).								Lat. 55° 59' N. Long. 3° 10' W.							
		JANUARY, 1918.								FEBRUARY, 1918.							
WEEK DAY.	MONTH DAY.	Time.	Ht.	Time.	Ht.	Time.	Ht.	Time.	Ht.	WEEK DAY.	MONTH DAY.	Time.	Ht.	Time.	Ht.	Time.	Ht.
H. M.	F. I.	H. M.	F. I.	H. M.	F. I.	H. M.	F. I.	H. M.	F. I.	H. M.	F. I.	H. M.	F. I.	H. M.	F. I.	H. M.	F. I.
Tu.	1	5 0	17 0	10 37	3 10	5 13	17 1	11 1	3 1	F.	1	5 41	16 2	11 1	3 7	5 52	16 6
W.	2	5 37	16 2	11 3	4 4	5 44	16 6	11 31	3 10	S.	2	6 14	15 8	11 34	4 6	6 26	15 10
Th.	3	6 9	15 7	11 34	5 0	6 24	16 0	—	—	S.	3	—	—	6 49	14 11	0 5	5 4
F.	4	0 4	4 4	6 51	15 1	0 10	5 11	7 4	15 5	M.	4	0 31	5 6	7 32	14 1	0 51	6 2
S.	5	0 47	5 2	7 32	14 6	0 56	6 10	7 55	15 0	Tu.	5	1 29	6 6	8 26	13 6	2 3	6 8
S.	6	1 36	6 4	8 19	14 2	2 1	7 4	8 50	14 7	W.	6	2 48	7 0	9 33	13 5	3 45	6 7
M.	7	2 38	7 0	9 16	14 1	3 19	7 6	9 57	14 7	Th.	7	4 46	6 11	10 46	13 8	5 32	5 11
Tu.	8	4 5	7 2	10 24	14 1	4 46	7 11	11 6	14 10	F.	8	—	—	6 11	6 2	0 5	14 6
W.	9	5 27	6 7	11 29	14 8	5 58	6 2	—	—	S.	9	0 54	15 4	7 1	5 0	1 5	15 7
Th.	10	0 13	15 6	6 29	5 11	0 35	15 5	6 53	5 1	S.	10	1 49	16 0	7 50	3 10	1 57	16 7
F.	11	1 13	15 10	7 20	4 11	1 26	16 4	7 47	3 6	M.	11	2 28	17 1	8 27	2 2	2 38	17 11
S.	12	2 1	16 10	8 4	3 10	2 14	17 4	8 34	2 7	Tu.	12	3 7	18 1	9 10	1 5	3 22	18 11
S.	13	2 45	17 11	8 51	3 6	3 2	18 2	9 23	2 0	W.	13	3 53	18 10	9 50	0 8	4 8	19 2
M.	14	3 29	18 4	9 38	2 10	3 43	18 8	10 7	0 10	Th.	14	4 37	18 7	10 27	0 4	4 51	19 2
Tu.	15	4 16	18 4	10 18	1 11	4 30	18 10	10 49	0 8	F.	15	5 20	18 1	11 4	0 8	5 33	18 7
W.	16	5 1	18 5	10 53	1 8	5 19	18 7	11 31	1 1	S.	16	6 5	17 4	11 47	1 10	6 22	17 5
Th.	17	5 42	17 8	11 35	2 4	5 53	18 2	—	—	S.	17	0 7	2 4	6 52	15 11	0 33	3 0
F.	18	0 3	1 7	6 28	16 8	0 12	3 2	6 44	17 4	M.	18	1 1	3 11	7 46	14 7	1 22	4 5
S.	19	0 40	2 8	7 18	15 11	0 56	3 11	7 37	16 5	Tu.	19	2 13	5 4	8 55	13 8	2 55	5 2
S.	20	1 33	3 7	8 11	15 1	1 58	5 0	8 41	15 7	W.	20	3 53	6 5	10 17	13 8	4 51	5 5
M.	21	2 40	5 0	9 16	14 5	3 25	5 5	9 53	15 0	Th.	21	5 34	6 1	11 38	13 11	6 5	4 11
Tu.	22	4 8	5 8	10 36	14 5	5 1	5 6	11 19	14 11	F.	22	0 22	14 2	6 36	5 6	0 47	14 6
W.	23	5 42	5 6	11 55	14 8	6 20	4 11	—	—	S.	23	1 21	14 7	7 23	4 10	1 43	15 2
Th.	24	0 33	15 2	6 48	5 4	1 4	15 1	7 20	3 11	S.	24	1 58	15 7	7 55	4 5	2 17	16 1
F.	25	1 36	15 4	7 40	4 8	1 55	15 11	8 7	3 2	M.	25	2 36	16 1	8 24	3 1	2 54	16 11
S.	26	2 18	16 1	8 21	4 10	2 36	16 10	8 48	2 10	Tu.	26	3 12	16 7	8 53	2 7	3 28	17 0
S.	27	3 1	16 7	8 55	3 8	3 17	17 1	9 23	2 0	W.	27	3 44	17 0	9 20	2 5	3 59	17 5
M.	28	3 37	17 1	9 27	3 5	3 51	17 5	9 56	1 5	Th.	28	4 14	17 0	9 49	2 1	4 26	17 5
Tu.	29	4 9	16 10	9 53	2 7	4 20	17 5	10 22	1 6								
W.	30	4 41	16 8	10 16	2 5	4 53	17 4	10 44	1 10								
Th.	31	5 10	16 7	10 36	2 11	5 25	17 0	11 2	2 7								

* Signifies below Datum.

The tides are placed in order of occurrence, p.m. times and heights being printed in large block type. A comparison of consecutive heights will indicate whether it is high or low water.

Leith Tide Tables for January & February 1918.

- Per the Leith Tide Tables for the evening of 31 January 1918 (see above), High Water (HW) Leith occurred at 5.25pm (1725) with a height of 17-feet (5.2 metres).
- Mean High Water Springs (MHWS) at Anstruther Easter, closest to the site of the 'Battle', listed on Admiralty Chart 190 for the sea area Montrose to Fife Ness (located at 56° 13N, 02° 42W) is 5.3 metres. Mean High Water Neaps (MHWN) is 4.2 metres. The 'Battle' therefore took place during a period of spring tides.

- Admiralty Chart 190 for Montrose to Fife Ness has accurate tidal information collated for a number of Tidal Diamonds spread along the east coast. The nearest Tidal Diamond to the wrecks of the two K-boats is Tidal Diamond G, which is located within the present NnG windfarm at 56° 13.30N, 02° 16.69W.
- The collision between HMS *Fearless* and K17 took place at 2032hrs (log of HMS *Fearless*).
- On the evening of 31 January 1918, at Tidal Diamond G, for the one hour on the Tide Tables spanning HW Leith (at 1725), namely 1700-1800, the spring tide is set out as was running at 164° at 0.6 knots.
- At Tidal Diamond G, for the period HW +1 hour (1800-1900), the tide was running at 0.5 knots at 162°, broadly in a south southeast direction.
- At HW +2 hrs, (1900-2000), the tide was running at 0.5 knots at 162°, still roughly in a SSE direction.
- At HW +3 hrs, (2000-2100) spanning the time of the collision at 2032, at Tidal Diamond G, the tide was running at 0.1 knots at 120°, to the east southeast.
- At HW +4hrs (2100-2200), the tide was running at 0.5 knots at 024°, broadly to the northeast
- At HW +5hrs (2200-2300), the tide was running at 0.6 knots at 010°, broadly northwards.
- The sheared off bow section of K 17 lies at 56° 15.4 N, 02° 11.76 W. The bow had little buoyancy and would have sunk very quickly. Its location on the seabed marks broadly where the collision took place.
- The closest part of the main body of K 17 lies at 56° 15. 50 N, 02° 11.58 W.
- The distance from the southern sheared off section of the K17 bow, to the sheared off forward section of the main body is approximately 0.23nm (some 426 metres) on a bearing of 033°(T), roughly in a northeast direction.
- According to tide tables for the time, summarized above, at the time of the collision, the tide was running weakly at 0.1 knots broadly to the east southeast on 120°, Therefore, as the main body of K17 cleared HMS *Fearless* and drifted free of the bow section, it would have moved slowly at 0.1 knots in an east southeast direction from where the bow lies today – not in a northeasterly direction towards its present location.
- The main body of K17 today lies 0.23nm from the dislocated bow section to on a bearing of 033° (T), broadly to the northeast. The apparent conclusion is that the main body of K17 did not sink to the seabed when it disappeared from sight to those above, eight

minutes after the collision – at 2040. With a weak ESE tide of 0.1 knots, the main body would not have drifted far at all – and as the predicted direction of the tide was 120°, if anything, the main body of K17 would have drifted to the east southeast of the dislocated bow section.

- Towards the end of the hour 2000-2100, the tide turned to the ebb - to run for the hour after the collision between 2100-2200 at 0.5 knots at 024°, broadly in a north northeast direction.
- The witness narratives state that watertight doors were closed – but that K17 sunk in 8 minutes.
- Accepting the survivor accounts *pro tanto*, this suggests the possibility that although the main body of K17 submerged and disappeared from sight within 8 minutes, with watertight doors closed, the main body of the submarine retained sufficient buoyancy to remain partially buoyant whilst submerged, perhaps in a stern up orientation, whilst the tide went slack and moved from ESE to NE. Once the tide had turned, it drifted the submerged but still buoyant K17 main body for 0.23nm before it finally came to rest in its current position on the seabed.
- With only 0.1 knots of tide at the time of collision, the main body of K17 would have submerged after 8 minutes in very close proximity to the bow and collision point – it would not have drifted far.
- Assuming that the main body of K17 submerged around 2040. The tide was turning at the end of that hour to run to the NNE. The time taken for the submerged submarine to drift 0.23nm (roughly a quarter of a nautical mile) at 0.5 knots (ie half a nautical mile per hour) would have been approximately 30 minutes.
- It is therefore likely that the submarine was submerged but buoyant and drifting for some 30 to 50 minutes, to allow the tide to turn from east south east to north north east and carry the submerged but buoyant submarine the 0.23nm from the point of collision to its present position.
- The main body of K17 lies to the NE of the dislocated bow 0.23nm to the southwest. In between the two sections of K17, the wreck of K4 lies beam on. It is very likely that as the submerged main body of K17 drifted to the northeast, it must have passed in very close proximity to K4, which had been struck at 2036 by K6, and then again as she was sinking at 2038 by K7. By the time that K17 was drifting to the NNE, K4 was already lying on the seabed.

- The forward bulkhead at the point of separation of the bow is largely intact.
- The lower lids and seals for the No. 1 and No. 2 funnel apertures are in the closed position. Flooding through the funnel apertures was therefore limited.
- The four Boiler Room ventilator mushroom seals on K 17 are however open – and not in the sealed position. Such was the damage that there was insufficient time to close them to help make the boat watertight. Significant flooding to the boiler room would have occurred. (This contrasts with the mushroom boiler room ventilator seals on K4, which are largely in the closed position).
- The non-ferrous K 17 command bridge was present on the wreck when last dived by members of the survey team in 2018. NnG have had a permanent presence on site at the windfarm since 2020 with a Marine Coordination Centre and many large construction vessels operating. With so many assets on site, it is likely that they would have seen any salvage vessel operating on the site post their arrival in 2020. It is likely therefore that the unauthorized removal of the non-ferrous command bridge from this protected wreck was carried out around the period 2018 to 2020. It is likely that the command bridge was removed at the same time the four non-ferrous torpedo tubes from the bow of K4 nearby were removed. The detached bow section of K17 has not yet been inspected by expedition divers and it is not known if the bow torpedo tubes have been removed illegally as with K4.

6 Salvage

Although the Survey Team had not, in advance of the expedition, heard any reports of unauthorized salvage of either of the two K-class submarines, the survey team were surprised to find on the 1st dive of the 2022 Expedition, that the non-ferrous command bridge of K17 was no longer in its previous position, lying on the seabed immediately adjacent the starboard side of the submarine. The non-ferrous bridge is no longer present in the immediate wreck site.

Subsequently, on the 1st dive on K4 it became immediately apparent that the bow of K4 had been badly damaged post 2018 with the four valuable non-ferrous 18-inch torpedo tubes removed.

Salvage of metal from shipwrecks of both world wars is an increasing phenomenon in recent years. The pre-Hiroshima steel is valuable in itself due to the low levels of radiation, which make it suitable for whole body radiation monitors. The manufacture of steel draws in large amounts of air. Since the 1st nuclear bombs were exploded during World War II, the atmosphere holds higher levels of radiation in small concentrations – but these are magnified during the manufacture of steel. Accordingly, steel from before the nuclear age has lower levels of radioactivity, is a decreasing asset and is increasingly valuable.

The battleship HMS *Prince of Wales* and the battlecruiser HMS *Repulse*, both sunk with great loss of life by air attack by Japanese aircraft in the South China Sea on 10 December 1941 have both, despite being war graves, been heavily dismantled by explosives and much material removed in the period between 2010 and 2021. The British cruiser HMS *Exeter* and the destroyer HMS *Encounter*, in the Java Sea, have been almost totally removed whilst the destroyer HMS *Electra* in the same area has been damaged. The three Dutch cruisers HNLMS *De Ruyter*, HNLMS *Java* and HNLMS *Kortenaer*, also in the Java Sea, have been completely dismantled and removed along with the American submarine USS *Perch* (SS-176). Many of the naval wrecks in the North Sea sunk during the Battle of Jutland in 1916 have been heavily attacked by salvors for the valuable metals. Salvors believed to be from Holland have also worked civilian and naval shipwrecks around the northeast coast of Scotland.

7 Survey Methods

Overview

An in-water diver survey of both wrecks allowed detailed architectural features and artefacts to be located and documented. HD and 4K video were used for broad scale documentation of the site, whilst underwater stills photography and 3D photogrammetry were employed for recording the site and its features.

All diving took place with the consent and cooperation of Neo Na Goliath Windfarm, then under construction and within which the two submarines now lie. Ten volunteers conducted some 40 hours of survey diving on the submarines. The survey was self-funded.

7.1 Diving Methods

The in-water diver surveys were conducted by a team of technical divers, using closed-circuit rebreathers. The team consisted of professional underwater image makers and technical wreck divers.

The two submarines lie in an average seabed depth of 50-55 metres and most dives were conducted with a bottom time of 35 minutes. The use of technical diving equipment was key to enabling relatively long bottom-times, thus allowing large areas of the wreck site to be covered in a single dive.

See Appendix for more detail.

7.2. Pre-Dive Survey Research

Archive and anecdotal information was gathered regarding the sinking. Some existing publicly available YouTube video of the wrecks ending in 2018 prior to the covid epidemic was studied and used to compare the condition of the wrecks at the time of survey.

7.3 Diver Surveys

Divers undertook free swimming around the site and identified and filmed key features. Team debriefs were held ashore at the end of each day and the findings recorded, allowing data to be captured in a logical manner, as well as providing a platform to formulate subsequent dive plans.

7.4 Photography and Videography

Both underwater stills photography and videography was used to document the wreck. All survey divers carried small underwater video cameras to capture details during exploratory dives.

7.5 3D photogrammetry

Creating 3D models of archaeological sites using structure from motion (SfM) photogrammetry is an established and well documented method (Green, Bevan & Shapland, 2014). The simplicity of the process and the availability of open-source photogrammetry tools has facilitated the digital capture of heritage sites above and below the water. Commercially available tools (e.g. Agisoft Photoscan, reality Capture and Remake) condense the processes involved into a single streamlined package that simplifies the process further. Underwater sites present specific challenges for photogrammetry. They are often difficult to access, and when the site of interest is beyond the safe range of open-circuit scuba equipment or requires repeat diving, technical dive training, closed circuit rebreathers and mixed gas blends become necessary.

Alternate remote sensing technology such as multibeam sonar and subsea laser are effective methods to survey shipwreck sites without diver equipment. However, these technologies do not capture colour information and the resolution and quality of the point cloud data produced can vary significantly. Detailed good quality multi-beam sourced point cloud data was not available at the time of this site survey.

Equipment

A range of camera and lighting equipment was used during the project. The camera operator would very slowly pan over sections of the wreck or individual objects. Each one of the 100's of frames that make up the moving picture images would be from a slightly different angle.

The SfM Process

SfM photogrammetry can be created from sequences of still images captured through time lapse or extracted from video footage. The method adopted for the project was to shoot HD video and sample images at 2-3 frames per second. This method allowed wider coverage and a greater selection of images to choose from. The process involves the identification of common features which are visible in an array of photographs. The photogrammetry algorithm identifies these common features and uses them to triangulate the position of the camera in 3D for each image. From these calculations the spatial position of features in the image can be calculated and a 3D model is produced.

There are a number of distinct steps in the process:

- Record an image sequence with overlapping images
- Photogrammetry algorithm calculates the relative spatial position of features and creates a sparse point cloud with camera positions
- Dense point cloud is calculated based on the camera positions
- A 3D mesh is created from the dense point cloud (optional)
- Images are projected from the camera positions to create a texture (optional)

- The combined mesh and texture can be exported for analysis, visualization and animation.

There are two stages that are optional. It is possible to produce an accurate dense point cloud that accurately represents the topology and surface texture of the targeted object, features of K4 and K17 in this case. The optional stages are necessary when the final output is designed for virtual reality experiences or game engine implantation. These technologies require point cloud data to be converted to polygon meshes.

Each submarine was mapped in this fashion at large scale and with individual objects of interest such as guns, anchors etc. being focused upon in close detail. The resulting imagery will be made available for the greater good on the internet and suitable forums. Attempts to dive and record the detached K 17 bow section were thwarted by covid and by weather. The team intend to visit the K 17 bow in due course.

Software and Post-Processing

SfM image processing was carried out using a combination of Agisoft Photoscan and Reality Capture software. Data was processed on site using powerful laptop computers and followed up, post survey, on HP workstations. The output from this is an extensive library of point cloud data visualizing significant features from the wreck site. Data processed on the survey vessel was used to debrief the dive team and identify target areas for attention the following day. Further processing was carried out overnight to inform the briefing sessions for the subsequent day's survey dive.

Data distortion

Data distortion can occur when aligning images over a large distance using a long image sequence. This is evident when the 3D model appears to bend when features observed in the original images show straight lines. The effect is caused by small incremental errors in the 3D calculation over distance. The two submarines however were of a sufficiently narrow beam that data distortion did not become a problem.

3D models

The 3D models produced through the structure from motion process can be viewed from any direction, allowing further analysis after completion of the survey. The process also removes any moving object from the image, so fish, detritus in the water column are not visible in the final 3D model. The critical element in the process is the initial image capture. When resolution image sequences are captured with appropriate depth of focus, they can be reused as photogrammetry algorithms improve in the future and computing power increase.

Data from future surveys could be combined with current data to extend coverage of the site and also show any changes occurring to the wreck over time.

8 Outputs & Recommendations for Future Work

Report Distribution

The report will be made available for free download. In addition, pdf copies will be forwarded to the following bodies:

1. The Explorers Club, New York
2. Royal Navy Third Sector, Portsmouth
3. Naval Historical Library, MOD
4. Imperial War Museum, London
5. National Maritime Museum
6. Historic Environment Scotland
7. War Graves Commission
8. Wessex Archaeology
9. NnG Windfarm

It is recommended that the survey be repeated every 2-5 years to monitor the site, record deterioration and provide an opportunity to extend the 3D photogrammetry and photographic documentation. This information should be widely shared in an appropriate manner.

HMS *K4* and *K17* should continue to be treated as sites of great historical importance. They are time capsule of a revolutionary development for fast steam powered submarines – and there are no examples of this type of historic submarine topside today.

The K-boats are an important part of WWI Naval architecture and provide an opportunity for study into shipwreck decay. Many of the team members were involved in the ground breaking surveys of HMS *Hampshire* (2016), HMS *Vanguard* (2016/2017) and HMS *Royal Oak* (2019) in Orkney – and the methods used by the K-class expedition team have been shown to be highly effective in those earlier surveys.

APPENDIX 1

Project Methods

Survey Vessel - MAKO II

Diving was conducted from the dive vessel *Mako II*, of Anstruther, captained and owned by Steve Haddow.



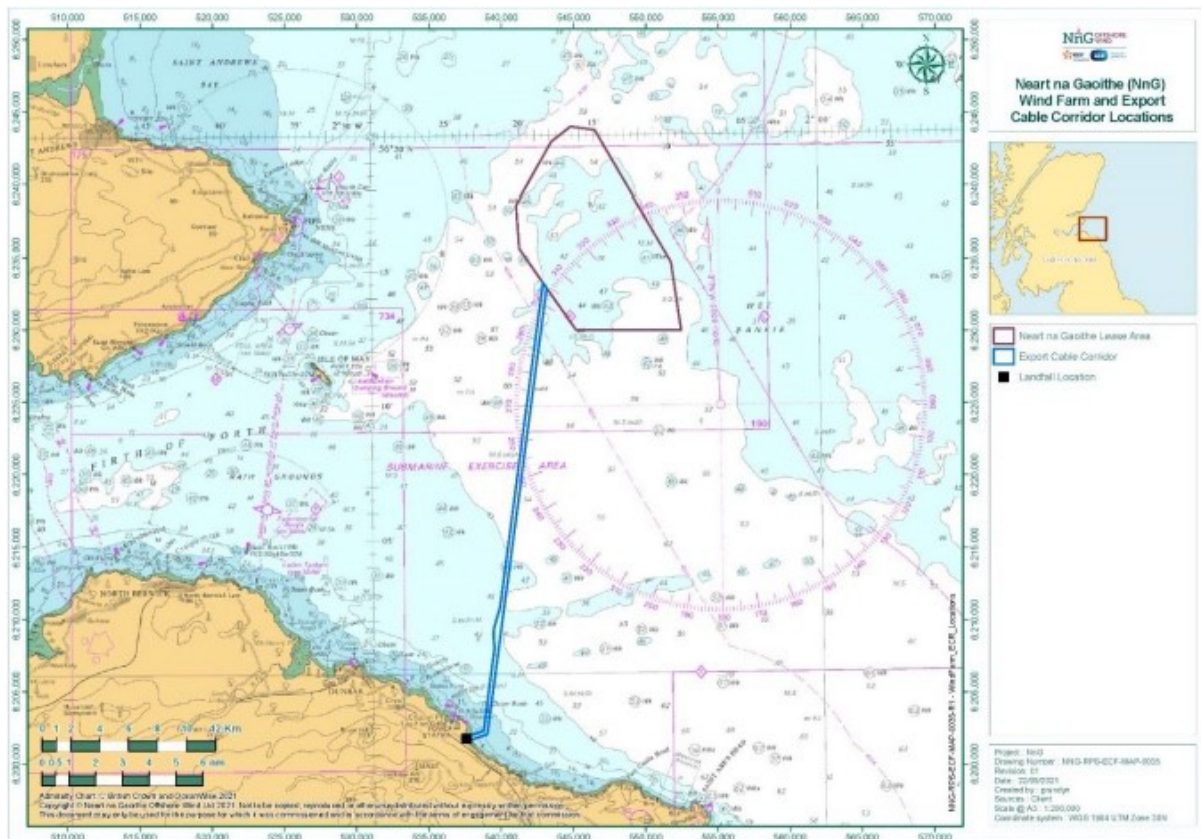
Mako II (call sign is MLW06) is an 11-metre-long BW SeaCat power catamaran displacing 9-tons approx. The vessel is MCA Coded Cat2 (60nm) and carries AIS class B. *Mako II* is purpose built for diving operations with a hydraulic diver lift at the stern.

Passage Plan

The skipper of *Mako II* is responsible for generating a detailed passage plan in accordance with International Maritime Organization (IMO) Safety Of Life At Sea (SOLAS) requirements for commercial vessels.

NEART NA GAOITHE windfarm

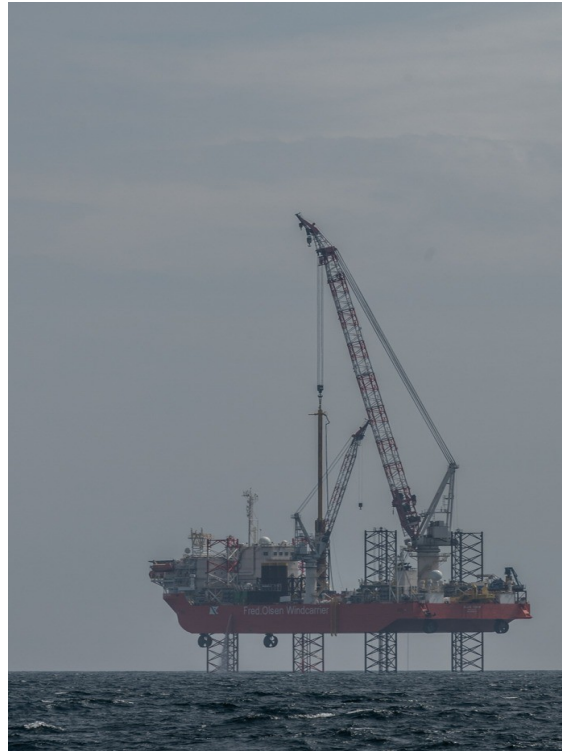
The wrecks of the two submarines are situated in the middle of the NEART NA GAOITHE windfarm (NnG), under construction at the time of the survey. Diving was carried out with the kind cooperation and assistance of NnG Offshore Wind who arranged a number of online Teams meetings with Expedition Leader Rod Macdonald in advance of the survey. NnG were supportive and encouraging of the aims of the survey and our grateful thanks again are expressed. In particular, the following protocols were agreed by NnG and Rod Macdonald in advance of diving operations to ensure diver safety.



On each day of diving operations, *Mako II* contacted the NEART NA GAOITHE windfarm (NnG) Maritime Coordination Centre (MCC) on departure from Anstruther Harbour for the 1-hour passage to the dive site.

- Prior to MAKO II entering the windfarm area of operations (AO), MAKO II contacted the NnG MCC by VHF Channel 8 to advise of the vessel's approach to the work site. NnG MCC then provide *Mako II* with a safe course to steer (CTS) to approach the site of the K-class submarines.
- NnG MCC then declared a voluntary 500-metre exclusion zone for their vessels around *Mako II* during diving operations.
- On completion of diving operations, *Mako II* contacted the NnG MCC, who provided a safe CTS for *Mako II* to exit the windfarm.
- To avoid divers drifting away from the 500-metre exclusion zone, divers entered the water from *Mako II* on site just before HW slack water - to ensure optimum diving conditions down on the wrecks and to minimise any distance of drift of any decompressing divers forced to make a free ascent under Delayed Surface Marker Buoy (DSMB).

*NnG windfarm
construction
vessels operating
near to the K-boats
during the survey.
© Rod Macdonald*



Diving Methodology

1. Diving Experience.

Participation in the expedition was by invitation only and all diving participants were trained and experienced in mixed gas and accelerated decompression diving techniques. The maximum number of expedition divers

aboard *Mako II* was eight (8), supported by one dive vessel crewman and a skipper.

Team member Peter Moir pre-breathes his Closed-Circuit Rebreather before entering the water on a survey dive.

© Rod Macdonald



2. Expedition Participants and Diving Roles

In order to achieve the expedition objectives, each team member was required to fulfill a dedicated role, either in a primary capacity, such as for example stills or video imagery, or in supporting ‘dive buddy’ role.

3. Dive Team Minimum Size

The minimum dive team size was a ‘buddy pair’. Buddy pairs were grouped together to form larger teams as necessary. Odd number teams were permitted where required, however no solo diving was permitted.

4. Primary Life Support

For logistical reasons all divers used an electronically controlled Closed Circuit Rebreather (CCR).



Divers get kitted up for a survey dive. © Rod Macdonald

5. Secondary Life Support

All divers carried sufficient open circuit bailout gas to independently support a full open circuit decompression profile in the event of a catastrophic failure of primary life support. As a minimum, divers carried a suitable cylinder of bailout ‘bottom gas’ (minimum pressure 210 bar) and a suitable cylinder of decompression gas (minimum pressure 210 bar) or equivalent.

6. Bailout Cylinder Carriage

To help avoid incorrect gas use in the event of having to share open circuit bailout gas supplies, the ‘rich right’, ‘lean left’ protocol was applied throughout the expedition. All divers carried the trimix bailout ‘bottom gas’ on their left side and the 60% nitrox decompression gas on their right side.

7. Bottom Time

To enable the carriage of sufficient open circuit bailout gas to support a self-contained open circuit bailout profile, run times were restricted to approximately 90 minutes, limiting ‘bottom time’ to approximately 30-35 minutes. Where a specific task required bottom time to be extended, the maximum run time was reviewed as required. To maintain a team decompression protocol on the shotline, large ‘bottom time’ disparities between subgroups were not accommodated.

8. Dive Teams

Dependent upon each day’s objectives, available day-light and state of tide, a single wave was conducted in a single day. Each diver was restricted to a single deep dive of more than 50m per 24hr period.

9. Decompression Planning

Divers were permitted to use their preferred decompression-planning tool. All divers were required to have a redundant decompression schedule either in the form of a second Personal Decompression Computer (PDC) or hard copy of both primary and secondary life support decompression plans.

10. Surface Identification & Safety Aids

All divers were required to carry a minimum of one personally identifiable or named orange/red DSMB together with a dedicated DSMB reel to enable DSMB deployment from the seabed at 55 metres. In addition, the following surface identification and safety aids were required to be carried by all divers:

- Whistle
- Flag
- Yellow DSMB for emergency signaling.

The following rescue aids were also recommended:

- Personal Location Beacon (PLB) within a pressure proof housing
- Flare within a pressure proof housing
- Intermediate pressure air horn

11. Wreck Location and Marking

The individual wreck to be dived was marked with a weighted shot-line. The use of a shot-line enabled a direct descent to the shipwreck, optimizing ‘bottom time’ on a chosen section of the site and providing an emergency ascent option should divers find themselves in need of having to urgently ascend. All shot-lines and shot-weights were recovered at the end of each dive.

12. Decompression Diving

In view of the restricted nature of the dive site, situated in a windfarm that was under construction, divers grouped together returned to the shot-line to ascend. Divers were not permitted to ‘bag off’ under a Delayed Surface Marker Buoy unless absolutely necessary due to divers becoming lost and unable to return to the shot-line - or in the event of an underwater diving emergency that required an immediate ascent to the surface. There were no underwater incidents during the survey and no divers required to bag off independently. Divers decompressed as a group and offered mutual support in the event of a diving emergency.

13. Safety Drills

Dive buddy pairs / teams ensure that they confirmed between themselves the functionality of the following:

- BC inflation
- Drysuit inflation
- CCR oxygen Manual Add Valve
- CCR diluent MAV
- Bailout Valve (BOV)
- PO₂ OK

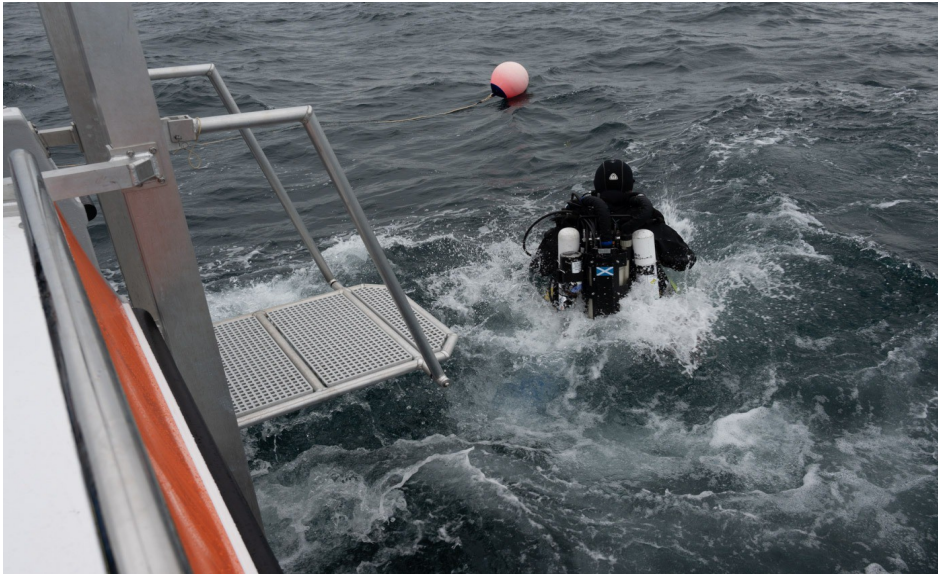
14. Water entry & exit

Entry into the water was through the gate and hydraulic diver lift platform at the stern upon verbal command from the skipper. Exiting the water was via the diver lift.



Team divers enters the water – the downline buoy can be seen in the distance.

© Rick Ayrton



*Crewman Stewart
Braisher controls the diver
lift as team member Paul
Toomer waits on the
hydraulic diver lift for it to
be raised*



15. Dive Safety Brief

A daily dive safety brief was presented, which included a weather outlook, dive-teams, objectives and a reminder of emergency protocols. All divers attended the daily dive safety brief.

16. Daily Dive Debrief

The expedition leader chaired a daily debrief held following completion of the day's diving. Feedback from the expedition team was used to consolidate the group's growing knowledge of each shipwreck, up-date one another on specific task progress and where appropriate, modify subsequent diving methodology. All divers attended the daily debrief. In the evening, all divers gathered to review the

day's video footage and stills and identify any areas that required to be further explored and documented.

17. Emergency Procedures

(a) Diving Insurance

All divers were required to hold personal diving insurance and to present a diving insurance certificate to the expedition organizer prior to the commencement of diving.

(b) Diving Risk Assessment

A generic diving risk assessment was prepared for the expedition. All expedition members read the generic risk assessment to ensure they were compliant with all hazard control and mitigation measures. A daily dynamic assessment of risk was undertaken to inform the daily programme and dive brief.

(c) Unable to Return to the Shot-Line

If unable to return to the shot-line, in order to alert the dive vessel skipper to dive group separation, every diver within that sub-group was required to deploy a DSMB at the earliest opportunity during a free ascent. Drifting deco stops were to start once the 15m decompression stop commenced. This would help keep divers at the shotline and those separated, within the general vicinity of each other, thereby assisting with surface support diver monitoring.

(d) Open Circuit Bailout

If for any reason a dive required to be aborted using emergency open circuit bailout, the diving pair / team were briefed to urgently ascend to the top of the wreck (50m) where a decision should then be taken as to whether to return to the primary shot-line or whether to deploy a DSMB and commence a mid-water ascent. The priority being to get as shallow as is safely possible as quickly as possible.

(e) Bailout Gas Loss

All divers were required to carry sufficient gas to support a full open circuit bailout for the maximum bottom time planned. The use of 60% nitrox enabled divers in an emergency to commence breathing a second source of open circuit gas at 16m (PO₂ 1.6 bar). This helped reduce the 'bottom gas' bailout quantity required for an ascent and initial decompression stops. If not decompressing on the shotline with other divers, to ensure CCR divers always have access to a supply of open circuit decompression gas, should the 60% nitrox supply pressure decrease to approximately 100bar, the following protocol was directed to be followed:

- The bailed-out diver shall exchange his / her 60% decompression cylinder

with a full cylinder of 60% gas cylinder from a buddy.

- If the pressure of the replaced 60% cylinder then decreases to 50 bar, a yellow DSMB should be deployed to alert the dive vessel to the emergency.

(f) Omitted Decompression

If a diver surfaced having omitted decompression, if asymptomatic and able to re-descend within two-minutes of exceeding the decompression ceiling, the diver would consider descending to 3m below the last decompression stop and readjust the decompression plan accordingly. However, if the diver was symptomatic or the two-minute re-descent window had exceeded, the diver should breathe as high a PO₂ gas as was safely possible and be recovered aboard the dive vessel. Immediate oxygen administration would then commence, and a 'Mayday' call would be made by the skipper to request Maritime Coastguard Agency (MCA) assistance. The casualty would then be evacuated in accordance with MCA instructions.

(g) Decompression Illness

To mitigate Decompression Illness (DCI) the following measures were employed by all expedition divers:

- One (1) deep dive per day ($\geq 50\text{m}$)
- Appropriate decompression planning
- An approximate 90-minute maximum run time
- Maintenance of appropriate hydration
- Minimum alcoholic intake
- Shallow gradient factor no greater than 85%
- Ascent rate no greater than 10m/min
- Final ascent from 6m to surface over a 1-minute period.

Should DCI have manifested itself, a 24-hour operational Re-Compression Chamber (RCC) is located in Aberdeen. If re-compression treatment was required, the treated diver would not be permitted to continue diving.

(h) Surfacing an Unconscious Diver

When undertaking decompression diving, surfacing an unconscious diver requires careful consideration and agreement between divers. With an extended decompression obligation, surfacing an unconscious diver will possibly result in two serious, potentially fatal casualties. Each diving pair / team therefore agreed

an unconscious diver recovery protocol that minimized the potential harm to the rescue diver whilst ensuring that the distressed / unconscious diver was surfaced. Due to the moderate depths of diving, dedicated in-water support divers were not employed.

Note: To delay fluid aspiration and asphyxiation in the event of Loss of Consciousness (LoC), thus increasing the probability of surviving such an event, it was recommended that expedition divers using CCRs employed the use of a suitable mouthpiece-restraining strap.

(i) Loss of Surface Visibility

A detailed weather forecast was recorded each morning by the skipper to enable, as far as reasonably practicable, the anticipation of adverse weather. Sea fog or poor surface visibility was foreseen and planned around. If the weather deteriorated and unsafe surface visibility was encountered whilst divers were decompressing, the skipper would mark with GPS the position of the shot line and any DSMBs and then record the positions on a paper chart for subsequent search pattern planning. A ‘Pan Pan’ call would be made via VHF channel 16 to advise the MCA of the current situation.

(j) Onboard Emergencies

The skipper of *Mako II* would manage any vessel related emergencies and actions required of crew and expedition members. The location of lifejackets, first aid kit, oxygen administration equipment, flares and life rafts was covered in the vessel safety brief.

(k) Communications

At sea; VHF Channel 16, On Land; dial 999 / 112 and ask for the Coastguard if diving related.

(l) Medical emergencies

Diving and non-diving incidents / medical emergencies would initially be treated on board *Mako II* and the most appropriate person available would undertake the management of the casualty. If necessary, a ‘Mayday’ call would be made to request MCA assistance. Casualty evacuation would be in accordance with MCA instructions.

(m) Surface Swimmer

Dedicated support divers were not be used during the expedition.

(n) Breathing Gas selection

For both diving safety and ease of logistics, all breathing gases were standardized.

All divers use the following standard gases:

- CCR diluent: 15% oxygen, 50% helium, 35% nitrogen
- Open circuit bailout: 15% oxygen, 50% helium, 35% nitrogen
- Open circuit decompression: 60% nitrox

Bottom Gas Selection

A trimix diluent of 15/50 provided an Oxygen Partial Pressure (PO₂) of 1.1 bar at 60m (maximum depth), thus facilitating an effective diluent flush without the safety implications of using a 'lean' hypoxic gas. In addition, at maximum depth this gas provides an approximate Equivalent Narcotic Depth (END) of 20m approx., which minimized breathing gas density, retained CO₂ and nitrogen narcosis.

Analysis & Cylinder Identification

Each diver was responsible for analyzing his or her own gases. Following analysis, every breathing gas cylinder was clearly labelled with **Maximum Operating Depth (MOD)** in metres written in large bold numbers

Diving Tidal Window

Tides around the UK are semi-diurnal, diving therefore proceeded during the optimum tidal window for each day in conjunction with available daylight and weather window.

Sea Temperature: The average sea temperature for July is 10°C and therefore falls within the category of cold-water diving. Due to low water temperatures and extended run times, all expedition members dived using drysuits.

Rebreathers used.

- | | |
|----------------------------|---------------------------|
| 1. Rod Macdonald | Inspiration Vision CCR |
| 2. Rick Ayrtton. | Inspiration Vision CCR |
| 3. Brian Burnett | Inspiration Vision CCR |
| 4. Peter Moir | Inspiration Vision CCR |
| 5. Gary Petrie | JJ-CCR |
| 6. Steve Prior | Inspiration Vision CCR |
| 7. Professor Chris Rowland | rEvo CCR |
| 8. Paul Vincent Toomer | Divesoft Liberty Lite CCR |

APPENDIX 2

K4 Crew List and histories

kindly researched by Wendy Sadler

(1) Adams, Leonard, Chief Engine Room Artificer, RN

((Po) M 324, formerly EA 693 RNR)

Leonard Adams was born in Workington, Cumberland (succeeded by Cumbria) to parents Robert and Annie (Young) on 4th August 1885. On the 1891 census, Leonard was recorded aged five living at 60 Peter Street, Workington with his younger brother Cecil, his uncle, a widowed domestic servant and his widowed father who worked as a grocer. Leonard's mother had died, aged 25, the previous year, 1890.

Ten years later the family were still living at Peter Street during the 1901 census - Robert had remarried and they had had another son. Robert still worked as a grocer shop keeper with another of his brothers assisting him. Leonard was then aged fifteen and worked as an apprentice engine fitter.

Leonard joined the Royal Naval Reserve on 26th November 1907 for training, before applying to the Royal Navy on 30th April 1908 as an Acting ERA 4th Class. He was described as 5'8" tall with black hair, brown eyes, dark complexion and tattoos of a shamrock, thistle, rose, bird and "L Adams" on his left arm. His transfer complete, he served on the following RN vessels:

HMS VICTORY II - 03/04/1908 - 05/08/1908

HMS ARIADNE - 06/08/1908 - 23/03/1909

HMS DREADNOUGHT - 24/03/1909 - 27/03/1911, rising to ERA 4th Class

HMS VICTORY II - 28/03/1911 - 28/03/1911

HMS FISGARD - 29/03/1911 - 06/05/1911

HMS DREADNOUGHT - 07/05/1911 - 20/12/1913, rising to ERA 3rd Class,

HMS VICTORY - 21/12/1913 - 22/12/1913

HMS FISGARD - 23/12/1913 - 28/03/1914

HMS EXCELLENT - 29/03/1914 - 04/08/1914

HMS VICTORY II - 05/08/1914 - 09/08/1914

HMS ERIN - 10/08/1914 - 29/04/1915

HMS EMPRESS OF INDIA - 30/04/1915 - 29/07/1915, rising to ERA 2nd Class

HMS VICTORY II - 30/07/1915 - 17/04/1916

HMS ROYAL SOVEREIGN - 18/04/1916 - 01/05/1916

HMS DOLPHIN - 02/05/1916 - 21/12/1916

HMS FEARLESS (K4) - 01/01/1917 - 31/01/1918, rising to Chief ERA 2nd Class

Leonard also married Norah Croughan in Portsmouth in the spring of 1913, and following his death on K4, his Star, Victory and British war medals were issued to his widow, as well as his Distinguished Service Medal "For recognition of his services in submarines in enemy waters" on 30th October 1917, along with his pension to provide for their son, Leonard Hubert.



Distinguished Service Medal

Sources:

England & Wales, Civil Registration Birth Index, 1837-1915 Free BMD

1891 & 1901 England Census

National Archives BT 377/7/72450 UK, Royal Naval Reserve Service Records Index, 1860-1955

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 1018
England & Wales, Civil Registration Marriage Index, 1837-1915 Free BMD

British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 007 (1914 - 1919)

CWGC Register

Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/7; Scan Number: 0028

World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association; London, England; WWI Pension Record Cards and Ledgers; Reference: 002/0004/ADA-ADA
Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 94

(2) Adams, Percy Walter, Acting leading Stoker, RN

(Ch) 306739



Percy W. Adams was born on 16th March 1883 in Woodbridge, Suffolk to Harriet (Rumsey) and William Adams and is recorded on the 1891 census aged 8 as living at 60 Bramford Road, Ipswich along with his parents and four siblings. The family resided at the same address for another ten years and were listed on the 1901 census - Percy was then aged eighteen and worked as a labourer in a blacksmiths before joining the Navy for twelve years' service in 1904. He served on the following RN vessels:

HMS ACHERON - 20/06/1904 - 14/12/1904, training as a Stoker 2nd Class

HMS PEMBROKE II - 15/12/1904 - 13/02/1905

HMS VINDICTIVE - 14/02/1905 - 20/11/1905, rising to Stoker on 11/05/1905

HMS ENCOUNTER - 21/11/1905 - 31/12/1907, rising to Stoker 1st Class on 01/07/1906

HMS DIDO - 01/01/1908 - 18/02/1908

HMS PEMBROKE II - 19/02/1908 - 30/03/1908

HMS MINOTAUR - 31/03/1908 - 03/01/1910, while on leave in Ipswich, Suffolk Percy married Constance Elizabeth Cocker

HMS PEMBROKE I - 04/01/1910 - 17/08/1910

HMS ST GEORGE - 18/08/1910 - 30/04/1912, during the 1911 census Percy was recorded aboard torpedo boat # 34, lying at Saltash, Devonport.

HMS TYNE - 01/05/1912 - 25/02/1913

HMS PEMBROKE II - 26/02/1913 - 28/02/1913

HMS BONAVENTURE - 01/03/1913 - 14/04/1913

HMS DOLPHIN - 15/04/1913 - 17/04/1913

HMS MAIDSTONE - 18/04/1913 - 23/05/1913

HMS DOLPHIN - 24/05/1913 - 18/07/1913

HM MAIDSTONE - 19/07/1913 - 30/06/1915

HMS ADAMANT - 01/07/1915 - 31/03/1916, rising to Acting Leading Stoker on 01/07/1915

HMS EUROPA II - 01/04/1916 - 30/06/1916

HMS DOLPHIN - 01/07/1916 - 31/12/1916

HMS FEARLESS (K4) - 17/02/1917 - 31/01/1918, rising to Leading Stoker on 17/02/1917

On his death, his pension was awarded to his widow Constance, their son Percival and daughter Phyllis. His Star, Victory and British war medals, along with his Distinguished Service Medal awarded in November 1917, were also issued to Constance.

Sources:

England & Wales, Civil Registration Birth Index, 1837-1915 Free BMD

England & Wales, Civil Registration Marriage Index, 1837-1915 Free BMD

1891, 1901 & 1911 England Census

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 500 British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 007 (1914 - 1919)

Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/7; Scan Number: 0028

World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association; London, England; WWI Pension Record Cards and Ledgers; Reference: 002/0004/ADA-ADA Photo courtesy of Hazel King

(3) Apps, John Frederick, Engine Room Artificer 1st Class, RNVR Clyde 3/1892

John Apps was born on 27th October 1890 in Bristol to parents John and Annie and listed on the 1891 census just a few months later aged five months old, along with four other siblings, at 28 Red Cross Lane, Bristol. Within four years the family had moved east to 15 Highgate Road, Camden, London and John was enrolled at Burghley Road School, Camden on 19th February 1894 at the age of three.

The family had moved to 58 Highgate Road, Kentish Town by the time the 1901 census was taken - John was aged ten, his father worked as a laundry man (self-employed/own account) and his older siblings were also employed.

John joined the RNVR as a recruit on 8th May 1911 and was recorded as 5'7" tall with dark brown hair, grey eyes and a fresh complexion. His service sheet gave his birth date as a year younger than he actually was. He served on the following vessels:

HMS DREADNOUGHT - 11/06/1913 - 25/06/1913, rated Ordinary Seaman

HMS HINDUSTAN - 26/06/1913 - 13/09/1914, rated E.R.A 2nd Class

HMS PACTOLUS - 14/09/1914 - 12/04/1915

HMS DOLPHIN - 13/04/1915 - 18/04/1915

HMS MAIDSTONE - 19/04/1915 - 09/06/1915

HMS ADAMANT - 10/06/1915 - 11/02/1916, rising to E.R.A 1st class on 01/07/1915

HMS EGMONT (GERANIUM) - 12/02/1916 - 29/03/1917

HMS VICTORY II - 30/03/1917 - 01/06/1917

HMS DOLPHIN - 02/06/1917 - 04/06/1917

HMS FEARLESS (K3) - 05/06/1917 - 30/06/1917

HMS FEARLESS (K4) - 01/07/1917 - 31/01/1918

John was awarded the Star, Victory and British war medals after his death, which were issued to his father, along with his Distinguished Service Medal that was awarded to him in November 1917.



Sources:

England & Wales, Civil Registration Birth Index, 1837-1915 Free BMD

1891 & 1901 England Census

London, England, School Admissions and Discharges, 1840-1911 London Metropolitan

Archives; London, England; School Admission and Discharge Registers; Reference:

LCC/EO/DIV02/BGH/AD/009

ADM 337/20/313 UK, Royal Naval Volunteer Reserve Service Records Index, 1903-1922

British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 007 (1914 - 1919)

CWGC Register

Navy Lists, 1888-1970 National Library of Scotland; Edinburgh, Scotland; Collection:

British Navy Lists. National Library of Scotland, 2020. <https://doi.org/10.34812/y3wn-j486>;

Reference: 92233342

Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/7; Scan Number: 0096

Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 125

(4) Armstrong, James, Able Seaman, RN

(Po) J32585, previously SS 4014

James Armstrong was born on 29th June 1894 in Stow, Gainsborough in Lincolnshire, to parents George and Sarah, the youngest child of five recorded on the 1901 census. The family lived at Gainsborough Road in Stow and George worked as a Foreman, platelayer. His eldest daughter worked on a farm and the remaining children attended school.

James joined the Navy for 12 years' service from 19th July 1912, recorded as being 5'6" tall with dark brown hair, blue eyes and tattoos on his right forearm of "good luck, a horseshoe with "Rose, "Mother" underneath. He also had a birthmark in his left armpit and noted with numerous warts on his right hand.

He served on the following vessels:

HMS KING GEORGE V - 17/09/1914 - 09/01/1915

HMS VICTORY I - 10/01/1915 - 11/01/1915

HMS EXCELLENT - 12/01/1915 - 08/04/1915

HMS VICTORY I - 09/04/1915 - 09/08/1915

HMS CANADA - 10/08/1915 - 31/12/1915

HMS VICTORY I - 01/01/1916 - 08/05/1916

HMS EXCELLENT - 09/05/1916 - 10/06/1916

HMS DOLPHIN - 11/06/1916 - 14/07/1916

HMS THAMES - 15/07/1916 - 09/11/1916

HMS DOLPHIN - 10/11/1916 - 31/12/1916

HMS FEARLESS (K4) - 01/01/1917 - 31/01/1918

James' Star, Victory and British war medals were issued to his mother following his death, as was his pension.



Sources:

England & Wales, Civil Registration Birth Index, 1837-1915 Free BMD

1901 England Census

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 712

British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 007 (1914 - 1919)

CWGC Register

Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/7; Scan Number: 0104

Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 94

World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association; London, England; WWI Pension Record Cards and Ledgers; Reference: 711/07D

(5) Baldwin, George Harold, Petty Officer Telegraphist, RN

(Dev) J 10360



Born on 26 August 1894 in Peterborough, Northamptonshire to parents George and Mary (Matthews), George Baldwin, known as Harold to his family, left school aged fourteen and immediately signed up to the Navy for 12 years' service. He was recorded as being 5'5" tall once fully grown, with light brown hair, grey eyes, had a mole on his left cheek and a scar on his left calf.

His service record follows:

HMS IMPREGNABLE - 11/11/1910 - 10/01/1912, training as Boy 2nd Class, rising to Boy Telegraphist on 28/04/1911 and recorded at the Naval base in Devonport on the 1911 census

HMS QUEEN - 11/01/1912 - 14/5/1912

HMS VIVID I - 15/05/1912 - 13/06/1912

HMS DEFIANCE - 14/06/1912 - 01/11/1912, rising to Ordinary Telegraphist on 26/08/1912

HMS LEVIATHAN - 02/11/1912 - 12/02/1913

HMS VIVID I - 13/02/1913 - 21/02/1913

HMS DEFIANCE - 22/02/1913 - 26/06/1913, rising to Telegraphist on 26/02/1913

HMS BLAKE (serving on HMS NYMPH) - 27/06/1913 - 23/05/1917, rising to Leading Telegraphist on 08/01/1915

HMS DOLPHIN - 24/05/1917 - 21/06/1917

HMS FEARLESS (K5) - 22/06/1917 - 17/07/1917

HMS FEARLESS (K4) - 18/07/1917 - 31/01/1918, rising to Petty Officer Telegraphist on 18/07/1917

George was awarded the Star, Victory and British war medals following his death, which were issued to his father, along with his pension.

George's body was never found so he is remembered in perpetuity on the Plymouth Naval Memorial and locally on the war memorial in Kineton, Warwickshire where his parents resided.

Sources:

England & Wales, Civil Registration Birth Index, 1837-1915 Free BMD

1911 England Census

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 667

British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 007 (1914 - 1919)

CWGC Register

Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/7; Scan Number: 0176

World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association; London, England; WWI Pension Record Cards and Ledgers; Reference: 015/0042/BAL-BAL
Photo courtesy of Lady Joanna Woodcock

www.roll-of-honour.com/Warwickshire/Kineton.html

(6) Beer, Frank John, Chief Stoker, RN

(Ch) 298980

Frank was born in Leysdown, Kent on 20th June 1882 to Charles and Emma Beer, the second child of eight. Listed in 1891, the family lived at Elmley in Kent; Charles worked as a shepherd while Frank attended school with two of his brothers. His grandmother Beatrice also lived with them. Sadly, Charles died in 1899 aged 48 so on the 1901 census Frank, then aged eighteen, was recorded working on the railway along with his eldest brother, to support the family who then lived in Minster on the Isle of Sheppey. He remained working there for a further few months before joining the Navy for an initial twelve years' service.

Frank was sent to Chatham, Kent to begin his stoker training program, listed as 5'5" tall with brown hair, grey eyes and a scar on his left leg below the knee.

Service Record:

HMS PEMBROKE II - 28/11/1901 - 15/06/1902, training as Stoker 2nd Class

HMS WILDFIRE - 16/06/1902 - 03/07/1902

HMS PEMBROKE - 04/07/1902 - 07/01/1903

HMS ODIN - 08/01/1905 - 09/11/1904, rising to Stoker on 10/03/1903

HMS SIMOOM - 10/11/1904 - 14/02/1905

HMS PEMBROKE II - 15/02/1905 - 05/11/1906, rising to Stoker 1st Class on 01/07/1906 and Leading Stoker on 25/09/1906

HMS AFRICA - 06/11/1906 - 15/02/1909, rising to Stoker Petty Officer on 14/05/1908

HMS PEMBROKE II - 16/02/1909 - 19/02/1909

HMS SPEEDY - 20/02/1909 - 16/03/1909

HMS PEMBROKE II - 17/03/1909 - 23/06/1910

HMS ST GEORGE - 24/06/1910 - 25/07/1910

HMS PEMBROKE II - 26/07/1910 - 01/08/1910

HMS ROYAL ARTHUR - 02/08/1910 - 06/10/1910

HMS CLIO - 07/10/1910 - 16/10/1912, recorded aboard the sloop, anchored in China during the 1911 census

HMS TALBOT - 17/10/1912 - 13/12/1912

HMS PEMBROKE II - 14/12/1912 - 24/01/1913

HMS IPHIGENIA - 25/01/1913 - 30/12/1913, while on leave Frank married Maud Garland in the summer of 1913 in Sheppey, Kent

HMS PEMBROKE II - 31/12/1913 - 09/01/1914

HMS BONAVENTURE - 10/01/1914 - 10/12/1916, rising to Acting Chief Stoker on 08/04/1914 and Chief Stoker on 08/04/1915

HMS VULCAN - 11/12/1916 - 17/09/1917

HMS FEARLESS (K4) - 18/09/1917 - 31/01/1918

On his death, his pension was awarded to his widow Maud along with his Star, Victory and British war medals.



Frank's image and medals courtesy of family contributor

Sources:

England & Wales, Civil Registration Birth Index, 1837-1915 Free BMD

1891, 1901 & 1911 England Census

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 484
England & Wales, Civil Registration Marriage Index, 1837-1915

British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 007 (1914 - 1919)

CWGC Register

Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/7; Scan Number: 0281

World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association; London, England; WWI Pension Record Cards and Ledgers; Reference: 018/0066/BEE-BEH Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 95

(7) Blake, Stanley Harold, Able Seaman, RN

(Po) 211925, RFR B 5018

Stanley Blake was born to John and Elizabeth (Shapcott) on 25th June 1885 in Leicester and baptised along with his younger sister Elsie May on 16th July 1888 in St James Church, Northampton. They had moved to 28 Park Road, Northampton where John worked as an engineer. During the 1891 census the family was recorded living at 55 Park Road in the parish of Dallington, Northamptonshire - John worked as an engine driver and Stanley attended school along with his older brother Herbert.

Stanley worked as a clerk before signing up with the Navy for service - he was recorded as 5'4" tall with light brown hair, grey eyes and scars on the right side of his forehead and tattoos of "Emily", a heart and butterfly.

Service Record:

HMS GANGES - 11/10/1900 - 01/08/1901, training as Boy 2nd Class, rising to Boy 1st Class on 01/08/1901 Stanley was recorded on the training ship in Harwich during the 1901 census.

HMS MINOTAUR - 02/08/1901 - 30/10/1901

HMS GANGES - 31/10/1901 - 14/01/1902

HMS MINOTAUR - 15/01/1902 - 08/04/1902

HMS AGINCOURT - 09/04/1902 - 15/05/1902

HMS JUNO - 16/05/1902 - 17/12/1902

HMS VICTORY - 18/12/1902 - 12/01/1903

HMS DRAKE - 13/01/1903 - 24/10/1903, rising to Ordinary Seaman on 25/06/1903

HMS EXCELLENT - 25/10/1903 - 14/02/1905, rising to Able Seaman on 04/08/1904

HMS PRINCE GEORGE - 15/02/1905 - 04/03/1907

HMS VERNON - 05/03/1907 - 31/03/1908

HMS VICTORY I - 01/04/1908 - 04/05/1908

HMS HECLA - 05/05/1908 - 14/08/1909

HMS MERCURY - 15/08/1909 - 30/06/1911, recorded on the 2nd Class cruiser, anchored at the submarine depot in Portsmouth during the 1911 census. In October 1909 he also married Louisa Shaw

HMS ARROGANT - 01/07/1911 - 14/12/1911

HMS FORTH - 15/12/1911 - 01/02/1912

HMS ARROGANT - 02/02/1912 - 16/02/1912

HMS VICTORY I - 17/02/1912 - 17/02/1912, discharged to shore

Stanley completed his twelve years of service and joined the RFR in Portsmouth the following day of discharge, receiving the number B 5018 on 18th February 1912. Once war was declared he completed a further three and a half years on the following vessels before his death.

HMS KING ALFRED - 02/04/1914 - 14/08/1914

HMS DOLPHIN - 15/08/1914 - 18/03/1915, rated as Able Seaman

HMS MAIDSTONE - 19/03/1915 - 31/03/1915

HMS ADAMANT - 01/04/1915 - 31/03/1916

HMS EUROPA II - 01/04/1916 - 30/06/1916

HMS DOLPHIN - 01/07/1916 - 31/12/1916

HMS FEARLESS (K4) - 01/01/1917 - 31/01/1918

Stanley's pension and Star, Victory and British war medals were issued to his widow and two daughters following his death. Sadly, his youngest daughter, born in 1916 also died the same year he did.



Sources:

Northamptonshire, England, Church of England Baptisms, 1813-1912 Northamptonshire Record Office; Northampton, England; Register Type: Parish Registers; Reference Numbers: 234P/3

1891, 1901 & 1911 England Census

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 370

England & Wales, Civil Registration Marriage Index, 1837-1915 FreeBMD

British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty and predecessors: Office of the Director General of the Medical Department of the Navy and predecessors: Service Registers and Registers of Deaths and Injuries. Registers of Reports of Deaths

CWGC Register

Navy Lists, 1888-1970 National Library of Scotland; Edinburgh, Scotland; Collection: British Navy Lists. National Library of Scotland, 2020. <https://doi.org/10.34812/y3wn-j486>; Reference: 92233342

Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/7; Scan Number: 0370

World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association; London, England; WWI Pension Record Cards and Ledgers; Reference: 024/0086/BLA-BLA Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 96

(8) Bounds, Horace, Stoker 1st Class RN

(Ch) K 14491



Horace Bounds was born in Whitstable, Kent on the 25th July 1893 to parents Walter, a builder and coal merchant, and Emily. Horace was seven years old when recorded on the 1901 census, living along with his six siblings at 5 The Grove, Victoria Park in Herne Bay. Ten years later he was recorded on the 1911 census aged eighteen, living with his parents and four siblings at 19 William Street, Herne Bay with no occupation stated. He had not gone into plastering/building like his brother and father.

Before signing up with the Royal Navy, Horace worked briefly as a farm labourer but left to join for 12 years' service on 03/04/1912 as a Stoker 2nd Class. He was 5'6" tall with brown hair and blue eyes.

Service Record:

HMS PEMBROKE II - 03/04/1912 - 28/06/1912

HMS LONDON - 29/06/1912 - 26/05/1913, rising to Stoker 1st Class on 03/04/1913

HMS PEMBROKE II - 27/05/1913 - 05/06/1913

HMS TRITON - 06/06/1913 - 03/08/1914

HMS PEMBROKE I - 04/08/1914 - 06/09/1914

HMS CORMORANT - 07/09/1914 - 28/02/1915

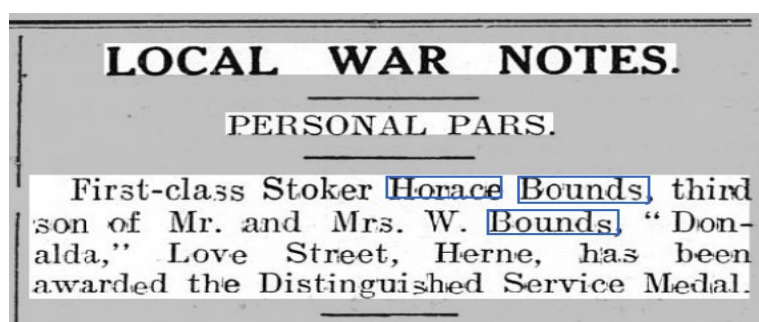
HMS BLENHEIM - 01/03/1915 - 31/03/1916

HMS EUROPA - 01/04/1916 - 30/06/1916

HMS DOLPHIN - 01/07/1916 - 31/12/1916

HMS FEARLESS (K4) - 01/01/1917 - 31/01/1918

Horace was awarded the D.S.M. on 30th October 1917 "For recognition of his services in submarines in enemy waters". His pension was awarded to his sister-in-law Millie Bounds, his Star, Victory and British war medals were issued to his father.



Sources:

England & Wales, Civil Registration Birth Index, 1837-1915 Free BMD

1901 & 1911 England census

*Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 895
British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 007 (1914 - 1919)*

CWGC Register

Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 96

Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/7; Scan Number: 0417

World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association; London, England; WWI Pension Record Cards and Ledgers; Reference: 025/0097/BOU-BOW

UK, Navy Lists, 1888-1970 Peter Singlehurst; Year: 1919 (DSM reference)

The London Gazette 30th Oct 1917 supplement number 30363 pp 11317 & 11318

Herne Bay Press - Saturday 24 November 1917

(9) Brown, Charles Edward, Stoker 1st Class, RN

(Ch) K 22591

Charles Brown was born in Norwich, Norfolk on 14th January 1896, his parents William and Rosina. On the 1901 census Charles, aged five, lived at 3 Lollard Pit in the parish of Thorpe St Matthew, Norwich along with his parents and six siblings.

Charles left his blacksmith job to join the Royal Navy for 12 years' service on 6th May 1914 and trained as a Stoker 2nd Class at HMS PEMBROKE I until 6th October 1914. Charles was recorded as being 5'6" tall with brown hair, blue eyes and had a fair complexion.

Charles transferred to HMS BENBOW on 7th October 1914 and served until 7th August 1917, rising to Stoker 1st Class on 14th January 1917. He was posted to HMS DOLPHIN for four months before his final position aboard HMS K4 under HMS FEARLESS from 1st January 1918 for just 31 days.

Following his death, Charles' pension was awarded to his mother and his father was issued with his Star, Victory and British war medals. He is remembered on the Chatham Naval Memorial.



Sources:

England & Wales, Civil Registration Birth Index, 1837-1915 Free BMD

1901 England Census

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 912

British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 007 (1914 - 1919)

CWGC Register

Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/7; Scan Number: 0510

World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association; London, England; WWI Pension Record Cards and Ledgers; Reference: 721/11PP

Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 97

(10) Burgess, Albert Charles, Stoker 1st Class, RN (Po) K 9375

Albert Burgess was born on 19th November 1891 in Basingstoke, Hampshire. He joined the Royal Navy upon leaving his civil occupation as a shepherd, signing up for twelve years' service which began on 10th October 1910 as a Stoker 2nd Class. He was recorded as being 5'7" tall with brown hair, hazel eyes and had a scar under his right eye, back of his left wrist and on his left knee.

Service Record:

HMS VICTORY II - 10/10/1910 - 05/11/1910

HMS RENOWN - 06/11/1910 - 14/01/1911

HMS VICTORY II - 15/01/1911 - 14/03/1911

HMS TOPAZE - 15/03/1911 - 22/04/1912, rising to Stoker 1st Class on 14/12/1911

HMS BLACK PRINCE - 23/04/1912 - 20/04/1914

HMS VICTORY II - 21/04/1914 - 24/08/1914

HMS FEARLESS - 25/08/1914 - 01/08/1916

HMS VICTORY II - 02/08/1916 - 25/09/1916

HMS FEARLESS - 26/09/1916 - 16/05/1917

HMS FEARLESS (K4) - 17/05/1917 - 31/01/1918, while serving aboard, Albert had leave to marry Edith Pearce in July 1917 in Winchester, Hampshire.

His widow received his pension following his death as well as his Star, Victory and British war medals.



Sources:

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 885

England & Wales, Civil Registration Marriage Index, 1916-2005 General Register Office; United Kingdom; Volume: 2c; Page: 237

British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 007 (1914 - 1919)

CWGC Register

Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/7; Scan Number: 0576

World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association; London, England; WWI Pension Record Cards and Ledgers; Reference: 033/0135/BUR-BUR

Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 97

(11) Burt, Ernest Samuel Burt, Able Seaman, RN

(Ch) J 9569

Ernest Burt was born in Knightsbridge, London on 9th October 1894. He subsequently joined the Royal Navy for a twelve-year service, beginning his training as a Boy 2nd Class. He was recorded having light brown hair, brown eyes and a dark complexion with tattoos on his right wrist and listed as 5'8" tall once fully grown.

Service Record:

HMS GANGES - 09/08/1910 - 22/05/1911, rising to Boy 1st Class on 21/03/1911, recorded at the training base in Suffolk on the 1911 census

HMS BERWICK - 23/05/1911 - 20/09/1911

HMS PEMBROKE I - 21/09/1911 - 16/10/1911

HMS INFLEXIBLE - 17/10/1911 - 31/10/1914, rising to Ordinary Seaman on 09/10/1912
and Able Seaman on 16/12/1913

HMS PEMBROKE I - 01/11/1914 - 05/05/1915

MFA ANGRIA - 06/05/1916 - 30/05/1916

HMS DOLPHIN - 31/05/1916 - 31/12/1916

HMS FEARLESS (K4) - 01/01/1917 - 31/01/1918

On his death, his pension was awarded to his mother, and his Star, Victory and British war medals were issued to his father.



Sources:

England & Wales, Civil Registration Birth Index, 1837-1915 Free BMD

1911 England Census

UK, Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK;

Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 666

British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 007 (1914 - 1919)

CWGC Register

Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/7; Scan Number: 0596

World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association;

London, England; WWI Pension Record Cards and Ledgers; Reference: 034/0140/BUR-BUR Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 97

(12) Carter, Charles, Leading Signalman, RN

(Dev) 236423

Charles Carter was born on 18th January 1890 in Manchester, Lancashire and subsequently joined the Royal Navy for twelve years' service on leaving his job as a plumber's mate. He

was 5'6" tall when fully grown, had brown hair, hazel eyes, a fresh complexion and no distinguishing marks or scars.

Service Record:

HMS IMPREGNABLE - 11/05/1906 - 02/02/1907, training as Boy 2nd Class, rising to Boy 1st Class on 01/02/1907

HMS VICTORY - 03/02/1907 - 17/05/1907

HMS VIVID I - 18/05/1907 - 09/09/1907

HMS ARROGANT - 10/09/1907 - 09/04/1908, rising to Ordinary Signalman on 18/01/1908

HMS VIVID I - 10/04/1907 - 16/05/1908

HMS FOX - 17/05/1908 - 13/07/1910, rising to Signalman on 01/04/1910

HMS GIBRALTAR - 14/07/1910 - 31/08/1910

HMS VIVID I - 01/09/1910 - 24/01/1911

HMS FORTH - 25/01/1911 - 30/10/1911

HMS ATTENTIVE - 31/10/1911 - 26/08/1912

HMS VIVID I - 27/08/1912 - 06/09/1912

HMS VIVID II - 07/09/1912 - 14/05/1913

HMS FORTH - 15/05/1913 - 15/06/1913

HMS DOLPHIN - 16/06/1913 - 18/07/1913

HMS MAIDSTONE - 19/06/1913 - 31/03/1914

HMS ADAMANT - 01/04/1914 - 22/08/1914

HMS MAIDSTONE - 23/08/1914 - 06/10/1914

HMS ADAMANT - 07/10/1914 - 31/03/1915

HMS MAIDSTONE - 01/04/1915 - 12/07/1915, rising to Leading Signalman on 01/07/1915

HMS ARROGANT - 13/07/1915 - 04/09/1915

HMS MAIDSTONE - 05/09/1915 - 20/07/1916, passed educationally for Petty Officer on 17/04/1916

HMS VULCAN - 21/07/1916 - 12/10/1916

HMS DOLPHIN - 13/10/1916 - 31/12/1916

HMS FEARLESS (K4) - 01/01/1917 - 31/01/1918, passing for Yeoman of Signals on 25/07/1917

Charles was awarded the Star, Victory and British war medals, as well as being awarded the Distinguished Service Medal on 30th October 1917 "For recognition of his services in submarines in enemy waters". On his death, the DSO was issued to his mother Edith along with his pension.



Sources:

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 419
British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 007 (1914 - 1919

CWGC Register

Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/7; Scan Number: 0673

World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association; London, England; WWI Pension Record Cards and Ledgers; Reference: 718/08D

Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 98

(13) Church, William, Leading Stoker, RN (Po) K 9438, formerly R.M.L.I 15329

William Church was born on 20th September 1888 in Wantage, Berkshire to William and Elizabeth (Turner). He subsequently worked as a blacksmith's mate before joining the Royal Marine Light Infantry on 14th August 1908 at Southampton, aged eighteen. He began his training at Deal as a Private until 11/08/1909, when he transferred to the Portsmouth division until 27/05/1910. He served on his first vessel, HMS ESSEX, between 28/05/1910 until 21/09/1910, before returning to Portsmouth division until 13/10/1910. He then transferred to the Royal Navy for twelve year's service, being recorded as 5'6" tall with brown hair, hazel eyes and tattoos of a girl and flag on his left arm and unity, crossed hands and a flag on his right arm.

Service Record:

HMS VICTORY II - 13/10/1910 - 22/10/1910, training as Stoker 2nd Class

HMS RENOWN - 23/10/1910 - 10/12/1910

HMS VICTORY - 11/12/1910 - 02/01/1911

HMS GLASGOW - 03/01/1911 - 16/09/1912, rising to Stoker 1st Class on 15/10/1911 he was listed at home on leave during the 1911 census, aged 22. His address was Lower Arborfield, Reading where his parents and three younger siblings lived.

HMS VICTORY II - 17/09/1912 - 30/06/1913

HMS BRISTOL - 01/07/1913 - 07/11/1913

HMS DOLPHIN - 08/11/1913 - 30/11/1913

HMS MAIDSTONE - 01/12/1913 - 31/03/1914

HMS DOLPHIN - 01/04/1914 - 24/06/1914

HMS MAIDSTONE - 25/06/1914 - 30/06/1915

HMS ADAMANT - 01/07/1915 - 31/03/1916

HMS EUROPA - 01/04/1916 - 30/06/1916

HMS DOLPHIN - 01/07/1916 - 31/12/1916, rising to Acting Leading Stoker on 01/09/1916, he also married Victoria Bowell in October 1916

HMS FEARLESS (K4) - 01/01/1917 - 31/01/1918, rising to Leading Stoker on 01/04/1917

On 30th October 1917, William was awarded the D.S.M. "For recognition of his services in submarines in enemy waters" His Star, Victory and British war medals were issued to his widow following his death as was his pension.



Distinguished Service Medal

Sources:

England & Wales, Civil Registration Birth Index, 1837-1915 Free BMD

UK, Royal Marines Registers of Service Index, 1842-1925

General Register Office

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 885

England & Wales, Civil Registration Marriage Index, 1916-2005 General Register Office; United Kingdom; Volume: 2c; Page: 741

British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 007 (1914 - 1919)

CWGC Register

Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/7; Scan Number: 0747

Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 98

World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association; London, England; WWI Pension Record Cards and Ledgers; Reference: 043/0177/CHR-CHU

(14) Cockerill, Percival, Stoker 1st Class, RN (Dev) K 21001, previously (Dev) J 9260

Percival Cockerill was born on 8th December 1894 in Hull, Yorkshire - and subsequently joined the Royal Navy for twelve years' service, beginning his training under service number J 9260.

Service Record:

HMS GANGES - 16/08/1910 - 26/06/1911, rising to Boy 1st Class on 17/02/1911

HMS VIVID I - 27/06/1911 - 31/07/1911

HMS PRINCE GEORGE - 01/08/1911 - 03/06/1912

HMS LION - 04/06/1912 - 09/09/1913, rising to Ordinary Signalman on 08/12/1912

His service number then transferred branches from communications to become a Stoker 2nd Class with service number K 21001.

HMS LION - 10/09/1913 - 23/09/1915, rising to Stoker 1st Class on 21/05/1914

HMS VIVID II - 24/09/1915 - 03/11/1915

HMS NARCISSUS - 04/11/1915 - 31/05/1916

HMS CORMORANT (NARCISSUS) - 01/06/1916 - 23/06/1917

HMS DOLPHIN - 24/06/1917 - 09/08/1917

HMS FEARLESS - 10/08/1917 - 11/08/1917

HMS DOLPHIN - 12/08/1917 - 31/12/1917

HMS FEARLESS (K4) - 01/01/1918 - 31/01/1918

Percival was training to be a Stoker Petty Officer when he was killed, having passed required exams. He was recorded as being 5'7" tall when fully grown and had dark brown hair and grey eyes.

His pension was awarded to his Mother Minnie, his father John received his Star, Victory and British war medals. Percival is remembered on the Plymouth Naval Memorial.



Plymouth Naval Memorial

Sources:

England & Wales, Civil Registration Birth Index, 1837-1915 Free BMD

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 665 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 909

British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 007 (1914 - 1919)

CWGC Register

Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/7; Scan Number: 0803

Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 98

World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association; London, England; WWI Pension Record Cards and Ledgers; Reference: 686/04D

(15) Corfield, Alfred Abe Benjamin, Petty Officer, RN Ch) 232865

Alfred Corfield was born on 10th November 1887 in Birmingham to parents John and Edith and baptised on 24th July 1888 in Dawley Parva, Shropshire. He was aged three on the 1891 census with his mother, listed visiting her brother-in-law's house in Aston, Warwickshire. He was ten years old when recorded in the admissions books of Stanley Street School, Lewisham on 18/01/1897, with an address of 21 Egerton Road listed. He continued to live in London

and by the 1901 census his mother had remarried to John Wood and gained two older step siblings.

Alfred left his draper's assistant job to join the Royal Navy for 12 years' service. He was recorded as 5'6" tall when aged eighteen, with brown hair and eyes, a dot on his left forearm and a scar on his right wrist.

Service Record:

HMS PEMBROKE I - 14/11/1904 - 11/01/1905, beginning training as a Boy 2nd Class

HMS BOSCAWEN III - 12/01/1905 - 04/05/1905, rising to Boy 1st Class on 01/02/1915

HMS HAWKE - 05/05/1905 - 10/09/1905

HMS SPARTIATE - 11/09/1905 - 02/10/1905

HMS PEMBROKE I - 03/10/1905 - 15/10/1905

HMS IRRESISTIBLE - 16/10/1905 - 26/11/1906, rising to Ordinary Seaman on 10/11/1905

HMS PEMBROKE I - 27/11/1906 - 23/02/1907

HM HYACINTH - 24/02/1907 - 26/03/1909, rising to Able Seaman on 26/04/1907

HMS ROYAL ARTHUR - 27/03/1909 - 14/05/1909

HMS PEMBROKE I - 15/05/1909 - 27/08/1909, rising to Leading Seaman on 25/05/1909

HMS ACTAEON - 28/08/1909 - 10/12/1909

HMS VERNON - 11/12/1909 - 13/05/1910

HMS PEMBROKE I - 14/05/1910 - 29/05/1910

HMS ST GEORGE - 30/05/1910 - 30/10/1911

HMS BLENHEIM - 31/10/1911 - 30/04/1912

HMS HECLA - 01/05/1912 - 08/07/1913

HMS PEMBROKE I - 09/07/1912 - 20/08/1912

HMS THAMES - 21/08/1912 - 14/10/1912

HMS BONAVENTURE - 15/10/1912 - 04/08/1914

HMS THAMES (C5) - 05/08/1914 - 23/05/1915, rising to Petty Officer on 15/04/1915

HMS DOLPHIN - 24/05/1915 - 06/06/1915

HMS MAIDSTONE - 07/06/1915 - 04/10/1915

HMS DOLPHIN - 05/10/1915 - 26/02/1916

HMS TITANIA - 27/02/1916 - 17/03/1916

HMS VERNON - 18/03/1916 - 27/05/1916

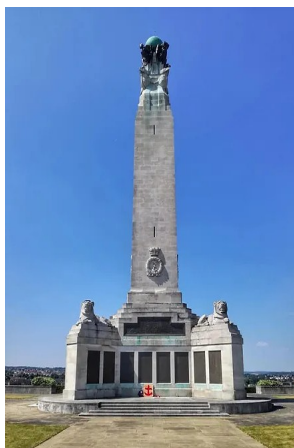
HMS DOLPHIN - 28/05/1916 - 16/06/1916

HMS MAIDSTONE - 17/06/1916 - 28/07/1916

HMS DOLPHIN - 29/07/1916 - 31/12/1916

HMS FEARLESS (K4) - 01/01/1917 - 31/01/1918

Following Alfred's death, his pension was awarded to his widow Flora, his Star, Victory and British war medals were issued to his mother. He is remembered on the Chatham Naval Memorial.



Chatham Naval Memorial

Sources:

England & Wales, Civil Registration Birth Index, 1837-1915 Free BMD

Shropshire, England, Church of England Births and Baptisms, 1813-1900 Indexes Created from Anglican Parish Registers Held At Shropshire Archives; Shrewsbury, Shropshire, England; Anglican Parish Registers

1891 & 1901 England Census

London, England, School Admissions and Discharges, 1840-1911 London Metropolitan Archives; London, England; School Admission and Discharge Registers; Reference: LCC/EO/DIV06/STA/AD/002

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 412 British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 007 (1914 - 1919)

CWGC Register

Navy Lists, 1888-1970 National Library of Scotland; Edinburgh, Scotland; Collection: British Navy Lists. National Library of Scotland, 2020. <https://doi.org/10.34812/y3wn-j486>; Reference: 92233342

(16) **Crawforth, Harry Wakelin, Stoker 1st Class, RN**

(Po) SS 115298

Harry Crawforth was born in the March quarter of 1897 in Hull, Yorkshire to parents William and Ada (Wharrie) and was first recorded on the 1901 census, aged four, living with his family at 29 Seward Street, Sculcoates. His father William worked as a dock labourer and supported his wife and four children, with his father-in-law John Wharrie (widower) also living at the address.

Harry's first taste of working with ships came when he was fourteen and worked as a handing lad at a shipyard, probably the same one his father worked at as a coal trimmer. The family had grown, there were now eight children and the family all lived at 2 Mentone Avenue in Sculcoates.

Harry joined the Royal Navy on a short service of five years, plus seven in retention, as a Stoker 2nd Class, leaving his civilian labouring job. He was recorded as being 5'5" tall with brown hair and grey eyes and had a fresh complexion and gave his birthdate of 3rd December 1895, two years previous than actual.

Service Record:

HMS VICTORY II - 03/01/1914 - 020/06/1914

HMS ATTENTIVE - 03/06/1914 - 13/08/1916, rising to Stoker 1st Class on 03/01/1915

HMS DOLPHIN - 14/08/1916 - 02/12/1916

HMS MAIDSTONE - 03/12/1916 - 31/01/1917

HMS DOLPHIN - 01/02/1917 - 03/02/1917

HMS FEARLESS (K4) - 04/02/1917 - 31/01/1918

Following his death Harry's Star, Victory and British war medals were issued to his father, his pension was awarded to his mother.



Sources:

England & Wales, Civil Registration Birth Index, 1837-1915 Free BMD

1901 & 1911 England Census

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 1121 British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 007 (1914 - 1919)

CWGC Register

Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 99

Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/7; Scan Number: 0943

World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association; London, England; WWI Pension Record Cards and Ledgers; Reference: 055/0224/CRA-CRE

(17) **Dangerfield, William George, Able Seaman, RN** (Dev) J 17629

William Dangerfield was born on 15th April 1897 in Portsmouth, Hampshire, to parents Edward and Mary. He was the youngest of three children recorded on the 1901 census: the family lived at 61 Lincoln Road, Portsmouth with Edward working as a Seaman in the Royal Navy and Mary working as a Tailoress at home.

In the following ten years, the family moved and were recorded living at 31 Clifden Terrace, Bodmin in the 1911 census. William was by then aged thirteen and attending school - his father was not recorded, presumably at sea with the Royal Navy and only his mother and older sister resided with him at that time.

On leaving school he became an errand boy, until he signed up to train with the Royal Navy like his father. He joined the training ship HMS IMPREGNABLE on 14/05/1912 as a Boy 2nd Class, rising to Boy 1st Class on until 07/01/1913. He transferred to HMS BELLEROPHON on 08/01/1913 until 08/02/1917, rising to Ordinary Seaman on 15/10/1914 and Able Seaman on 12/01/1916. He spent two months attached to HMS DOLPHIN before heading to submarine K4, serving under the depot ship HMS FEARLESS. He remained with the vessel from 11/04/1917 until 31/01/1918. William was 5'8" with brown hair and grey eyes.

His Star, Victory and British war medals were issued to his father following his death, along with his pension.



Sources:

England & Wales, Civil Registration Birth Index, 1837-1915 Free BMD

1901 & 1911 England Census

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 682

British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 008 (1914 - 1919)

CWGC Register

UK, Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/8;

Scan Number: 0029

Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 100

World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association;

London, England; WWI Pension Record Cards and Ledgers; Reference: 058/0240/DAL-DAN

(18) Duggan, Alan Montgomery, Able Seaman RN

(Ch) J 16974

Alan Duggan was born on 19th February 1895 in Holloway, London to parents Margaret and John, the eldest of six children. When aged three, on 6th July 1898 he was enrolled into Tottenham Road School, the family address being given as 36 Stanley Road. The family had moved to 15 Gloucester Road, Islington by the time Alan was eleven and he was enrolled into Grafton Road School along with his younger brother William. They both left on 10th May 1907 to transfer to Eden Grove School. Once he left school, he found work as a van guard on the local railway, providing income to the family home where he, his parents and younger siblings lived at 24 Knookdene Road, Plumstead.

Alan left his job with the railway and joined the Royal Navy for twelve years' service on 27/04/1912. He was noted as 5'4" tall when he began training as a Boy 2nd Class, growing to 5' 5" tall when eighteen. He was also noted having brown hair, blue eyes, a fair complexion and a scar on his back.

Service Record:

HMS GANGES II - 27/04/1912 - 03/07/1912

HMS DEVONSHIRE - 04/07/1912 - 19/11/1912, rising to Boy 1st Class on 27/07/1912

PEMBROKE I - 20/11/1912 - 08/01/1913

HMS ANDROMACHE - 09/06/1913 - 26/02/1913, rising to Ordinary Seaman on 19/02/1913

HMS PEMBROKE I - 27/02/1913 - 25/03/1913

HMS FORMIDABLE - 26/03/1913 - 01/01/1915, rising to Able Seaman on 26/03/1914

HMS PEMBROKE I - 02/01/1915 - 20/03/1915

HMS THUNDERER - 21/03/1915 - 02/07/1916

HMS DOLPHIN - 03/07/1916 - 31/12/1916

HMS FEARLESS (K4) - 01/01/1917 - 31/01/1918

His pension was awarded to his parents following his death, his Star, Victory and British war medals being issued to his father. Alan is remembered in perpetuity on the Chatham Naval Memorial.



Sources:

England & Wales, Civil Registration Birth Index, 1837-1915 Free BMD

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 680 1901 & 1911 England Census

London, England, School Admissions and Discharges, 1840-1911 London Metropolitan Archives; London, England; School Admission and Discharge Registers; Reference: LCC/EO/DIV04/TOT/AD/010

London, England, School Admissions and Discharges, 1840-1911 London Metropolitan Archives; London, England; School Admission and Discharge Registers; Reference: LCC/EO/DIV03/GRA/AD/002

British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 008 (1914 - 1919)

CWGC Register

Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/8; Scan Number: 0196

World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association; London, England; WWI Pension Record Cards and Ledgers; Reference: 064/0280/DUF-DUC

Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 100

(19) Fenner, Alfred Athelstan Lennox, Lieutenant Commander, RN



Alfred Fenner (known more as Athelstan) was born in the Norfolk coastal town of Cromer on 7th April 1886 and baptised in the parish church on 11th July of the same year. Alfred was the older of two children, his brother Cyril was a year younger, and they lived at the time of the 1891 census on Norwich Road with their surgeon Father, Mother, Aunt, two servants and two boarders.

Within the ten years between censuses the family had moved to Surbiton in Surrey, where they were recorded in 1901 with Alfred listed as a Naval Cadet. Alfred joined the Navy on 15th January 1901.

Service Record:

HMS BRITANNIA - until 14th May 1902.

HMS BULWARK - 15/05/1902 - 14/06/1905 as Midshipman

COLLEGE/LOCUST - 05/09/1905 - 28/09/1906, as Sub Lieutenant from 30/07/1905

HMS ILLUSTRIOUS - 15/10/1906 - 24/04/1907, as Lieutenant from 30/01/1907

HMS MERCURY (Submarine) - 25/04/1907 - 20/02/1911

HMS TAMAR (Submarine) & HMS ROSARIO (C37) - 21/02/1911 - 04/03/1913, stationed in China

HMS WARRIOR - 01/07/1913 - 07/11/1914, returned to England, required for Submarine Service

HMS MAIDSTONE (Submarines D6 & E1) - 01/12/1914 - 15/01/1918

HMS DOLPHIN (Submarine K16) - 15/01/1918 - 31/01/1918

Alfred was lost with his crew in K4 just two weeks after joining the K Class Submarines.

His Star, Victory and British war medals were issued to his father following his death - Alfred had also been awarded the Order of St Stanislaus 2nd Class with swords for services while serving on E1 (*see photo below*).



Sources:

England & Wales, Civil Registration Birth Index, 1837-1915 Free BMD

Norfolk, England, Church of England Births and Baptisms, 1813-1919 Norfolk Record Office; Norwich, Norfolk, England; Norfolk Church of England Registers; Reference: PD 523/5

1891, 1901 & 1911 England Census

ADM 196/50/125 & ADM 196/143/68 UK, Royal Naval Officers' Service Records Index, 1756-1931

England & Wales, National Probate Calendar (Index of Wills and Administrations), 1858-1995

British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 003 (1914 - 1920)

CWGC Register

Navy Lists, 1888-1970

Naval Medal and Award Rolls, 1793-1972

Fenner image courtesy of Find a Grave

(20) Goddard, Charles William Henry, Able Seaman, RN (Ch) J 2150

Charles Goddard was born on 6th October 1892 at 49 Newport Buildings, near Shaftesbury Avenue in Westminster, London to parents Alexander Charles and Louisa. He was baptised on 26th April 1893 at St Mary the Virgin, Charing Cross Road, London, the only son to the

couple, in between four girls. On the 1901 census Charles was aged eight, living with his mother and sisters, still at Newport Buildings - his mother had to work and was a tavern housekeeper and cook as her husband had died two years earlier.

Charles joined the Royal Navy for 12 years' service, beginning his training as a Boy 2nd Class at Shotley, on the Suffolk coast. He was recorded 5'3" tall with dark brown hair, brown eyes and a fresh complexion.

Service Record:

HMS GANGES - 14/08/1909 - 06/05/1909

HMS BERWICK - 07/05/1909 - 10/09/1909

HMS CHARYBDIS - 11/09/1909 - 29/12/1909

HMS AFRICA - 30/12/1909 - 21/02/1911

HMS PEMBROKE II - 22/02/1911 - 10/03/1911

HMS ST GEORGE - 11/03/1911 - 14/02/1913

HMS PEMBROKE II - 15/02/1913 - 18/08/1913

HMS ROYAL ARTHUR - 19/08/1913 - 02/12/1914

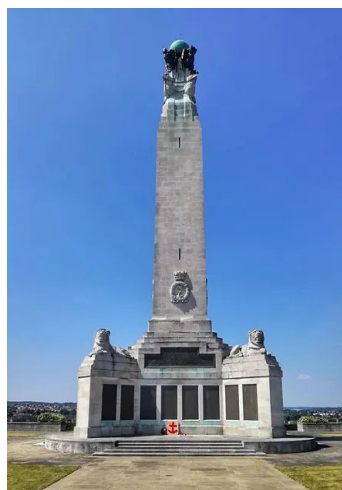
HMS PEMBROKE I - 03/12/1914 - 20/05/1915

HMS ROBERTS - 21/05/1915 - 25/06/1916

HMS DOLPHIN - 26/06/1916 - 31/12/1916

HMS FEARLESS (K4) - 01/01/1917 - 31/01/1918, while on leave Charles married Janet Rutherford in Barrow in Furness in July 1917

After his death Charles' Star, Victory and British war medals were issued to his widow, along with his pension. The fund would have helped to raise their son Charles who was born in June 1918, but sadly died a year later. Charles is remembered in perpetuity on the Chatham Naval Memorial.



Sources:

England & Wales, Civil Registration Marriage Index, 1916-2005 General Register Office; United Kingdom; Volume: 8e; Page: 1415

1901 & 1911 England Census

Westminster, London, England, Church of England Births and Baptisms, 1813-1919 City of Westminster Archives Centre; London, England; Westminster Church of England Parish Registers; Reference: SMVC/PR/1/3

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 651
England & Wales, Civil Registration Marriage Index, 1916-2005 General Register Office; United Kingdom; Volume: 8e; Page: 1415

British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 008 (1914 - 1919)

CWGC Register

Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/8; Scan Number: 0579

World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association; London, England; WWI Pension Record Cards and Ledgers; Reference: 079/0365/GOA-GOD

Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 103

(21) Goddard, Henry Thorpe Goddard, Engine Room Artificer 4th Class, RN

(Dev) M 11218

Henry Goddard was born on 4th December 1892 in Cleethorpes, Grimsby, Lincolnshire, the second son to Henry and Fanny. At the time of the 1901 census, Henry was aged eight and living at Alexandra Road, Cleethorpes along with his family and a general servant. By the time the 1911 census had been recorded on 2nd April, Henry had moved out of home, was aged eighteen and working as an engineer's apprentice, boarding with a family at 37 Cheviot Street in Lincoln.

Leaving his job as a fitter, Henry joined the Royal Navy for twelve years' service on 16th December 1914, a few months after war had been declared. He was recorded as being 5'4" tall with brown hair and eyes with scars on his left hand, under the chin and left side of knee cap.

Service Record:

HMS VIVID II - 16/12/1914 - 26/04/1915

HMS BLAKE (serving on HMS MINSTREL) - 27/04/1915 - 19/10/1915

HMS VIVID II - 20/10/1915 - 16/12/1915

HMS EGMONT II - 17/12/1915 - 30/09/1917

HMS VIVID II - 01/10/1917 - 09/10/1917

HMS DOLPHIN - 10/10/1917 - 17/01/1918

HMS FEARLESS (K4) - 18/01/1918 - 31/01/1918

The contents of his will, along with his Star, Victory and British war medals were issued to his father following his death. Henry is remembered in perpetuity on the Plymouth Naval Memorial.



Sources:

England & Wales, Civil Registration Birth Index, 1837-1915 Free BMD

1901 & 1911 England Census

*Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 1040
British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 008 (1914 - 1919)*

CWGC Register

Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/8; Scan Number: 0579

Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 103

(22) **Goodsall, John Henry, Leading Stoker, RN**

(Ch) K 12209

John Goodsall was born on 13th August 1893 and baptised two months later on 22nd October at the parish church of Tenterden, Kent, to parents George Snashall and Kate Adelaide Goodsall. When aged three, John, his parents and three siblings lived at 3 Peels Place, Tenterden, George supporting them by working as a carpenter and joiner. The family stayed at the same address for at least a further ten years, being recorded at the house on the 1911 census. The family had grown, and John had gained another four siblings. He was then aged seventeen and worked as a grocer's assistant.

John was recorded as 5'3" tall with dark hair, brown eyes and had a scar on his left thumb when he left his job as a grocer and joined the Royal Navy for twelve years' service.

Service Record:

HMS PEMBROKE II - 28/08/1911 - 17/04/1912, training as a Stoker 2nd Class

HMS YARMOUTH - 18/04/1912 - 13/04/1914, rising to Stoker 1st Class on 15/08/1912

HMS ECLIPSE - 14/04/1914 - 21/05/1914

HMS PEMBROKE II - 22/05/1914 - 09/12/1914

HMS PENELOPE - 10/12/1914 - 28/05/1915

HMS DOLPHIN - 29/05/1915 - 15/10/1915

HMS VULCAN - 16/10/1915 - 21/01/1916

HMS MAIDSTONE - 22/01/1916 - 27/02/1916

HMS DOLPHIN - 28/02/1916 - 25/06/1916

HMS TITANIA - 26/06/1916 - 10/11/1916

HMS DOLPHIN - 11/11/1916 - 31/12/1916

HMS FEARLESS (K4) - 01/01/1917 - 31/01/1918, rising to Acting Leading Stoker on 01/07/1917 and Leading Stoker on 01/01/1918

John was mentioned in dispatches along with several crew mates who were awarded the D.S.M for recognition on 30th October 1917. His pension was awarded to his mother following his death, his Star, Victory and British war medals were issued to his father. He is remembered in perpetuity on the Chatham Naval Memorial.



Distinguished Service Medal

Sources:

England & Wales, Civil Registration Birth Index, 1837-1915 Free BMD

England, Select Births and Christenings, 1538-1975

1901 & 1911 England Census

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 891

World War I and World War II Shipping and Seamen Rolls of Honour, 1914-1945 National Archives of the UK; Kew, Surrey, England; Shipping and Seamen Rolls of Honour WWI and WWII; Class: BT 339; Piece: 6 (1916 - 1920)

British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 008 (1914 - 1919)

CWGC Register

Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/8; Scan Number: 0596

Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 103

World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association; London, England; WWI Pension Record Cards and Ledgers; Reference: 080/0369/GOO-GOO

(23) **Grant, Patrick Joseph, Stoker 1st Class, RN** (Ch) K 20768, formerly SS 109865
Born on 29th May 1892 in the Toxteth Park area of Liverpool to parents Patrick and Rose, Patrick Grant Jnr was baptized a week later on 5th June at St Patrick catholic church. He was the first-born son along with a younger brother on the 1901 census and lived with his family at 1 Glenny Street, Toxteth Park.

On leaving school, Patrick gained employment with the Great Western Railway as a cart boy - working at the goods station in Liverpool. He entered work in February 1907 but resigned a year later in August 1908.

Patrick originally joined the Royal Navy on a short service under number SS 109865, beginning his training as a Stoker 2nd Class on 3rd May 1910. He was recorded as being 5'5" tall with light brown hair, blue eyes and had a scar on the left side of his forehead and another scar on his right shin.

Service Record:

HMS PEMBROKE II - 03/05/1910 - 17/10/1910

HMS MINERVA - 18/10/1910 - 29/05/1912, rising to Stoker 1st Class. (He was aboard HMS CORNWALLIS during the 1911 census, anchored in the Grand Harbour of Malta).

HMS PEMBROKE II - 30/05/1912 - 21/06/1912

HMS GLORY - 22/06/1912 - 14/04/1913

HMS ALBION - 15/04/1913 - 24/04/1913

HMS GOLIATH - 25/04/1913 - 31/07/1913

Transferred to continuous service as Stoker 1st Class on 01/08/1913 under service number K 20768

HMS GOLIATH - 01/08/1913 - 28/07/1914

HMS HANNIBAL - 29/07/1914 - 02/08/1914

HMS PEMBROKE II - 03/08/1914 - 28/08/1914

HMS ST GEORGE - 29/08/1914 - 05/11/1915

HMS WALLINGTON - 06/11/1915 - 21/12/1915

HMS PEMBROKE II - 22/12/1915 - 17/01/1916

HMS DOLPHIN - 18/01/1916 - 02/03/1916

HMS MAIDSTONE - 03/03/1916 - 18/04/1916

HMS DOLPHIN - 19/04/1916 - 06/08/1916

HMS TITANIA (SUB J3) - 07/08/1916 - 10/11/1916

HMS DOLPHIN (SUB K4) - 11/11/1916 - 31/12/1916

HMS FEARLESS (K4) - 01/01/1917 - 31/01/1918

Patrick was mentioned in dispatches along with several crew mates who were awarded the D.S.M for recognition on 30th October 1917. He is remembered in perpetuity on the Chatham Naval Memorial.



Sources:

England & Wales, Civil Registration Birth Index, 1837-1915 Free BMD

Liverpool, England, Catholic Baptisms, 1741-1919 Liverpool Record Office; Liverpool, England; Liverpool Catholic Parish Registers; Reference Number: 282 PAT/1/9

Railway Employment Records, 1833-1956 National Archives of the UK; Kew, Surrey, England; Collection: Great Western Railway Company: Staff Records; Class: RAIL264; Piece: 371

1901 & 1911 England Census

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 1115 & National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 908

British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 008 (1914 - 1919)

CWGC Register

(24) Hammond, John William, Gunner, RN

John Hammond was born on 9th November 1885, subsequently joining the Royal Navy and became a Temporary Acting Gunner on 7th January 1914.

Service record:

HMS PORPOISE and HMS HECLA from 29/01/1914 to 23/04/1915.

HMS C22, under HMS ARROGANT on 21/08/1916 until 08/11/1916

HMS K4, under HMS DOLPHIN and HMS FEARLESS.

John's Star, Victory and British war medals were issued to a legatee listed in his will, his widow Sarah became beneficiary of £122 10s. 2d following his death.

CASUALTIES—NAVAL OFFICERS.	
Docket No. <u>1973</u>	
Surname and initials ...	<u>HAMMOND John W.</u>
Rank	<u>Surm (T)</u>
Branch of Service ...	<u>R.N. (S/m. "K 4")</u>
Place of death ...	<u>At Sea Eastward of Firth of Forth.</u>
Place of burial ...	
Date of death ...	<u>31st January 1918.</u>
Cause.....	<u>Drowned - sunk in collision.</u> <u>on active service</u>

[2623] G 195 10m 11/18 71673 G & S 110

ADM 242, Piece 003

Sources:

ADM 196/156/864 - National Archives

England & Wales, National Probate Calendar (Index of Wills and Administrations), 1858-1995

UK, Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 90

CWGC Register

UK, British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 003; Piece Description: (1914 - 1920)

(25) **Hanks, Frederick Francis, Stoker 1st Class, RN** (Po) K 16885

Frederick Hanks was the second child of four children listed on the 1901 census, born to parents William and Ellen on 19th May 1894 in Walworth, London. Frederick was then aged six and lived at 9 Garden Row, Southwark along with his family.

Frederick was eighteen years old when he left his job as a messenger to join the Royal Navy, signing up for twelve years' service on 28th November 1912. He was recorded as being 5'4" tall with brown hair, grey eyes and had a scar from contracting shingles.

Service Record:

HMS VICTORY II – 28 November 1912 - 14th June 1913, training as a Stoker 2nd Class
HMS PRINCE OF WALES - 15th June to 16th August 1913.

HMS VICTORY II - for two weeks

HMS HERCULES - 2nd September 1913 - 25th August 1916, rising to Stoker 1st Class on 12th November 1912.

One month before the outbreak of war, Frederick deserted the Royal Navy and ran. He was captured and sent to Portsmouth on 12th August 1914.

HMS DOLPHIN - 26th August 1916 until the end of the year.

HMS K4, under HMS FEARLESS from 1st January 1917.

While on leave in the late summer of 1917 he married Emma Elizabeth Puddy in London before heading back to the submarine until its sinking on 31st January 1918.

His Star, Victory and British war medals were issued to his widow Emma following his death, as was his pension. He is remembered in perpetuity on the Portsmouth Naval Memorial.



Sources:

England & Wales, Civil Registration Birth Index, 1837-1915 Free BMD

1901 England Census

England & Wales, Civil Registration Marriage Index, 1916-2005 General Register Office; United Kingdom; Volume: 1d; Page: 294

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 900
British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 008 (1914 - 1919)

CWGC Register

Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/8; Scan Number: 0747

Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 104

(26) **Hayes, Joseph Charles, Stoker 1st Class, RN**

(Ch) K 19004

Joseph Hayes was born on 7th September 1893 at 22 Malvern Street, Belfast, County Antrim to Joseph and Annie (Woods), their first son and second child. On the 1901 census he was listed age seven, living at Hudson Street, Belfast, attended school where he could read and write.

Joseph left his later labouring job in town to join the Navy for 12 years' service. He was recorded as 5'7" tall with brown hair, hazel eyes and had a tattoo of J.H on his left forearm, a faint heart and arrow on the back of his left hand and dots over both thumbs. He also had a scar on the back of his right shoulder.

Service Record:

HMS PEMBROKE II - 18/04/1913 - 08/09/1913, training as a Stoker 2nd Class

HMS BLONDE - 09/09/1913 - 19/03/1915, rising to Stoker 1st Class on 23/04/1914

HMS PEMBROKE II - 20/03/1915 - 03/08/1915

HMS MARSHAL NEY - 04/08/1915 - 07/02/1916

HMS PEMBROKE II - 08/02/1916 - 15/06/1916

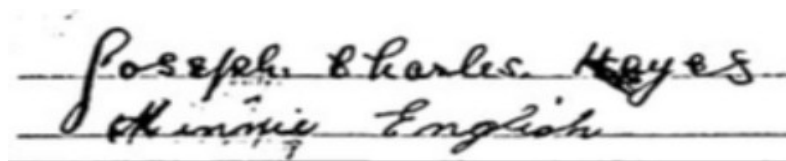
HMS MARSHAL NEY - 16/06/1916 - 05/08/1916

HMS PEMBROKE II - 16/08/1916 - 28/08/1916

HMS DOLPHIN - 29/08/1916 - 31/12/1916

HMS FEARLESS (K4) - 01/01/1917 - 31/01/1918.

While on leave, Joseph returned to Belfast to marry Minnie English on 10th July 1917 at St Anne's Cathedral. At the time of their marriage, they were living at 5 Shaftesbury Street.

The image shows two handwritten signatures on a document. The top signature is 'Joseph Charles Hayes' and the bottom signature is 'Minnie English'. Both are written in cursive script.

Joseph and Minnie's signatures from their marriage certificate - document courtesy of Brandon Whitehouse.

After Joseph's death his Star, Victory and British war medals were issued to his wife, along with his pension for her and their son, Joseph. His name is listed on the Chatham Naval Memorial in perpetuity.

Sources:

Ireland, Civil Registration Births Index, 1864-1958 - Ancestry

1901 Ireland Census - Ancestry

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 905 Ireland, Civil Registration Marriages Index, 1845-1958

UK, British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 008 (1914 - 1919)

CWGC Register

Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/8; Scan Number: 0834

World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association; London, England; WWI Pension Record Cards and Ledgers; Reference: 093/0426/HAY-HAY Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 104

(27) **Hayman, William Henry, Acting Leading Stoker, RN** (Dev) 305390

William Hayman was born in December 1883 to parents Mary and William in Teignmouth, Devon and baptised soon afterward on 11th December at an Anglian church in East Teignmouth. In 1891, aged seven, he attended school along with his three siblings and on the 1901 census he was recorded living at Old Quay Street, West Teignmouth, aged seventeen - working as a grocer's porter along with his younger brother Richard. His mother, then a widow, worked as a laundress.

William left a subsequent civilian job working on the sea and joined the Royal Navy for 12 years' service. He was described as 5'2" tall with brown hair and grey eyes.

Service Record:

HMS VIVID - 09/11/1903 - 18/05/1904, training as Stoker 2nd Class

HMS PELORUS - 19/05/1904 - 12/10/1906, rising to Stoker on 23/06/1904 and Stoker 1st Class on 01/07/1906, he also served 30 days hard labour for disobedience.

HMS SIRIUS - 13/10/1906 - 22/11/1906

HMS VIVID II - 23/11/1906 - 01/02/1907

HMS HANNIBAL - 02/02/1907 - 29/05/1908, while on leave William married Mary Rachel Gilbert in Tavistock, Devon in December 1911

HMS OCEAN - 30/05/1908 - 27/01/1910

HMS VIVID II - 28/01/1910 - 22/04/1910

HMS IMPREGNABLE - 23/04/1910 - 25/04/1912, recorded on the 1911 census at the shore base in Devonport

HMS HECLA - 26/04/1912 - 01/02/1914

HMS VIVID II - 02/02/1914 - 07/04/1914

HMS HEARTY - 08/04/1914 - 20/06/1916

HMS VIVID II - 21/06/1916 - 15/07/1916

HMS DILIGENCE - 16/07/1916 - 18/12/1916

HMS DOLPHIN - 19/12/1916 - 15/01/1917

HMS FEARLESS (K4) - 16/01/1917 - 31/01/1918, rising to Acting Leading Stoker on 01/10/1917

His war medals, the Star, Victory and British, were issued to his widow Mary following his death - she was also entitled to his pension for the raising of their son William.



Sources:

England & Wales, Civil Registration Birth Index, 1837-1915 Free BMD

Devon, England, Church of England Births and Baptisms, 1813-1920 Indexes created from Anglican Parish Registers held at South West Heritage Trust; Taunton, Somerset, England 1891, 1901 & 1911 England Census

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 497 Devon, England, Church of England Marriages and Banns, 1754-1920

British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 008 (1914 - 1919)

CWGC Register

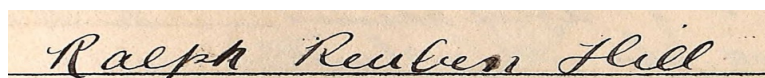
Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/8; Scan Number: 0836

World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association; London, England; WWI Pension Record Cards and Ledgers; Reference: 093/0427/HAY-HAY

(28) **Hill, Ralph Reuben, Chief Engine Room Artificer 2nd Class, RN.** (Po) 270525

Ralph Hill was born on 20th August 1876 in Dursley, Gloucestershire to parents Samuel and Jane, their third child at that time. Ralph had another sibling by the 1881 census - he was aged four and the family lived at Nunnery Lane Farm where Samuel farmed 12 acres, helped by his eldest son Henry. Sadly, father Samuel died the following year aged 54 and the family were next recorded on the 1891 census living at Hill Square, Cam, Gloucester, Jane by then was married to Henry Beaver, 16 years her junior. They had one child between them and her youngest three children also lived at the address - Ralph was then aged fourteen and worked as a machine fitter.

Ralph was still working as a fitter when he married Margaret Ann Greenway on 26th December 1899 at the parish church in Saul, where Margaret lived.

A photograph of a handwritten signature on a piece of aged, yellowish paper. The signature is written in dark ink and reads "Ralph Reuben Hill" in a cursive script. The paper is rectangular and has a slightly textured appearance.

In the 1901 census, the couple lived at Seymour Road in Gloucester with their six-month-old son Frank, Ralph was still working as a fitter in manufacturing. 8th August 1901, he left his job as a fitter turner and joined the Royal Navy for 12 years' service. Two years later they welcomed another son, Ralph who was baptised at Saul parish church on 25th October 1903.

Ralph extended his RN service on 8th August 1913. He was recorded as having light brown hair, blue eyes, a fair complexion, had a scar on his left ankle and was 5'5" tall.

Service Record:

HMS DUKE OF WELLINGTON II - 08/08/1901 - 08/01/1902, beginning training as Acting E.R.A 4th Class

HMS MARS - 09/01/1902 - 11/06/1902

HMS DUKE OF WELLINGTON II - 12/06/1902 - 30/09/1902, rising to E.R.A 4th Class on 02/09/1902

HMS WARRIOR - 01/10/1902 - 31/03/1904

HMS EREBUS - 01/04/1904 - 14/12/1904, rising to E.R.A 3rd Class on 12/08/1904

HMS FIRE QUEEN II - 15/12/1904 - 31/03/1905

HMS SAPPHIRE II - 01/04/1905 - 20/10/1905

HMS VICTORY - 21/10/1905 - 02/04/1906

HMS BRILLIANT - 03/04/1906 - 29/04/1908

HMS SAPPHO - 30/04/1908 - 18/08/1908

HMS VICTORY II - 19/08/1908 - 17/09/1908
 HMS VERNON - 18/09/1908 - 20/05/1909, rising to E.R.A 2nd Class on 06/08/1908
 HMS ILLUSTRIOUS - 21/05/1909 - 02/05/1910
 HMS ST VINCENT - 03/05/1910 - 16/09/1912
 HMS VICTORY II - 17/09/1912 - 18/09/1912
 HMS DOLPHIN - 19/09/1912 - 06/10/1913, rising to E.R.A 1st Class on 05/08/1913 and
 Acting Chief E.R.A 2nd Class on 27/08/1913
 HMS VICTORY II - 07/10/1913 - 07/10/1913
 HMS DIDO II - 08/10/1913 - 24/11/1913
 HMS VICTORY II - 25/11/1913 - 26/11/1913
 HMS FISGARD - 27/11/1913 - 09/01/1914
 HMS DIDO - 10/01/1914 - 30/04/1914
 HMS ATTENTIVE - 01/05/1914 - 15/10/1915, rising to Chief E.R.A 2nd Class on
 27/08/1914
 HMS VICTORY II - 16/10/1915 - 19/11/1915
 HMS DOLPHIN - 20/11/1915 - 31/12/1916
 HMS FEARLESS (K4) - 01/01/1917 - 31/01/1918

Ralph was the oldest member of the crew who died aboard the submarine. His Star, Victory and British war medals were issued to the executor of his will to pass on, his effects to the value of £366 were passed to his widow Margaret. His pension was awarded to Margaret and their four sons, although Ralph Jnr passed away shortly after his father, aged fourteen. His youngest son Norman followed in his father's footsteps and also became an Engine Room Artificer, rising to Chief, during the 1930's. During the Second World War he was serving aboard submarine HMS SALMON when it was lost on 9th July 1940, possibly to a mine. Norman had also been awarded the D.S.M.

Sources:

England & Wales, Civil Registration Birth Index, 1837-1915 Free BMD

1881, 1891 and 1901 England Census

Gloucestershire, England, Church of England Marriages and Banns, 1754-1938

Gloucestershire Archives; Gloucester, Gloucestershire; Gloucestershire Church of England Parish Registers; Reference Numbers: P283 in 1/15

England & Wales, Civil Registration Marriage Index, 1837-1915 Free BMD

Gloucestershire, England, Church of England Baptisms, 1813-1913 Gloucestershire Archives; Gloucester, Gloucestershire; Gloucestershire Church of England Parish Registers; Reference Numbers: P283 in 1/14

Gloucestershire, England, Electoral Registers, 1832-1974 Gloucestershire Archives; Gloucester, England; Gloucestershire, England, Electoral Registers, 1832-1974

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 434 British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 008 (1914 - 1919)

CWGC Register

Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/8; Scan Number: 0907

Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 105

England & Wales, National Probate Calendar (Index of Wills and Administrations), 1858-1995

(29) **Hogg, Albert Edward Hogg, Leading Seaman, RN** (Ch) J 9082

Albert Hogg was born to parents Edmund and Harriet on 4th July 1894 in Tottenham, London and the second eldest child of four on the 1901 census listed living at 10 Franklin Street, Tottenham.

Albert joined the navy for twelve years' service, first training as a Boy 2nd Class. He was recorded as 5'3" tall once fully grown, with light brown hair, blue eyes, a fair complexion and a scar on the left side of his neck and a small mole on his left shoulder.

Service Record:

HMS IMPREGNABLE - 14/07/1910 - 07/10/1910

HMS GANGES - 08/10/1910 - 30/09/1911, rising to Boy 1st Class on 10/05/1911

HMS LEVIATHAN - 01/10/1911 - 14/01/1912

HMS VICTORY I - 15/01/1912 - 24/01/1912

HMS CAESAR - 25/01/1912 - 27/02/1912

HMS PEMBROKE I - 28/02/1912 - 04/03/1912

HMS SHANNON - 05/03/1912 - 09/03/1914, rising to Ordinary Seaman on 04/07/1912 and Able Seaman on 13/10/1913

HMS PEMBROKE I - 10/03/1914 - 14/04/1914

HMS DIDO - 15/04/1914 - 30/04/1915

HMS PEMBROKE I - 01/05/1915 - 21/07/1915

HMS HECLA (FAULKNER) - 22/07/1915 - 19/04/1916

HMS DILIGENCE (FAULKNER) - 20/04/1916 - 07/05/1916

HMS DOLPHIN - 08/05/1916 - 31/12/1916

HMS FEARLESS (K4) - 01/01/1917 - 31/01/1918, rising to Leading Seaman on 15/09/1917

Albert was awarded the Star, Victory and British war medals which were issued to his mother following his death, as was his pension.



Sources:

1901 England Census

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 665

British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 008 (1914 - 1919)

CWGC Register

Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 105

Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/8; Scan Number: 0942

World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association; London, England; WWI Pension Record Cards and Ledgers; Reference: 098/0452/HOD-HOG

(30) **Iron, James Thomas, Leading Stoker, RN** (Ch) K 11011, formerly SS 103629
James Iron was born in the Suffolk town of Haverhill on 5th October 1884 to parents George and Eliza, the second of four children. At the time of the 1891 census, James was aged seven and attended school, his father worked as a silk weaver, his mother as a sewing machinist.

The family remained at their house for at least the next ten years, James was then aged sixteen and worked as a factory hand.

James subsequently joined the Navy, leaving his draper's porter job to serve on a short service of five years plus seven in retention.

Service record:

HMS ACHERON - 22/08/1906 - 19/03/1907 training as Stoker 2nd Class

HMS ???? - 20/03/1907 - 31/05/1907

HMS WARRIOR - 01/06/1907 - 01/02/1909, rising to Stoker 1st Class on 19/06/1908

HMS BEDFORD - 02/02/1909 - 29/10/1910

HMS PEMBROKE II - 30/10/1910 - 30/11/1910

HMS ALBION - 01/12/1910 - 24/03/1911

James transferred from his short service once his five years had been served and began a further twelve years' service with the Navy on 25/03/1911. He was recorded as being 5'2" tall with dark brown hair, brown eyes with a sallow complexion and a scar on his forehead. James married Matilda Preston in the Spring of 1911 in Medway, Kent.

Service Record:

HMS ALBION - 25/03/1911 - 24/02/1912 rated as Stoker 1st Class he was recorded at the Union Jack Club, Lambeth Church, London during the 1911 census. The Union Jack club was for servicemen below commissioned rank who had nowhere reputable to stay when in the capital - see the website for further information - <https://ujc.org.uk/why-join-us/about/our-history>

HMS BLENHEIM - 25/02/1912 - 30/04/1912

HMS NEPTUNE - 01/05/1912 - 16/02/1913

HMS BONAVENTURE - 17/02/1913 - 14/04/1913

HMS DOLPHIN - 15/04/1913 - 17/04/1913

HMS MAIDSTONE - 18/04/1913 - 23/05/1913

HMS DOLPHIN - 24/05/1913 - 18/07/1913

HMS MAIDSTONE - 19/07/1913 - 30/06/1915

HMS ADAMANT - 01/07/1915 - 31/03/1916, rising to Acting Leading Stoker 01/07/1915

HMS EUROPA II - 01/04/1916 - 30/06/1916

HMS DOLPHIN - 01/07/1916 - 31/12/1916

HMS FEARLESS (K4) - 01/01/1917 - 31/01/1918 rising to Leading Stoker 15/04/1917

His pension was awarded to his widow and stepdaughter following his death, along with his Star, Victory and British war medals and Distinguished Service Medal he was awarded in November 1917.



Distinguished Service Medal

Sources:

1891, 1901 & 1911 England Census

England & Wales, Civil Registration Birth Index, 1837-1915 Free BMD

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 1109

England & Wales, Civil Registration Marriage Index, 1837-1915 Free BMD

British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 008 (1914 - 1919)

CWGC Register

Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/8; Scan Number: 1080

World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association;

London, England; WWI Pension Record Cards and Ledgers; Reference: 106/0486/IRI-ISD

World War I and World War II Shipping and Seamen Rolls of Honour, 1914-1945 National Archives of the UK; Kew, Surrey, England; Shipping and Seamen Rolls of Honour WWI and WWII; Class: BT 339; Piece: 6; Piece Description: Piece 6 (1916 - 1920) Class: ADM 171; Piece: 106

Naval Medal and Award Rolls, 1793-1972

(31) Jackson, Thomas William, Able Seaman, RN

(Po) 215195

Thomas Jackson was born to Thomas and Alice on 22nd February 1886 in Birmingham, living at 31 Monk Street, Aberdare, Wales during the time of the 1891 census. The family travelled where there was work for Thomas (Snr), as he worked as a railway engine driver.

The family was recorded in Fulham, London on the 1901 England census, living at 2 Tasso Road.



2 Tasso Road, London - Google Maps

Thomas was recorded as 5'8" tall with black hair, brown eyes, a sallow complexion and a heart tattoo on his left arm when he joined the Navy for twelve years' service, leaving his job as an errand boy.

Service Record:

HMS BOSCAWEN - 31/05/1901 - 02/05/1902, training as a Boy 2nd Class, rising to Boy 1st Class on 13/003/1902

HMS MINOTAUR - 05/05/1902 - 17/11/1902

HMS AGINCOURT - 18/11/1902 - 15/01/1903

HMS HANNIBAL - 16/01/1903 - 27/02/1905, rising to Ordinary Seaman on 22/02/1904

HMS FIREQUEEN - 28/02/1905 - 04/03/1905

HMS FURIOUS - 05/03/1905 - 02/02/1907, rising to Able Seaman on 15/09/1905

HMS VERNON - 03/02/1907 - 01/06/1907

HMS VICTORY I - 02/06/1907 - 22/06/1907

HMS HECLA - 23/06/1907 - 15/07/1907

HMS VICTORY - 16/07/1907 - 19/08/1907

HMS HINDUSTAN - 20/08/1907 - 04/10/1907

HMS DRYAD - 05/10/1907 - 12/02/190

HMS MERCURY - 13/02/1910 - 23/05/1910

HMS BONAVENTURE - 24/05/1910 - 20/01/1911

HMS VICTORY I - 21/01/1911 - 09/03/1911

HMS BONAVENTURE - 01/04/1911 - 08/06/1911

HMS MERCURY - 09/06/1911 - 14/10/1912, Thomas married Edith Ellen Hall on 2nd April 1912 at St Peter's Church, Hammersmith. Their address was 44 Westcroft Square, Hammersmith

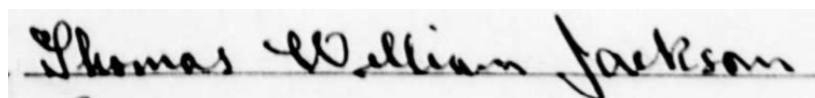
HMS MAIDSTONE - 15/10/1912 - 30/06/1915, noted for war services in Dardanelles Operations

HMS ADAMANT - 01/07/1915 - 31/03/1916

HMS EUROPA II - 01/04/1916 - 30/06/1916

HMS DOLPHIN (K4) - 01/07/1916 - 31/12/1916

HMS FEARLESS (K4) - 01/01/1917 - 31/01/1918

A photograph of a handwritten signature in black ink on a light-colored background. The signature is written in a cursive, flowing style and reads "Thomas William Jackson".

Signature of Thomas William Jackson - LMA

“For recognition of his services in submarines in enemy waters” on 30th October 1917 William was awarded the D.S.M.. His Star, Victory and British war medals were issued to his widow after his death. Edith also received his pension to help raise their two sons, Herbert and Thomas. He is remembered in perpetuity on the Portsmouth Naval Memorial.

Sources:

1891 Wales Census, 1901 England Census

England, Church of England Marriages and Banns, 1754-1938 London Metropolitan Archives; London, England; London Church of England Parish Registers; Reference Number: P80/Pet/016

Royal Navy Registers of Seamen's Services, 1848-1939 The National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 377

British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 008 (1914 - 1919)

CWGC Register

Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/8; Scan Number: 1095

Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 106

World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association; London, England; WWI Pension Record Cards and Ledgers; Reference: 105/0490/JAC-JAC

(32) Leeder, Edward Barber, Able Seaman, RN

(Po) SS 5311, previously Private, Border Regiment 14836

Edward Leeder was born to single mother Mary Whilimina Leeder on 28th February 1897 in Norwich, Norfolk and spent the first two years of his life with her until she remarried Alfred Graveling in September 1899. He had a younger sister and baby half-brother on the 1901 census but they were not listed with them. Edward was subsequently recorded with his grandparents William and Eliza at their home in Giles Road, Swanton Novers, Norfolk, aged four – and in the 1911 census ten years later, he is aged fourteen and living at his Uncle's home in Giles Road, Swanton Novers, Melton Constable, Norfolk along with many other family members, but not his mother.

Shortly after the outbreak of war, Edward enlisted with the Border Regiment as a Private, recruiting at Blyth on 1st September 1914. Unfortunately, he was considered “not likely to become an efficient soldier” and was discharged within three months of joining.



Border Regiment badge

Edward returned home for a few months, before enlisting with the Royal Navy. He joined as an Ordinary Seaman on a short service of five years plus seven in retention, and is recorded as being 5'3" tall with brown hair and blue eyes with a fresh complexion. He began training at shore base HMS VICTORY I from 5th February 1915 for a month before his first posting.

Service Record:

HMS VICTORY I - 05/02/1915 - 15/04/1915

HMS HINDUSTAN - 16/04/1915 - 17/04/1916, rising to Able Seaman on 08/10/1915

HMS VERNON - 18/04/1916 - 27/06/1916

HMS ATTENTIVE - 28/06/1916 - 06/05/1917

HMS DOLPHIN - 07/05/1917 - 23/08/1917

HMS FEARLESS (K4) - 24/08/1917 - 31/01/1918

His Star, Victory and British war medals were issued to his mother following his death as was his pension entitlement.

Sources:

England & Wales, Civil Registration Birth Index, 1837-1915 Free BMD

1901 & 1911 England Census

British Army World War I Pension Records 1914-1920 WO364; Piece: 2074

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 1099
British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 009 (1914 - 1919)

CWGC Register

Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 108

Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/9; Scan Number: 0096

World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association; London, England; WWI Pension Record Cards and Ledgers; Reference: 118/0557/LEE-LEE

(33) **Martin, Herbert Ernest, Stoker 1st Class, RN** (Ch) K 10876

Herbert Martin was born on 21st December 1893 in Lambeth, London to parents George and Bessie (Davis) and baptised on 13th December 1896 at St Peter's Church, Vauxhall along with his brother Sidney. He worked as a porter before joining the Royal Navy for 12 years' service on 27th March 1911, and is recorded as 5'5" tall with brown hair, grey eyes and had a scar on his right wrist. He gave his birth year as 1892 however.

Service Record:

HMS PEMBROKE II - 27/03/1911 - 02/10/1911, training as a Stoker 2nd Class

HMS IPHIGENIA - 03/10/1911 - 12/08/1912, rising to Stoker 1st Class

HMS ST GEORGE - 13/08/1912 - 23/01/1914

HMS PEMBROKE II - 24/01/1914 - 27/04/1914

HMS JASON - 28/04/1914 - 25/05/1915

HMS DOLPHIN - 26/05/1915 - 23/08/1915

HMS MAIDSTONE - 24/08/1915 - 18/04/1916

HMS DOLPHIN - 19/04/1916 - 06/08/1916

HMS TITANIA (SUB J3) - 07/08/1916 - 10/11/1916

HMS DOLPHIN - 11/11/1916 - 31/12/1916

HMS FEARLESS (K4) - 01/01/1917 - 16/05/1917

HMS SANDHURST - 17/05/1917 - 18/07/1917

HMS FEARLESS - 19/07/1917 - 30/11/1917

HMS FEARLESS (K4) - 01/12/1917 - 31/01/1918

His pension, following his death, was issued to his mother, his father received his Star,



Victory and British war medals. He is remembered on the Chatham Naval Memorial.

Sources:

England & Wales, Civil Registration Birth Index, 1837-1915 Free BMD

London, England, Church of England Births and Baptisms, 1813-1923 London Metropolitan Archives; London, England; London Church of England Parish Registers; Reference Number: P85/PET1/004

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 888 British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 009 (1914 - 1919)

CWGC Register

Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/9; Scan Number: 0414

World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association; London, England; WWI Pension Record Cards and Ledgers; Reference: 132/0628/MAR-MAR

(34) **Mockford, Fred, Able Seaman, RN**

(Po) J 9223

Fred Mockford was born on 3rd November 1894 in Telscombe, Sussex to parents Frank and Ruth and baptised the following month on 2nd December, the fifth of eight children. On the 1901 census the family lived at Norlington Lane in Ringmer, Sussex, near a farm where Frank and the eldest two sons worked. Fred also went into working on the farm when of age but subsequently left to join the Navy for twelve years' service. He was recorded as being 5'9" tall with dark hair and grey eyes, with a fair complexion.

Service Record:

HMS GANGES - 26/07/1910 - 16/05/1911, rising from Boy 2nd Class to Boy 1st Class on 07/03/1911, recorded on the 1911 at the training establishment at Shotley near Ipswich

HMS LEVIATHAN - 17/05/1911 - 20/09/1911

HMS VICTORY - 21/09/1911 - 04/10/1911

HMS NEW ZEALAND - 05/10/1911 - 30/11/1911

HMS ZEALANDIA - 01/12/1911 - 26/01/1912

HMS HAWKE - 27/01/1912 - 25/03/1912

HMS BRITOMART - 26/03/1912 - 12/03/1914, rising to Ordinary Seaman on 03/11/1912 and Able Seaman on 09/04/1913

HMS DORIS - 13/03/1914 - 15/05/1914

HMS VICTORY I - 16/05/1914 - 17/06/1914

HMS RACER - 18/06/1914 - 01/08/1914

HMS VICTORY I - 02/08/1914 - 11/08/1914

HMS EXCELLENT - 12/08/1914 - 10/10/1914

HMS EMPRESS OF INDIA - 11/10/1914 - 15/02/1917

HMS DOLPHIN - 16/02/1917 - 18/05/1917

HMS FEARLESS (K7) - 19/05/1917 - 05/06/1917

HMS SANDHURST - 06/06/1917 - 18/07/1917

HMS FEARLESS - 19/07/1917 - 17/09/1917

HMS SANDHURST - 18/09/1917 - 31/01/1918

After his death Fred's Star, Victory and British war medals were issued to his father, his pension was claimed by his mother.



Sources:

England & Wales, Civil Registration Birth Index, 1837-1915 Free BMD

East Sussex, England, Church of England Births and Baptisms, 1813-1920 East Sussex

Record Office; Brighton, England; Sussex Parish Registers

1901 & 1911 England Census

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew,

Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 665

British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of

the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and

Statistics Book, First World War.; Class: ADM 242; Piece: 009 (1914 - 1919)

CWGC Register

Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/9; Scan

Number: 0539

World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association;

London, England; WWI Pension Record Cards and Ledgers; Reference: 051/0297/MIT-MOL

(35) Pearson, Alfred Edward, Leading Seaman, RN (Ch) 206490, RFR B 10623

Alfred Pearson was born in Edinburgh, Scotland on the 23rd of January 1884 to Elizabeth and Humphrey, the second of four children. He subsequently joined the Navy for twelve years' service, coming from a job as a stable boy and recorded at 5'5" tall once fully grown, with dark brown hair and hazel eyes.

Service Record:

HMS CALEDONIA - 01/10/1899 - 02/08/1900, training as a Boy 2nd Class and rising to Boy 1st Class on 21/06/1902

HMS MINOTAUR - 03/08/1900 - 05/02/1901

HMS AGINCOURT - 06/02/1901 - 05/03/1901

HMS SEVERN - 06/03/1901 - 16/05/1901, recorded at Sheerness Naval establishment on the 1901 census

HMS ANSON - 17/05/1901 - 02/04/1903, rising to Ordinary Seaman on his eighteenth birthday, 23/01/1902 and Able Seaman on 18/03/1903

HMS WILDFIRE - 03/04/1903 - 28/10/1903

HMS PEMBROKE - 29/10/1903 - 22/12/1903

HMS GLORY - 23/12/1903 - 02/10/1905

HMS PEMBROKE - 03/10/1905 - 12/01/1906

HMS ACTAEON - 13/01/1906 - 06/04/1906

HMS PEMBROKE I - 07/04/1906 - 16/07/1906

HMS PEMBROKE II - 17/07/1906 - 31/07/1906

HMS ACTAEON - 01/08/1906 - 05/11/1906

HMS PEMBROKE II - 06/11/1906 - 31/05/1907

HMS ACTAEON - 01/06/1907 - 14/09/1908

HMS PEMBROKE I - 15/09/1908 - 22/09/1908

HMS THETIS - 23/09/1908 - 03/09/1909

HMS BLENHEIM - 04/09/1909 - 25/01/1910

HMS THAMES - 26/01/1910 - 30/08/1912, attached to the 3rd class cruiser of the Home Fleet during the 1911 census, stationed in Harwich, Essex

HMS VULCAN - 31/08/1912 - 30/09/1912

HMS PEMBROKE I - 01/10/1912 - 14/01/1913

HMS GLORY - 15/01/1913 - 14/04/1913

HMS ALBION - 15/04/1913 - 24/04/1913

HMS GOLIATH - 25/04/1913 - 22/12/1913, rising to Leading Seaman on 01/08/1913

HMS PEMBROKE I - 23/12/1913 - 22/01/1914, where Alfred was discharged to shore after his continuous service had expired. He joined the Royal F Reserve on 2nd May 1914, returning to service on 2nd August 1914 as war broke out.

HMS PEMBROKE I - 02/08/1914 - 14/08/1914

HMS DOLPHIN - 15/08/1914 - 28/02/1915

HMS MAIDSTONE - 01/03/1915 - 31/03/1915

HMS EDMONTON - 01/04/1915 - 31/03/1916

HMS EUROPA II - 01/04/1916 - 10/06/1916

HMS DOLPHIN - 11/06/1916 - 31/12/1916

HMS FEARLESS (K4) - 01/01/1917 - 31/01/1918, Alfred married Margaret McMahon during 1917.

Alfred's Star, Victory and British war medals were issued to his widow following his death, along with his Distinguished Service Medal that he was awarded in November 1917 with several other crew members. Margaret also received his pension as well as the contents of his estate. His body never recovered; he is remembered in perpetuity on the Chatham Naval Memorial.



Sources:

1891 Scotland Census

1901 & 1911 England Census

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 359 British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 009 (1914 - 1919)

CWGC Register

Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/9; Scan Number: 0859

Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 112

World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association; London, England; WWI Pension Record Cards and Ledgers; Reference: 149/0726/PEA-PEA

(36) Puddefoot, Ernest James, Able Seaman, RN

(Ch) J 46875, formerly K 29226 & SS 4467

ABLE SEAMAN E. J. PUDEFOOT.



Ernest Puddefoot was born on 23rd March 1894 in Northwood, Middlesex to parents Henry and Annie and baptised two months later on 6th May at Holy Trinity within the Northwood parish.

On the national census of 1901 Ernest was aged seven living with his parents and three younger siblings at Kathleen Villas, Hallowell Road, Ruislip. Their father Henry supported his family working as a labourer and sewage worker.

Ernest joined the Royal Navy as an Ordinary Seaman SS 4467 on 25th September 1913 on a short service of five years with seven held in retention having a short training period due to previous merchant service experience.

Service Record:

HMS PEMBROKE I – 25 September 1913 - 4th November 1913.

HMS QUEEN - 5th November 1913 – 1 April 1914

HMS VANGUARD - 1st April 1914, rising to Able Seaman on 10th June 1915. Whilst serving aboard VANGUARD, Ernest transferred to a continuous service rating on 10th October 1915; his service number changed to J 46875 (being briefly and mistakenly recorded with K 29226 also). He remained on the ship until 14th June 1916, spending 5 days in cells from 14th April 1916 after returning from getting married on 10th April at Emmanuel Church in Northwood parish to Rose Bowden. Ernest served during the Battle of Jutland the following month before heading south to HMS PEMBROKE I for three weeks on 15th June 1916. He returned to HMS VANGUARD on 8th July 1916 and remained with the ship until 29th January 1917, missing being a casualty of the ship's explosion later that year.

HMS INDOMITABLE - 30th January 1917 - 25th April 1917.

HMS DOLPHIN for 4 days (awaiting a new posting)

HMS THAMES - 1st May 1917 to 19th June 1917

HMS FEARLESS, serving with HMS K4 submarine from 20th June 1917 until 31st January 1918 when he lost his life.

Ernest was recorded as 5'9" tall with brown hair, grey eyes and a scar on the palm of his left hand. His Star, Victory and British war medals were issued to his widow following his

death along with his pension, awarded to Rose and the daughter he never got to meet - Ernestine Rose, who was born after his death.

Sources:

England & Wales, Civil Registration Birth Index, 1837-1915 Free BMD

London, England, Church of England Births and Baptisms, 1813-1923 London Metropolitan Archives; London, England; London Church of England Parish Registers; Reference Number: DRO/117/001

1901 England Census

UK, Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 740

London, England, Church of England Marriages and Banns, 1754-1938 London Metropolitan Archives; London, England; London Church of England Parish Registers; Reference Number: DRO/135/A/03/001

London, England, Church of England Marriages and Banns, 1754-1938 London Metropolitan Archives; London, England; London Church of England Parish Registers; Reference Number: DRO/135/A/03/001

UK, British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 009 (1914 - 1919)

British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty and predecessors: Office of the Director General of the Medical Department of the Navy and predecessors: Service Registers and Registers of Deaths and Injuries. Registers of Reports of Deaths

CWGC Register

Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 112

World War I Pension Ledgers and Index Cards, 1914-192 Western Front Association; London, England; WWI Pension Record Cards and Ledgers; Reference: 155/0757/PRO-PUG

British Newspaper Archives

(37) **Rivett, Leonard William Able Seaman, RN**

(Ch) J 18186

Leonard Rivett was born on 10th September 1896 in Beccles, Suffolk the 2nd child of George and Eliza. He was recorded on the 1901 census as aged four, living at Village Street with his parents and older sister Lily May - his father George worked on a barge as a waterman.

When he was fourteen, on the 1911 census, he was listed living at his grandparents' house in Gillingham, Norfolk where he worked as a labourer in a marine engineer works. Leonard subsequently left his job as a labourer to serve twelve years in the Navy. He was recorded as 5'3" tall with fair hair and grey eyes.

Service Record:

HMS GANGES - 06/06/1912 - 05/10/1912, training as Boy 2nd Class

HMS GANGES II - 06/10/1912 - 28/10/1912, rising to Boy 1st Class on 06/10/1912

HMS ROYAL ARTHUR - 29/10/1912 - 06/01/1913

HMS PEMBROKE I - 07/01/1913 - 18/02/1913

HMS AGAMEMNON - 19/02/1913 - 15/01/1916, wounded in action on board, April 1915, Leonard rose in rating to Ordinary Seaman on 10/09/1914 and Able Seaman on 01/03/1915

HMS PEMBROKE I - 16/01/1916 - 25/07/1916

HMS BLONDE - 26/07/1916 - 11/12/1916

HMS DOLPHIN - 12/12/1916 - 09/01/1917

HMS FEARLESS - 10/01/1917 - 03/04/1917

HMS SANDHURST - 04/04/1917 - 27/04/1917

HMS FEARLESS (K4) - 28/04/1917 - 31/01/1918 married Annie Gell in July 1917

His Star, Victory and British war medals were issued to his widow following his death, along with his pension. Leonard is remembered on the Chatham Naval Memorial.



Chatham Naval Memorial

Sources:

England & Wales, Civil Registration Birth Index, 1837-1915 Free BMD

1901 & 1911 England Census

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 683 England & Wales, Civil Registration Marriage Index, 1916-2005 General Register Office; United Kingdom; Volume: 8a; Page: 858

British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 010 (1914 - 1919)

CWGC Register

Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/10; Scan Number: 0121

Navy Lists, 1888-1970 National Library of Scotland, 2020. <https://doi.org/10.34812/y3wn-j486>; Reference: 92233342

Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 113

World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association; London, England; WWI Pension Record Cards and Ledgers; Reference: 161/0786/RIT-ROB

(38) Rowley, William, Petty Officer, RN (Po) 215872

William Rowley was born on 15th September 1883 in Newcastle and joined the Navy for twelve years' service, noted as being 5'6" tall once fully grown, with brown hair, brown eyes and a scar on his forehead.

Service Record:

HMS NORTHAMPTON - 19/07/1901 - 21/10/1901, training as Boy 2nd Class, rising to Boy 1st Class on 18/10/1901

HMS CLEOPATRA - 22/10/1901 - 20/12/1901

HMS VICTORY - 21/12/1901 - 27/01/1902, rising to Ordinary Seaman on 19/01/1902

HMS DUKE OF WELLINGTON - 28/01/1902 - 06/06/1902

HMS LONDON - 07/06/1902 - 14/09/1902, rising to Able Seaman on 03/03/1904

HMS CRUIZER - 15/09/1902 - 12/11/1902

HMS LONDON - 13/11/1902 - 25/04/1903

HMS VERNON - 26/04/1905 - 02/09/1905

HMS VICTORY I - 03/09/1905 - 01/11/1905

HMS THAMES - 02/11/1905 - 10/05/1907

HMS MERCURY - 11/05/1907 - 07/06/1909

HMS BONAVENTURE - 08/06/1909 - 04/02/1911
HMS MERCURY - 05/02/1911 - 31/03/1911
HMS BONAVENTURE - 01/04/1911 - 22/04/1911
HMS VICTORY I - 23/04/1911 - 29/04/1911
HMS VERNON - 30/04/1911 - 30/09/1911
HMS PATHFINDER - 01/10/1911 - 26/08/1912
HMS VERNON - 27/08/1912 - 27/01/1913
HMS NEPTUNE - 28/01/1913 - 03/01/1914, rising to Leading Seaman on 01/08/1913
HMS DOLPHIN - 04/01/1914 - 24/07/1914
HMS MAIDSTONE - 25/07/1914 - 30/06/1915
HMS ADAMANT II - 01/07/1915 - 31/03/1916
HMS EUROPA II - 01/04/1916 - 30/06/1916
HMS DOLPHIN - 01/07/1916 - 31/12/1916
HMS FEARLESS (K4) - 01/01/1917 - 31/01/1918, rising to Petty Officer on 15/11/1917

His Star, Victory and British war medals were issued to his widow following his death along with his Distinguished Service Medal he received in November 1917.



Distinguished Service Medal

Sources:

UK, Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 378

British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 010 (1914 - 1919)

CWGC Register

Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/10; Scan Number: 0206

Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 114

World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association; London, England; WWI Pension Record Cards and Ledgers; Reference: 163/0806/ROS-ROS

(39) **Sellick, Sydney John, Stoker 1st Class, RN**

(Ch) K 12966

Sydney Sellick was born on 19th August 1891 at 6 Uxbridge Terrace to parents John and Mary Eliza and baptised a few weeks after on 4th September 1891 at St Saviour in Shepherds Bush. Sydney missed being recorded on the 1891 census by a few months, so was almost ten on the next 1901 census. The family, Sydney the eldest, and his younger brothers lived with their parents in Shepherds Lane in the parish of Warfield, Berkshire, his father John and many of the men of other nearby families working as brickmakers or brick labourers. Sydney tried a different profession for a while and was listed in the Great Western Swindon Division's Railway Employment Records as a cleaner but later resigned (date unknown) and eventually followed his father into brickworks as a labourer as mentioned on the 1911 census. The family had moved again and resided in 144 Bury Street, Lower Edmonston, where the youngest member of the family had been born 10 months previously, baby Arthur.

Sydney was of full age when he signed up to be Stoker in the Navy, for a service of twelve years. He was recorded as 5'5" tall with brown hair, grey eyes and had a scar on the calf of his left leg.

Service Record:

HMS PEMBROKE II - 25/10/1911 - 04/03/1912, Stoker 2nd Class

HMS SHANNON - 08/03/1912 - 30/06/1916, rising to Stoker 1st Class on 14/11/1912

HMS DOLPHIN - 01/07/1916 - 07/07/1916

HMS TITANIA - 08/07/1916 - 10/11/1916

HMS DOLPHIN (K4) - 11/11/1916 - 31/12/1916

HMS FEARLESS (K4) - 01/01/1917 - 31/01/1918

Following Sydney's death his pension was claimed by his mother, his Star, Victory and British war medals were issued to his father.



Sources:

England & Wales, Civil Registration Birth Index, 1837-1915 Free BMD

London, England, Church of England Births and Baptisms, 1813-1923 London Metropolitan Archives; London, England; London Church of England Parish Registers; Reference Number: Royal Navy Registers of Seamen's Services, 1848-1939 80/SAV/001 The National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 892

1901 & 1911 England Census

Railway Employment Records, 1833-1956 National Archives of the UK; Kew, Surrey, England; Collection: Great Western Railway Company: Staff Records; Class: RAIL264; Piece: 152

British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 010 (1914 - 1919)

CWGC Register

Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/10; Scan Number: 0299

Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 114

World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association; London, England; WWI Pension Record Cards and Ledgers; Reference: 164/0826/SEE-SEM

(40) Sheath, Harry Sullivan, Stoker Petty Officer, RN (Po) 355913

Harry Sheath was born on 13th March 1881 at 1 Pink's Court, Surry Street, Portsea Island to Charlotte Sheath and was baptised the following year on 1st March 1882. Harry was listed on the 1881 census a month later as the youngest of six children to Charlotte, a widow. She had remarried by the time the 1891 census was taken and Harry had a further three (half) sisters, the large family living at 72 Highfield Street in Portsea, Hampshire.

Harry joined the Navy for an initial twelve years' service, being recorded as 5'4" tall when fully grown, with dark brown hair, hazel eyes and tattoo marks on his left arm and a scar on the forefinger of his right hand.

Service Record:

HMS VICTORY II - 07/08/1897 - 28/05/1898 rated as a Domestic 3rd Class

HMS ALEXANDRA - 29/05/1898 - 27/04/1899, discharged to shore for 3 days "unsuitable"

HMS DUKE OF WELLINGTON II - 01/05/1899 - 14/01/1900, rated as Stoker 2nd Class

HMS EUROPA - 15/01/1900 - 23/10/1900, rising to Stoker on 03/05/1900

HMS DUKE OF WELLINGTON II - 24/10/1900 - 30/06/1901, recorded on the 1901 census at home, 79 Highfield Street, Portsmouth while on leave.

HMS VICTORY - 01/07/1901 - 14/01/1902

HMS DUKE OF WELLINGTON II - 15/01/1902 - 12/01/1903

HMS DRAKE - 13/01/1903 - 26/04/1904, while on leave Harry married Annie Allen in the Autumn of 1903 in Portsmouth

HMS FIREQUEEN - 27/04/1904 - 27/05/1904

HMS ENCHANTRESS - 28/05/1904 - 02/09/1904

HMS FIREQUEEN - 03/09/1904 - 14/09/1904

HMS SEALARK - 15/09/1904 - 31/12/1906, rated Stoker 1st Class on 01/07/1906

HMS VINDICTIVE - 01/01/1907 - 02/02/1907

HMS VICTORY - 03/02/1907 - 14/03/1907

HMS ROYAL ARTHUR - 15/03/1907 - 31/03/1907

HMS BARFLEUR - 01/04/1907 - 14/05/1907

HMS ROYAL ARTHUR - 15/05/1907 - 31/12/1907

HMS EDGAR - 01/01/1908 - 13/01/1908

HMS ROYAL ARTHUR - 14/01/1907 - 07/05/1908

HMS EDGAR - 08/05/1908 - 20/05/1908

HMS ROYAL ARTHUR - 21/05/1908 - 31/12/1908

HMS CRESCENT - 01/01/1909 - 11/01/1909

HMS ROYAL ARTHUR - 12/01/1909 - 14/05/1909

HMS CRESCENT - 15/05/1909 - 20/08/1909

HMS PEMBROKE II - 21/08/1909 - 18/10/1909

HMS VENERABLE - 19/10/1909 - 20/08/1910, rising to Leading Stoker on 07/07/1910

HMS MERCURY - 21/08/1910 - 30/06/1911, recorded on the 1911 census at Fort Blockhouse, Alverstoke, Gosport.

HMS ARROGANT - 01/07/1911 - 30/08/1912

HMS DOLPHIN - 31/08/1912 - 20/12/1912

HMS FISGARD - 21/12/1912 - 02/05/1913

HMS DOLPHIN - 03/05/1913 - 16/05/1913

HMS MAIDSTONE - 07/05/1913 - 30/06/1915, rising to Stoker Petty Officer on 10/11/1913

HMS ADAMANT - 01/07/1915 - 12/02/1916

HMS DOLPHIN - 13/02/1916 - 31/12/1916

HMS FEARLESS (K4) - 01/01/1917 - 31/01/1918

Following his death Harry's pension was awarded to his widow and two children Harry George and Vera Annie; his Star, Victory and British war medals were also issued to Annie and she would have kept his Distinguished Service Medal also when he was awarded it in November 1917.



Sources

England & Wales, Civil Registration Birth Index, 1837-1915 Free BMD

1881,1891, 1901 & 1911 England Census

England & Wales, Civil Registration Marriage Index, 1837-1915

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 538
British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 010 (1914 - 1919)]

CWGC Register

World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association; London, England; WWI Pension Record Cards and Ledgers; Reference: 168/0833/SHE-SHE
Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 114

(41) **Spice, Albert, Able Seaman, RN** (Ch) 239765

Albert Spice was born in Mitcham, Surrey on 6th February 1891 to Henry and Emma and was the younger brother of crewman John Spice. Albert was just two months old when recorded on the 1891 census, the youngest of six children at that time. Albert and John's father was an agricultural labourer, living at 2 Byegrove Road, Mitcham. The family still remained in the house ten years later albeit most children had moved out and it was just Albert, aged ten, an older sister and a younger brother who remained with their parents.

Albert joined the navy on leaving his job in an office and signing up for 12 years' service. He was recorded as 5'5" tall with brown hair and grey eyes and began his training as a Boy 2nd Class.

Service Record:

HMS GANGES II - 08/10/1907 - 27/01/1908, rising to Boy 1st Class on 08/01/1908
HMS VICTORIOUS - 28/01/1908 - 29/05/1908, rising Ordinary Seaman on 08/02/1908
HMS VENGEANCE - 30/05/1908 - 09/08/1908
HMS SAPPHO - 10/08/1908 - 21/09/1908
HMS ?? (unreadable) - 22/09/1908 - 13/07/1910, rising to Able Seaman on 20/03/1909
HMS GIBRALTAR - 14/07/1910 - 28/08/1910
HMS VERNON - 29/08/1910 - 01/09/1911, recorded on the 1911 census at the torpedo training school.
HMS PEMBROKE I - 02/09/1911 - 28/09/1911
HMS ACTAEON - 29/09/1911 - 13/01/1913
HMS PEMBROKE I - 14/01/1914 - 19/01/1913
HMS BONAVENTURE - 20/01/1913 - 12/05/1913
HMS VULCAN - 13/05/1913 - 21/08/1913
HMS BONAVENTURE - 22/08/1913 - 03/09/1913
HMS CORMORANT (SUBS B6,7 & 8) - 04/09/1913 - 31/03/1915
HMS ADAMANT - 01/04/1915 - 12/09/1915
HMS EGMONT - 13/09/1915 - 05/10/1915
HMS QUEEN - 06/10/1915 - 31/12/1915
HMS SUBMARINE B4 - 01/01/1916 - 28/08/1916
HMS DOLPHIN - 29/08/1916 - 31/12/1916
HMS FEARLESS (K4) - 01/01/1917 - 31/01/1918

SPICE. Albert,	-	A.B.	239765 (GB)	R.N.	H.M.Submarine "K4".	6.2.90. Mitham, Surrey.	31.1.18.	2.				Father, Henry, 48 Byegrove Road, Merton, Surrey.
SPICE. John,	-	A.B.	219424 (CH)	R.N.	H.M.Submarine "K4".	22.12.84. Brighton.	31.1.18.	2.				Father, Henry, 48 Byegrove Road, Merton, Surrey.

ADM 242 Piece 010 - National Archives

Albert died alongside his brother John (see below) aboard K4. After his death his Star, Victory and British war medals were issued to his brother, his pension was awarded to his father.

Sources:

England & Wales, Civil Registration Birth Index, 1837-1915 Free BMD
1891, 1901 & 1911 England Census

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 426 British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 010 (1914 - 1919)

CWGC Register

Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/10; Scan Number: 0496

Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 115

World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association; London, England; WWI Pension Record Cards and Ledgers; Reference: 065/0407/SPE-SPU

(42) Spice, John, Able Seaman, RN

(Ch) 219424

John Spice (brother to Albert above) was born on 22nd December 1884 in Brighton, Sussex to parents Henry and Emma, the fourth of six children listed on the 1891 census. He was aged six and resided with his family at 2 Byegrove Road, Mitcham, Surrey with notably his baby brother Albert being listed at just two months old. John can't be found on the 1901 census.

John worked as a groom before joining the navy for 12 years' service, beginning his training as a Boy 2nd Class. He was recorded as being 5'4" tall with brown hair and eyes with a tattoo of J.S. and an anchor on his left forearm.

Service Record:

HMS NORTHAMPTON - 26/02/1902 - 25/04/1902

HMS CALLIOPE - 26/04/1902 - 21/10/1902, rising to Boy 1st Class on 26/05/1902

HMS VICTORY - 22/10/1902 - 07/11/1902

HMS GOOD HOPE - 08/11/1902 - 27/03/1905, rising to Ordinary Seaman on 22/12/1902 and Able Seaman on 21/01/1905

HMS FIREQUEEN - 28/03/1905 - 31/03/1905

HMS VICTORY I - 01/04/1905 - 05/09/1905

HMS SAPPHIRE II - 06/09/1905 - 25/07/1906

HMS VERNON - 26/07/1906 - 09/02/1907

HMS VICTORY - 16/02/1907 - 06/05/1907

HMS DRAKE - 07/05/1907 - 26/07/1909

HMS VICTORY - 27/07/1909 - 11/08/1909

HMS PATROL - 12/08/1909 - 18/10/1909
HMS VICTORY - 19/10/1909 - 20/11/1909
HMS VERNON - 21/11/1909 - 04/03/1910
HMS PEMBROKE I - 05/03/1910 - 14/03/1910
HMS ST GEORGE - 15/03/1910 - 31/03/1911
HMS ACTAEON - 01/04/1911 - 30/10/1911, attached to torpedo boat # 23, John was recorded aboard during the 1911 census
HMS BLENHEIM - 31/10/1911 - 30/04/1912
HMS HECLA - 01/05/1912 - 23/11/1913
HMS PEMBROKE I - 24/11/1913 - 04/12/1913
HMS CRESSY - 05/12/1913 - 03/04/1914
HMS PEMBROKE I - 04/04/1914 - 28/05/1914
HMS PYRAMUS - 29/05/1914 - 25/08/1916
HMS EURYALUS (RN DEPOT) - 26/08/1916 - 18/03/1917
HMS PEMBROKE I - 19/03/1917 - 10/08/1917
HMS DOLPHIN - 11/08/1917 - 09/10/1917
HMS FEARLESS - 10/10/1917 - 12/10/1917
HMS SANDHURST - 13/10/1917 - 11/11/1917
HMS FEARLESS - 12/11/1917 - 31/01/1918, joining submarine K4 where his younger brother Albert was already stationed.

His pension was awarded to his father following his death. John's Star, Victory and British war medals were issued to his brother.

SPICE. Albert,	"	A.B.	239765 (GB)	R.N.	H.M.Submarine "K.4".	6.2.90. Mitham, Surrey.	31.1.18.	2.	ø			Father, Henry, 48 Byegrove Road, Merton, Surrey.
SPICE. John,	"	A.B.	219424 (CH)	R.N.	H.M.Submarine "K.4".	22.12.84. Brighton.	31.1.18.	2.	ø			Father, Henry, 48 Byegrove Road, Merton, Surrey.

ADM 242 Piece 010 - National Archives

Sources:

England & Wales, Civil Registration Birth Index, 1837-1915 Free BMD

1891 & 1911 England Census

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 385

British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 010 (1914 - 1919)

CWGC Register

Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/10; Scan Number: 0496

Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 115

(43) Stocks, David De Beauvoir Stocks, Commander, RN



David was born on 12th April 1884 in Berhampore, India to parents John Wallace Stocks (Captain) and Elizabeth Brock.

He was recorded on the 1891 England census as a pupil at The Vicarage in Nuffield, Oxfordshire aged seven, with the Rector and his family. He entered into the Navy on 15th January 1899, becoming a Sub Lieutenant on 15th July 1903 and Lieutenant on 15th July 1904.

Service Record:

HMS BRITANNIA - 15/01/1899 - 14/05/1900

HMS DUKE OF WELLINGTON - 15/05/1900 - 30/05/1900 - Midshipman

HMS RAMILLIES - 31/05/1900 - 23/06/1903

HMS ILLUSTRIOUS - 24/06/1903 - 14/07/1903

COLLEGE - 01/09/1903 - 09/1904

HMS DEVONPORT - 03/11/1904 - 09/01/1905

HMS THAMES - 10/01/1905 - 07/08/1910, he married Cheridah Ernst in June 1909 at St Paul's in Knightsbridge

HMS MERCURY - 08/08/1910 - 03/02/1911

HMS DIANA - 04/02/1911 - 04/02/1913 - Lieut. Commander

HMS DOLPHIN - for Submarines from March 1913 to June 1916, promoted to Commander on 31st December 1915.

David was described by his fellow officers as “the life and soul of the flotilla” - he was Mentioned in Despatches, awarded the D.S.O during a tour in the Sea of Marmora while in command of a submarine, succeeding in inflicting much damage on the enemy and received the Chevalier of the Legion of Honour for his services.



The Distinguished Service Order is awarded for meritorious or distinguished service by officers, typically in actual combat, serving under fire.



The Legion of Honour is the highest decoration in France and divided into five degrees - Chevalier (Knight), Officer, Commander, Grand Officer and Grand Cross. The Chevalier de la Légion d'Honneur is the highest civilian award given by the French Republic for outstanding contribution to the recipient's field of expertise, regardless of their nationality.

Sources:

1891 & 1901 England Census

Royal Naval Officers' Service Records Index, 1756-1931 ADM 196/126/44, 196/143/300 & 196/49/62

The Edinburgh Gazette, Issue 12875 23rd Nov 1915

Navy Lists, 1888-1970 National Library of Scotland; Edinburgh, Scotland; Collection:

British Navy Lists. National Library of Scotland, 2020. <https://doi.org/10.34812/y3wn-j486>;

Reference: 92203194

England & Wales, National Probate Calendar (Index of Wills and Administrations), 1858-1995

British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War; Class: ADM 242; Piece: 006 (1914 - 1919)

CWGC Register

De Ruvigny's Roll of Honour, 1914-1919

Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 67

World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association;

London, England; WWI Pension Record Cards and Ledgers; Reference: 006/0011/SCO-STU

Photo - Illustrated London News March 1918

(44) **Tredgett, James Henry, Stoker 1st Class, RN** (Ch) K 22822

James Tredgett was born in the March quarter of 1897 to parents William and Elizabeth and baptised on 18th April the same year at St John the Baptist in Epping, Essex, although his service record states a DOB of 18th February 1896.

James was aged four on the 1901 census, recorded with his younger sister, older brother and widowed mother living in a cottage in Twankhams Court. His father William had died earlier that year and probably with no support Elizabeth remarried in June 1901 to Thomas Payne, having a further six children although one died at a young age. Thomas subsequently worked as a general labourer and James had a job as an apprentice in an iron foundry, the family living at Twankhams Alley. He married Emily Phear in the summer of 1912 in Exeter, Devon.

James had also worked as a road labourer before joining the navy on 7th July 1914 for a 12-year service. He was recorded as 5'4" tall with light hair, blue eyes and a scar on his right knee and a mole under his left shoulder blade.

Service Record:

HMS PEMBROKE II - 07/07/1914 - 13/11/1914

HMS COMMONWEALTH - 13/11/1914 - 25/09/1916, rising to Stoker 1st Class on 01/02/1915

HMS DOLPHIN - 26/09/1916 - 05/10/1916

HMS TITANIA - 06/10/1916 - 10/11/1916

HMS DOLPHIN (K4) - 11/11/1916 - 31/12/1916

HMS FEARLESS (K4) - 01/01/1917 - 31/01/1918

His pension was awarded to his widow Emily following his death, along with his Star, Victory and British war medals.



Sources:

England & Wales, Civil Registration Birth Index, 1837-1915 Free BMD

Essex Record Office; Chelmsford, Essex, England; Essex Church of England Parish Registers

1901 & 1911 England Census

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 912

British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 010 (1914 - 1919)

CWGC Register

Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/10; Scan Number: 0764

World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association;

London, England; WWI Pension Record Cards and Ledgers; Reference: 182/0939/TRA-TRE

Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 117

(45) Varey, Alan, Engine Room Artificer 4th Class, RN

Ch) M 21630



Alan Varey was born on 30th January 1895 in Bury, Lancashire to parents Charles and Annie. On the 1901 census, he lived at 29 Hurst Street, Bury along with his parents and two siblings, a brother and sister, his father working at the local iron foundry. Within ten years Charles and Annie had another daughter and moved to 44 Alfred Street, Bury. Charles still worked at the iron foundry as a wages clerk and Alan worked as an apprentice fitter in a textile factory.

Service record:

HMS PEMBROKE II - 08/07/1916 - 15/09/1916

HMS PENELOPE - 16/09/1916 - 24/07/1917

HMS DOLPHIN - 25/07/1917 - 06/08/1917

HMS FEARLESS - 07/08/1917 - 17/09/1917

HMS SANDHURST - 18/09/1917 - 05/10/1917

HMS FEARLESS (K4) - 06/10/1917 - 31/01/1918

Alan died the day before his 22nd birthday. His pension was awarded to his mother along with his British war medal.

Sources:

England & Wales, Civil Registration Birth Index, 1837-1915 Free BMD

1901 & 1911 England Census

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 1061 British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 010 (1914 - 1919)

CWGC Register

Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/10; Scan Number: 0827

Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 117

World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association; London, England; WWI Pension Record Cards and Ledgers; Reference: 182/0952/VAN-VAU UK, Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/10; Scan Number: 0827

Photo credit Penny Garvey

(46) **Walker, Frederick, Leading Telegraphist, RN** (Dev) J 25725

Frederick Walker was born on 6th February 1897, Derby to parents Robert and Agnes. He is aged three on the 1901 census, and was the only son, living with his parents at New House Farm, Breadsall, Derbyshire.

Service Record:

HMS GANGES - 02/07/1913 - 14/04/1914, as Boy 2nd Class, rising to Boy 1st Class on 14/04/1914

HMS HAWKE - 15/04/1914 - 05/08/1914

HMS VIVID I - 06/08/1914 - 10/09/1914

HMS DEFIANCE - 11/09/1914 - 07/10/1914

HMS DONEGAL - 08/10/1914 - 15/08/1916, rising to Boy Telegraphist on 23/06/1915,
Ordinary Telegraphist on 10/08/1915 and Telegraphist on 10/02/1916

HMS VALIANT - 16/08/1916 - 18/04/1917

HMS FEARLESS (K4) - 19/04/1917 - 31/01/1918, rising to Leading Telegraphist on
01/07/1917

Frederick was 5'3" tall with red hair, blue/grey eyes and scars on his left wrist and back.
He died just six days short of his 21st birthday, his Star, Victory and British war medals
issued to his father following his death.



Sources:

1901 England Census

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 698
British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 010 (1914 - 1919)

CWGC Register

Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/10; Scan Number: 0860
Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 118



Malcolm Watkins was born on the 30th of July 1895 in Nottingham to Frank and Lillian. By the time of the 1901 census, the family were living at 25 Clovelly Road, Ealing, Middlesex. Malcolm was the youngest of three boys and the household was supported by Frank working as a photographic artist (photographer).

Middlesex County Times, Saturday 9th Feb 1918

The family had moved within ten years and were recorded on the 1911 census living at 65 Westfield Road, West Ealing. Frank still worked as a photographic artist, with his son Cecil following in his footsteps. Malcolm was aged fifteen and worked as a gents' outfitter apprentice.

His occupation listed as a hosier's assistant on his service record, when he joined the navy as a Boy 2nd Class for 12 years' service. He was recorded as being 5'3" tall when fully grown, with brown hair, blue eyes and had a fair complexion.

Service Record:

HMS VIVID I - 09/08/1912 - 15/11/1912, rising to Boy 1st Class on 08/11/1912

HMS GANGES - 16/11/1912 - 27/06/1913

HMS VICTORY I - 28/06/1913 - 20/10/1913, rising to Signal Boy on 28/06/1913 and Ordinary Signalman on 30/07/1913

HMS AUDACIOUS - 21/10/1913 - 27/10/1913

HMS VICTORY I - 28/10/1914 - 21/12/1914

HMS QUEEN ELIZABETH - 22/12/1914 - 25/01/1915

HMS VICTORY I - 26/01/1915 - 03/03/1915

HMS EMPRESS OF JAPAN - 04/03/1915 - 26/07/1915

MFA LUNKA - 27/07/1915 - 18/10/1915

HMS SCOTIA - 19/10/1915 - 24/08/1916, rising to Signalman on 19/10/1915

HMS EURYALUS - 25/08/1916 - 03/12/1916

HMS VICTORY I - 04/12/1916 - 21/02/1917

HMS MAGPIE (TB077) - 22/02/1917 - 25/07/1917

HMS DOLPHIN - 26/07/1917 - 04/09/1917

HMS FEARLESS (K4) - 05/09/1917 - 31/01/1918

His pension, along with his Star, Victory and British war medals were awarded to his widow Irene, whom he had only married the month before.

Sources:

England & Wales, Civil Registration Birth Index, 1837-1915 Free BMD

1901 & 1911 England census

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 685 British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 010 (1914 - 1919)

CWGC Register

Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/10; Scan Number: 0920

World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association; London, England; WWI Pension Record Cards and Ledgers; Reference: 185/0977/WAT-WAT

Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 118

(48) **Watterson, Thomas Arthur, D.S.C, Lieutenant, RNR**

01953

Thomas Watterson was born to John, a pilot in the Port of Liverpool and Clara (Robertson) on 27th January 1891 in Toxteth Park, a district of Lancashire. He was their only child, and is listed on the 1891 census two months later, living at 16 Carter Street. John died four years later in 1895 aged 34, leaving Clara and Thomas on their own. They were next recorded living at 46 Carter Street along with three boarders, Thomas was aged ten and presumably attended school.

Following his father to the sea to make a living, he was registered as an apprentice in the Merchant Navy and bound to John R Haws on 21/06/1905 at Liverpool for four years.

Watterson Tho ^r Arthur	14	Liverpool	14	1909	Ind. rec'd 18/9/05 John R. Haws.
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On 19th August 1909 he obtained his Certificate of Competency as a Second Mate of a foreign going ship and gained his First Mate certificate eighteen months later, on 19th January 1911 (# 041485).

Thomas became Master on 28th September 1912 aged 21 and obtained his final certificate on 2nd December 1912, certifying him as an Extra Master (*being an Extra master is the highest level of professional qualification amongst mariners and Deck Officers in the British Merchant Navy. The Extra Master's qualification, which was discontinued in the 1990s, used to be the highest professional qualification and was the pinnacle for any mariner to achieve*).

Thomas enlisted with the Royal Naval Reserve (RNR) on 3rd July 1914 as a probationary Sub Lieutenant at a similar time being initiated into the Prudence Lodge of the Freemasons, passing on 21st September 1914. He obtained the rank of Sub Lieutenant on 29th September 1915 while being aboard E2 under HMS ADAMANT from July 1915 to 31st March 1916. He joined K4, under HMS FEARLESS, on 1st January 1917 and was awarded the Distinguished Service Cross on 9th November 1917, for services ***“carrying out his duties in boarding and sinking enemy vessels in a very efficient manner”*** while aboard submarine E2. His efforts were also reported in a gazette dispatch for services aboard J4, E2 and K4, also awarded the D.S.C ***“For long and arduous services in submarines; he has been 325 days at sea on patrol during 40 cruises of over 54,000 miles. Took part in all the actions in E2 in Sea of Marmara”***.



Following his death Thomas was also awarded the war medals Star, Victory and British and left effects of £387 in his will.

Sources:

England & Wales, Civil Registration Birth Index, 1837-1915 Free BMD

1891 & 1901 England Census

Apprentices Indentured in Merchant Navy, 1824-1910 National Archives of the UK; Kew, Surrey, England; Collection: Registry of Shipping and Seamen: Index of Apprentices; Class: BT 150; Piece Number: 53

UK and Ireland, Masters and Mates Certificates, 1850-1927

England, United Grand Lodge of England Freemason Membership Registers, 1751-1921 Library and Museum of Freemasonry; London, England; Freemasonry Membership Registers; Description: Membership Registers: Country W 2074-2257 to Country X 2258-2380; Reel Number: 51

NA ADM 340/142/3 Naval Officers' Service Record Cards and Files Index, 1880-1950s Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 82

England & Wales, National Probate Calendar (Index of Wills and Administrations), 1858-1995

UK, British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece Description: Piece 006 (1914 - 1919)

CWGC Register

(49) Wellesley, Claud Michael Ashmore, Lieutenant, RN

Claud Wellesley was born on 29th September 1890 to Edward Henry Charles Wellesley and Claudine Isabella (Humphreys) in the district of Newcastle, Wicklow, Ireland.

He entered Navy life on 13/09/03, passing out as a Midshipman on 15/05/1908.

Service Record:

HMS ALBEMARLE - 15/05/1908 - 06/10/1909

HMS KING EDWARD VII - 06/10/1909 - 11/11/1909

HMS TALBOT - 11/11/1909 - 17/04/1910

HMS KENNET - 17/04/1910 - 14/05/1910

HMS VANGUARD - 14/05/1910 - 12/01/1911

HMS INVINCIBLE - 12/01/1911 - 10/02/1911

HMS VANGUARD - 10/02/1911 - 15/05/1911, recorded on the 1911 England Census as a Midshipman, aged twenty, aboard the dreadnought, which was anchored in Portland Harbour, Dorset.

HMS HECLA for TB (torpedo boat) - 13/06/1911 - 16/08/1911, rising to Sub Lieutenant on 30/05/1911

HMS TB 16 - 13/06/1911

HMS ACHILLES - 16/08/1911 - 12/02/1913, rising to Lieutenant on 30/08/1912

HMS DEVONSHIRE - 12/02/1913 - 10/01/1914

HMS CENTURION - 15/02/1913

HMS LOWESTOFT - 09/01/1914

HMS VICTORY FOR ARDENT/HECLA - 18/02/1914 - 14/04/1914

HMS PRESIDENT - 14/04/1914

HMS VICTORY for courses - 01/07/1914 - 01/10/1914

HMS DRAKE - 15/07/1914

HMS VICTORY/MARLBOROUGH - 24/03/1915 - 06/04/1915

HMS BIRKENHEAD - 04/10/1916 - 01/08/1917

HMS DOLPHIN (for training in SM's) - 01/08/1917 - 28/10/1917

HMS FEARLESS/K4 - 28/10/1917 - 31/01/1918

Claud was always noted by his superiors as hard working, energetic, zealous and capable. He was awarded the Star, Victory and British war medals following his death, his effects of £206 14s 2d were directed to his father Edward, a then Major in HM Army.

Sources:

Irish Genealogy Ireland, Civil Registration Births Index, 1864-1958

NA ADM 196/53/10 UK, Royal Naval Officers' Service Records Index, 1756-1931

England & Wales, National Probate Calendar (Index of Wills and Administrations), 1858-1995

Ireland, World War I Casualties, 1914-1922

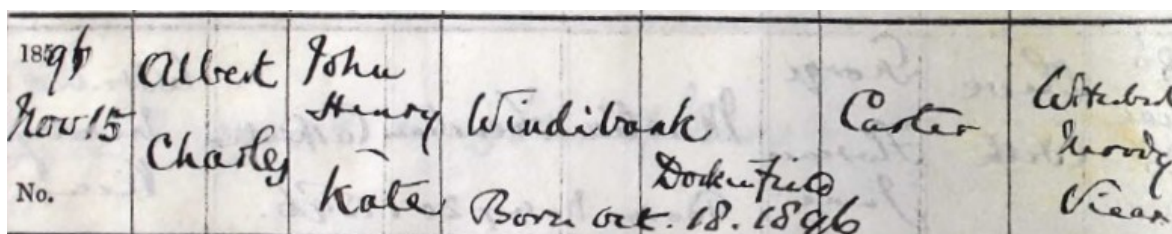
UK, British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 006 (1914 - 1919)

CWGC Register

UK, Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 91

(50) **Windibank, Albert Charles, Able Seaman, RN** (Ch) J 18037

Albert Windibank was born on 18th October 1896 to John and Kate Windibank in Frensham, Surrey and baptised the following month on 15th November at St Mary's parish church.



Albert's baptism record - Ancestry.com

Recorded on the 1901 census aged four, Albert was the youngest child, with his sister Elizabeth being four years older than him. The family lived at Station Road, Stoke D'Abernon, Surrey and John supported his small family working as a carter on a farm. All had changed within ten years - on the 1911 census Albert was aged fourteen and worked as a game underkeeper on a farm. He had a younger sister, aged four, his older sister had left the home and Albert had a younger half-brother and stepfather, Alfred Fullick, his own father John had passed away in September 1907. The new family resided at Ivy Cottage, Headley Park, Liphook, Hants.

Albert left his farm job in the subsequent year and joined the navy as a Boy 2nd Class for 12 years' service. He was recorded as 5'5" tall with brown hair and blue eyes.

Service Record:

HMS IMPREGNABLE - 18/06/1912 - 17/06/1913, rising to Boy 1st Class on 06/02/1913

HMS GIBRALTAR - 18/06/1913 - 02/12/1913

HMS VIVID I - 03/12/1913 - 31/12/1913

HMS ESSEX - 01/01/1914 - 14/04/1915, rising to Ordinary Seaman on 23/04/1914 and Able Seaman on 13/02/1915

HMS PEMBROKE I - 15/04/1915 - 02/09/1915

HMS BLAKE (COMET) - 03/09/1915 - 06/09/1915

HMS BLAKE (MARMION) - 07/09/1915 - 08/12/1916

HMS DOLPHIN - 09/12/1916 - 09/01/1917

HMS FEARLESS - 10/01/1917 - 13/02/1917

HMS FEARLESS (K4) - 14/02/1917 - 31/01/1918

Albert had passed exams on 08/10/1917 to become Leading Seaman - but never managed to rise in rank due to his death on K4. He married Mary Tompson in October 1917.

His pension and war medals, the Star, Victory and British were issued to Mary after he was killed.

Sources:

England & Wales, Civil Registration Birth Index, 1837-1915 Free BMD

Surrey, England, Church of England Baptisms, 1813-1917 Surrey History Centre; Woking, Surrey, England; Surrey Church of England Parish Registers; Reference: FREN/4/2

1901 & 1911 England census

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 683

England & Wales, Civil Registration Marriage Index, 1916-2005 Free BMD

UK, British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 010 (1914 - 1919)

CWGC Register

UK, Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/10; Scan Number: 1110

Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 119

World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association; London, England; WWI Pension Record Cards and Ledgers; Reference: 192/1024/WIN-WIN

(51) **Wood, Thomas Stewart, Acting Leading Stoker, RN**

(Ch) K 12229

Thomas Wood was born on 2nd October 1892 in Battersea, London and when aged almost nineteen left his job as a fitter's mate to join the Navy and begin training as a Stoker 2nd Class on 30th August 1911. He was recorded as being 5'8" tall with fair hair and blue eyes.
Service Record:

HMS PEMBROKE II - 30/08/1911 - 01/03/1912

HMS CLIO - 02/03/1912 - 04/04/1916, rising to Stoker 1st Class on 06/10/1912

HMS PEMBROKE II - 05/04/1916 - 25/12/1916, rising to Leading Stoker on 23/09/1916

HMS DOLPHIN - 26/12/1916 - 01/02/1917, reverted to Stoker 1st Class on 27/12/1916

HMS FEARLESS (K4) - 02/02/1917 - 31/01/1918, rising to Acting Leading Stoker on 01/10/1917

His Star, Victory and British war medals were issued to his father following Thomas' death, his mother Eleanor was listed on his pension record.



Sources:

England & Wales, Civil Registration Birth Index, 1837-1915 Free BMD

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 891
British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 010 (1914 - 1919)

CWGC Register

Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/10; Scan Number: 1140

Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 119

World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association; London, England; WWI Pension Record Cards and Ledgers; Reference: 731/11PP

(52) **Woods, George Oliver Charles, E.R.A 2nd Class, RN** (Po) M 2250

George Woods was born on 3rd December 1887 in Portsmouth, Hampshire to parents Emily and Richard and recorded, aged four, on the 1891 census along with his older stepbrother,

brother and younger baby brother at Mackey's Terrace in Rainford, Lancashire. The terraces housed many families whose sons, fathers and boarders all worked as coal miners or in the coal pits and it is where the family remained for a further ten years. George was recorded on the 1901 census aged fourteen, working as a coal drawer (also known as a hurrier) transporting the mined coal to the surface (see pic)



George joined the Navy for 12 years' service on 13th July 1910 as Acting Engine Room Artificer 4th Class, recorded as 5'8" tall with dark hair, grey eyes, a fair complexion and a cut on his right cheek.

Service Record:

HMS VICTORY II - 13/07/1910 - 07/11/1910

HMS SKIRMISHER - 08/11/1910 - 15/02/1911

HMS GOODHOPE - 16/02/1911 - 23/12/1912, rising to ERA 4th Class

HMS TERRIBLE - 24/12/1912 - 31/01/1913

HMS GOOD HOPE - 01/02/1913 - 22/05/1914, rising to ERA 3rd Class

HMS SKIPJACK - 23/05/1914 - 02/05/1916

HMS DOLPHIN - 03/05/1916 - 07/07/1916

HMS TITANIA - 08/07/1916 - 02/08/1916

HMS DOLPHIN - 29/08/1916 - 31/12/1916

HMS FEARLESS (K4) - 01/01/1917 - 31/01/1918

Following George's death his Star, Victory and British war medals were issued to his widow Elizabeth (whom he married in 1906), as well as his pension which supported her and their son George Sydney.

Sources:

England & Wales, Civil Registration Birth Index, 1837-1915 Free BMD

1891 & 1901 England Census

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 1022

England & Wales, Civil Registration Marriage Index, 1837-1915 Free BMD

British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 010 (1914 - 1919)

CWGC Register

Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/10; Scan Number: 1150

Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 119

World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association; London, England; WWI Pension Record Cards and Ledgers; Reference: 193/1032/WOO-WOO

Mining picture – Wikipedia

(53) **Wyatt, William Thomas, Stoker Petty Officer, RN** (Po) 308247

William Wyatt was born to parents John and Elizabeth (Saunders) on 6th June 1886 in Southampton, Hampshire, the eldest of six children. On the 1901 census William was aged fifteen and worked as an errand boy at the port, a short distance from his home at 1 Nelson Place in Southampton. William may have previously spent some time at sea as his previous occupation was recorded as seaman on his RN service record. He signed up with the Navy for 12 years' service, beginning training as a Stoker 2nd Class.

Service Record:

HMS NELSON - 20/02/1905 - 07/07/1915

HMS VICTORY - 08/07/1915 - 14/08/1905

HMS HERMES - 15/08/1905 - 25/10/1905

HMS VICTORY II - 26/10/1905 - 07/11/1905

HMS KING ALFRED - 08/11/1905 - 15/01/1908, rising to Stoker on 07/07/1905

HMS CRESCENT - 16/01/1908 - 13/03/1908

HMS VICTORY II - 14/03/1908 - 04/05/1908

HMS VERNON - 05/005/1908 - 02/05/1910

HMS CRESCENT - 03/05/1910 - 24/05/1910

HMS CORMORANT - 25/05/1910 - 08/05/1912

HMS CRESCENT - 09/05/1912 - 08/06/1912

HMS VICTORY II - 09/06/1912 - 13/08/1912

HMS EXCELLENT - 14/08/1912 - 09/10/1912

HMS DOLPHIN - 10/10/1912 - 22/10/1913

HMS MAIDSTONE - 23/0/1913 - 30/06/1915, rising to Acting Leading Stoker on 10/11/1913 and Leading Stoker on 10/03/1915

HMS ADAMANT - 01/07/1915 - 31/03/1916

HMS EUROPA - 01/04/1916 - 27/05/1916

HMS DOLPHIN - 28/05/1916 - 31/12/1916, rising to Stoker Petty Officer on 01/05/1916

HMS FEARLESS (K4) - 01/01/1917 - 31/01/1918

William was recorded as 5'6" tall with light brown hair, grey eyes, had a fair complexion and a scar on the back of his neck along with tattoos of a pierced heart and anchor on his left forearm.

Following his death his Star, Victory and British war medals were issued to his widow, along with his Distinguished Service Medal "For recognition of his services in submarines in enemy waters" on 30th October 1917". She also received his pension.



Distinguished Service Medal

Sources:

England & Wales, Civil Registration Birth Index, 1837-1915 Free BMD

1901 England Census

England & Wales, Civil Registration Marriage Index, 1916-2005 General Register Office; United Kingdom; Volume: 2b; Page: 1299

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 503
British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 010 (1914 - 1919)

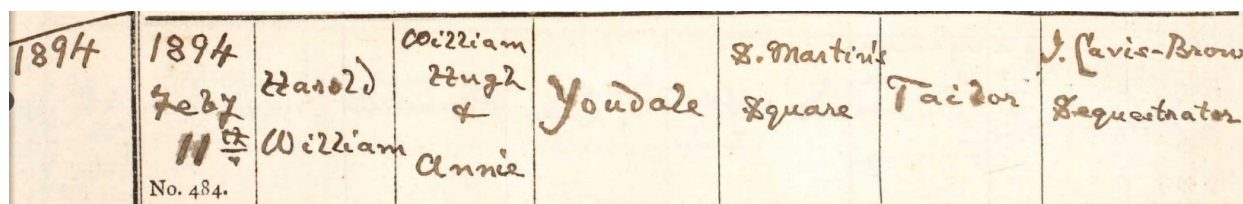
CWGC Register

World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association; London, England; WWI Pension Record Cards and Ledgers; Reference: 194/1041/WRI-WYL Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/10; Scan Number: 1183

Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 119

(54) **Youdale Harold William, Officer's Steward, RN** (Po) L 3820

Harold Youdale was born on 19th January 1894 to parents William, a tailor and Annie in St Martins's Square, Chichester, Sussex and baptised the following month on 11th February in the church of St Martin.



Baptism record - Sussex Parish Registers, Ancestry

The family were fairly comfortable from the 1901 census records - William worked in drapery and tailoring employing workers and the couple had four children including Harold and a housemaid, all living at 19 St Julius Street, Chichester. The family remained in their home for the next ten years, the couple had four more children, although one died and the eldest two worked in drapery also.

Despite the security in his draper profession with his father, Harold joined the Navy as an Officer's Steward 3rd Class on 30th July 1912. He was recorded as being 5'7" tall with black hair, had brown eyes, a dark complexion and a mole on the front of his right shoulder. Service Record:

HMS VICTORY I (shore base) from 30th July 1912 until 25th June 1913

HMS SAPPHO - 26th June 1913 until 10th December 1916, rising in rating to Officer's Steward 2nd Class on 1st October 1913.

HMS VICTORY I - 11th December 1916 until 25th October 1917

HMS DOLPHIN - for three days before a further posting.

HMS K4, under HMS FEARLESS on 30th October 1917.

Harold celebrated his 24th birthday just 12 days before he was killed. His Star, Victory and British war medals were issued to his father following his death, his mother was in receipt of his pension.

Sources:

England & Wales, Civil Registration Birth Index, 1837-1915 Free BMD

West Sussex, England, Church of England Births and Baptisms, 1813-1920 West Sussex Record Office; Brighton, England; Sussex Parish Registers; Reference: Par 40/1/2/1 1901 & 1911 England Census

Royal Navy Registers of Seamen's Services, 1848-1939 The National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 995

British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 010 (1914 - 1919)

CWGC Register

Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/10; Scan Number: 1195

Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 119

World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association; London, England; WWI Pension Record Cards and Ledgers; Reference: 075/0481/YOR-ZWY

(55) Young, Thomas Sidney, Able Seaman, RN (Ch) J 16770

Thomas Young was born on 30th September 1896 in North Shields, Northumberland to parents Stephen and Emily and first recorded on the 1901 census aged four, living at Plessey Station where Stephen worked as a Railway Signaller. Thomas was one of five children, four of which were still living at home during the 1911 census at 3 Percy Avenue. He had left school and worked as an errand boy. Thomas subsequently left his job as an errand boy and joined the Royal Navy for a 12-year service,. He was recorded as 5'3" tall with brown hair and brown eyes and began his training as a Boy 2nd Class at the end of March 1912.

Service Record:

HMS GANGES - 31/03/1912 - 02/10/1912, rising to Boy 1st Class on 02/10/1918

HMS BERWICK - 03/10/1912 - 09/01/1913

HMS PEMBROKE I - 10/01/1913 - 25/01/1913

HMS BERWICK - 26/01/1913 - 20/02/1913

HMS PEMBROKE I - 21/02/1913 - 14/03/1913

HMS ANTRIM - 15/03/1913 - 29/10/1915, rising to Ordinary Seaman on 30/09/1914 and Able Seaman on 01/07/1915

HMS PEMBROKE I - 30/10/1915 - 19/06/1916

HMS DIDO (LAUREL) - 20/06/1916 - 12/03/1917

HMS PENELOPE - 13/03/1917 - 25/11/1917

HMS DOLPHIN - 26/11/1917 - 03/01/1918

HMS FEARLESS (K4) - 04/01/1918 - 31/01/1918

Thomas passed his educational tests to rise in rank to Petty Officer on 05/09/1917 but he never got to fulfil the position. His Star, Victory and British war medals were issued to his sister following his death, his pension was awarded to his father.

Sources:

England & Wales, Civil Registration Birth Index, 1837-1915 Free BMD

1901 & 1911 England census

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 680

British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 010 (1914 - 1919)

CWGC Register

Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/10; Scan Number: 1203

Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/10; Scan Number: 1204

World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association; London, England; WWI Pension Record Cards and Ledgers; Reference: 193/1046/YOU-ZWR

APPENDIX 3

K-17 Crew List

kindly researched by Wendy Sadler

1. Adams, Albert Victor, Engine Room Artificer 3rd Class, RN. (Dev) M632

Albert was born to parents William and Susan (Hayne) on 15th July 1887 in Lower Rew, Marlborough, Devon, the fourth child of eight at the time of the 1891 census; William supported his family working as a labourer. Albert left his job as a fitter and turner to join the Royal Navy for twelve years' service and is recorded as 5'9" tall with black hair and black eyes.

Service Record:

HMS VIVID II - 11/09/1908 - 17/01/1909, training as Acting E.R.A 4th Class

HMS DORIS - 18/01/1909 - 03/05/1909

HMS TALBOT - 04/05/1909 - 30/01/1911, rising to E.R.A 4th Class on 23/09/1910

HMS LEANDER - 31/01/1911 - 30/06/1911

HMS VIVID II - 01/07/1911 - 10/07/1911

HMS LEANDER - 11/07/1911 - 21/07/1911

HMS VIVID II - 22/07/1911 - 13/08/1911

HMS LEANDER - 14/08/1911 - 31/12/1913

HMS ESSEX - 01/01/1914 - 23/08/1916, rising to E.R.A 3rd Class on 04/08/1914

HMS VIVID II - 24/08/1916 - 07/09/1916

HMS DOLPHIN - 08/09/1916 - 27/09/1916

HMS TITANIA - 28/09/1916 - 09/01/1917

HMS VIVID II - 10/01/1917 - 01/03/1917

HMS DOLPHIN - 02/03/1917 - 25/09/1917

HMS CRESCENT (K17) - 26/09/1917 - 31/01/1918

As Albert's body was never recovered, he is remembered on the Plymouth Naval Memorial.

His pension was awarded to his mother, along with his Star, Victory and British war medals.



Sources:

England & Wales, Civil Registration Birth Index, 1837-1915 Free BMD

1891 England Census

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 1019
British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 007 (1914 - 1919)

CWGC Register

Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/7; Scan Number: 0024

Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 94

World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association; London, England; WWI Pension Record Cards and Ledgers; Reference: 718/08D

2. Agnew, William, Able Seaman, RN

(Dev) SS 2844, RFR B 5860

William was born on 17th October 1890 at 57 Abbott Street, Manchester, Lancashire to parents George and Martha and baptised on 2nd November 1890 at St George's Church. He joined the Royal Navy on a short service of five years plus seven in retention after leaving his job as a merchant seaman. He is recorded as being 5'4" tall with auburn hair, grey eyes and tattoos of an eagle on his left shoulder, clasped hands on his left chest and a star and the letters "LA" on his right forearm.

Service Record:

HMS VIVID I - 18/05/1909 - 10/07/1909, rated as an Ordinary Seaman

HMS SUTLEJ - 21/07/1909 - 03/11/1909

HMS NIOBE - 04/11/1909 - 13/12/1909

HMS KENT - 14/12/1909 - 21/10/1912, rising to Able Seaman on 01/09/1910, he was recorded aboard during the 1911 census, stationed in China.

HMS TALBOT - 22/10/1912 - 13/12/1912

HMS VIVID I - 14/12/1912 - 11/02/1913

HMS ROXBURGH - 12/02/1913 - 05/05/1914

HMS VIVID I - 06/05/1914 - 16/05/1914, discharged to shore after five years' service.

William was transferred to the Royal Fleet Reserve the following day, for seven years and recalled to service in preparation of Britain declaring war.

Service Record:

HMS OCEAN - 02/08/1914 - 09/09/1914

HMS VIVID I - 10/09/1914 - 09/06/1915

HMS CLEOPATRA - 10/06/1915 - 31/03/1916

HMS DOLPHIN - 01/04/1916 - 21/08/1916

HMS TITANIA (SUB J3) - 22/08/1916 - 16/08/1917

HMS DOLPHIN (K17) – 17/08/1917 - 25/09/1917

HMS CRESCENT (K17) - 26/09/1917 - 31/01/1918

William's pension, Star, Victory and British war medals were issued to his widow Lilian following his death. The effects of his will were also administered to her in 1924, who had since then remarried.



Sources:

England & Wales, Civil Registration Birth Index, 1837-1915 Free BMD

Manchester, England, Church of England Births and Baptisms, 1813-1915

1911 England Census

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 1096

British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 007 (1914 - 1919)

CWGC Register

Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/7; Scan Number: 0036

Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 94

World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association; London, England; WWI Pension Record Cards and Ledgers; Reference: 001/0007/AGN-AIR

3. Antram, Herbert Wilkins, Ty/Lieutenant, RNR

Herbert was the son of Reverend Charles Edward Potts Antram and Alice Hurry Golding, born on 8th April 1892 in Liverpool. He was educated at Guildford Grammar School in Woking then Stanley House in Margate before joining the Merchant Service, bound to Frank Ritson aged sixteen for four years, starting on the 4th May 1908. He gained certification as Master of foreign going steamships on 25th August 1916 during his time with the Royal Naval Reserve while serving aboard HMS OTWAY.

Herbert joined for the duration of the war as Temporary Lieutenant on 29th July 1915, serving on HMS OTWAY from September 1915 to December 1916. He transferred to HMS TITANIA for duty on submarines, serving on J3 from December 1916 to August 1917. His last submarine service, under HMS DOLPHIN, was aboard K17 from August 1917 until its sinking at the end of January 1918.

Herbert married Marjorie Lester on 23rd March 1917 and they had a daughter, Monica Blyth, born on 3rd April 1918, whom he never met. His pension was awarded to his widow following his death.

Shedden

CASUALTIES—NAVAL OFFICERS.	
Surname and initials ...	ANTRAM, HERBERT. W.
Rank	Temp Lt
Branch of Service ...	R.N.R. (S.M. "K 17")
Place of death ...	at sea - submarine <i>collided with</i> <i>British ship</i>
Place of burial ...	<i>N. coast of Scotland</i>
Date of death ...	31 st January 1918
Cause	Drowned on active service. Sunk in collision <i>N. coast of Scotland</i>

[2623 G 195 10m 11/1s T1678 G & S 110]

Sources:

England & Wales, Civil Registration Birth Index, 1837-1915 FreeBMD
Apprentices Indentured in Merchant Navy, 1824-1910 National Archives of the UK; Kew, Surrey, England; Collection: Registry of Shipping and Seamen: Index of Apprentices; Class: BT 150; Piece Number: 53
England & Wales, Civil Registration Marriage Index, 1916-2005 General Register Office; United Kingdom; Volume: 2a; Page: 1603
iMaster's Certificates/i. Greenwich, London, UK: National Maritime Museum. UK and Ireland, Masters and Mates Certificates, 1850-1927
Naval Officers' Service Record Cards and Files Index, 1880-1950s ADM 340/3/26
British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 002 (1914 - 1920)
CWGC Register
De Ruvigny's Roll of Honour, 1914-1919
World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association; London, England; WWI Pension Record Cards and Ledgers; Reference: 018/0001/ABB-BER
Image from Ancestry British Army and Navy Birth, Marriage and Death Records, 1730-1960

4. Berriman, Thomas Henry, Able Seaman, RN (Dev) 213863, RFR (Dev) B 5832
 Born on 28th April 1884 in Devonport, Devon to Thomas and Rose Ann, Thomas Henry was baptised at St Aubyn, Devon on 26th September 1884. He was listed on the 1891 census aged seven living at Princes Street, Stoke Damerel along with his parents.

Thomas joined the Navy for twelve years' service, leaving his job as a machinist. He was recorded being 5'5" tall at full age, with dark brown hair, grey eyes, a fair complexion and a scar above his left eye.

Service Record:

HMS NORTHAMPTON - 20/03/1901 - 09/07/1901, training as a Boy 2nd Class, rising to Boy 1st Class on 19/06/1901 he was listed aboard the cruiser during the 1901 census which was anchored at Portsmouth Harbour

HMS CLEOPATRA - 10/07/1901 - 24/09/1901

HMS VIVID - 25/09/1901 - 24/01/1902

HMS PROMETHEUS - 25/01/1902 - 30/06/1903, rising to Ordinary Seaman on 28/04/1902 and Able Seaman on 22/04/1905

HMS CAMBRIDGE - 01/07/1903 - 12/12/1903

HMS DEFIANCE - 13/12/1903 - 16/04/1904

HMS VIVID I - 17/04/1904 - 28/04/1904

HMS LEANDER - 29/04/1904 - 18/09/1905

HMS VIVID I - 19/09/1905 - 20/10/1905

HMS SIRIUS - 21/10/1905 - 15/10/1906

HMS PELORUS - 16/10/1906 - 23/04/1909

HMS VIVID I - 24/04/1909 - 11/09/1909

HMS DEFIANCE - 12/09/1909 - 15/01/1910

HMS VIVID - 16/01/1910 - 07/02/1910

HMS BELLONA - 08/02/1910 - 18/06/1911

HMS FORTH - 19/06/1911 - 11/08/1911

HMS CORMORANT - 12/08/1911 - 16/09/1913

HMS FORTH - 17/09/1913 - 28/04/1914

HMS VIVID I - 29/04/1914 - 02/05/1914, discharged to shore, his twelve years served.

When war was declared Thomas joined the Royal Fleet Reserve and was assigned to HMS JUPITER - 05/08/1914 - 13/08/1914

HMS ERIN - 14/08/1914 - 22/04/1917

HMS DOLPHIN - 23/04/1917 - 25/09/1917

HMS CRESCENT (K17) - 26/09/1917 - 31/01/1918

Following his death his Star, Victory and British war medals were issued to his brother.



Sources:

England & Wales, Civil Registration Birth Index, 1837-1915 Free BMD

Devon, England, Church of England Births and Baptisms, 1813-1920 Indexes created from Anglican Parish Registers held at South West Heritage Trust; Taunton, Somerset, England
1891 & 1901 England Census

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 374

British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 007 (1914 - 1919)

CWGC Register

Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 95

Navy Lists, 1888-1970

Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/7; Scan Number: 0319

5. Binnington, Charles Edward, Stoker 1st Class, RN (Ch) K 18963

Charles E. Binnington was born on 23rd January 1894 in Bridlington, Yorkshire. He left the farm where he subsequently worked as a labourer to join the Royal Navy for twelve years' service and is recorded as being 5'2" tall with auburn hair and brown eyes.

Service Record:

HMS PEMBROKE II - 08/04/1913 - 08/08/1913, training as a Stoker 2nd Class

HMS HIBERNIA - 09/08/1913 - 08/10/1915, rising to Stoker 1st Class on 08/04/1914

HMS DOLPHIN - 09/10/1915 - 26/10/1915

HMS MAIDSTONE - 27/10/1915 - 25/06/1916

HMS TITANIA - 26/06/1916 - 23/04/1917

HMS DOLPHIN (K10) - 24/04/1917 - 30/05/1917

HMS CRESCENT (K10) - 31/05/1917 - 30/09/1917

HMS DOLPHIN - 01/10/1917 - 20/11/1917

HMS CRESCENT (K22 & 17) - 11/12/1917 - 31/01/1918

Charles was awarded the Star, Victory and British war medals, which were issued to his mother Henrietta following his death. He is remembered on the Chatham Naval Memorial, his body never recovered.



Sources:

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 904 British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 007 (1914 - 1919)

CWGC Register

Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 96

Navy Lists, 1888-1970

Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/7; Scan Number: 0344

World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association; London, England; WWI Pension Record Cards and Ledgers; Reference: 022/0080/BIN-BIR

6. Blackman, James, Stoker 1st Class, RN

(Po) K 13078

James Blackman joined the Royal Navy for twelve years' service on 20th October 1911 and is recorded on his service record as being 5'5" tall with brown hair, brown eyes, a fair complexion and tattoos on both forearms and chest.

Service Record:

HMS VICTORY II - 20/10/1911 - 14/11/1911, training as Stoker 2nd Class

HMS RENOWN - 15/11/1911 - 08/03/1912

HMS VICTORY II - 09/03/1912 - 30/04/1912

HMS VINDICTIVE - 01/05/1912 - 10/06/1912

HMS VICTORY II - 11/06/1912 - 15/06/1912

HMS ACHILLES - 16/06/1912 - 31/03/1917, rated as a Stoker 1st Class on 26/12/1912, rising to Acting Leading Stoker on 10/10/1915, rising to Leading Stoker on 01/07/1911. He also married Elsie Goldsmith in the Autumn of 1914 in Portsmouth.

HMS DOLPHIN - 01/04/1917 - 14/08/1917, derated to Stoker 1st Class on 18/05/1917

HMS DOLPHIN (K17) - 15/08/1917 - 25/09/1917

HMS CRESCENT (K17) - 26/09/1917 - 31/01/1918

His widow Elsie received his pension following his death, along with this Star, Victory and British war medals.



Sources:

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 893 England & Wales, Civil Registration Marriage Index, 1837-1915

British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 007 (1914 - 1919)

CWGC Register

Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 96

World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association; London, England; WWI Pension Record Cards and Ledgers; Reference: 023/0084/BLA-BLA

7. Brown, Jack Glanfield, Engine Room Artificer 4th Class, RN. (Ch) M 8692

Jack Glanfield was born in Ipswich, Suffolk on 26th January 1889 to parents John (a general labourer) and Henrietta, the fourth of nine children. Jack was two years old on the 1891 census, listed living at 73 Regent Street, Ipswich. Ten years later the large family had moved to 6 Cleveland Terrace, Cavendish Street in the St Clements parish of Ipswich, with Jack listed aged twelve. He had moved north to Kings Lynn by the time of the 1911 census, working as a boilermaker, aged twenty-two and living at the Carpenter's Arms, Norfolk Street as a boarder.



The Carpenter's Arms, Kings Lynn, circa 1907, image courtesy of KLF, Kings Lynn Forums

Jack left his job as a boilermaker a month after war was declared, enlisting for twelve years' service from 3rd September 1914. He was recorded being 5'9" tall with dark brown hair, brown eyes, a dark complexion and tattoos of two flags and an anchor on his left arm and a dot and star on his right arm.

Service Record:

HMS PEMBROKE II - 03/09/1914 - 10/11/1914, training as Acting E.R.A 4th Class

HMS BLAKE (HMS MILLBROOK) - 11/11/1914 - 30/04/1917, rising to E.R.A 4th Class, he was aboard MILLBROOK during the Battle of Jutland

HMS DOLPHIN - 01/05/1917 - 25/09/1917

HMS CRESCENT (K17) - 26/09/1917 - 31/01/1918

Jack was awarded the Star, Victory and British war medals which were issued to his mother following his death as was his pension. He is remembered on the Chatham Naval Memorial and locally on the Ipswich War Memorial.

Sources:

England & Wales, Civil Registration Birth Index, 1837-1915 Free BMD

1891, 1901 & 1911 England Census

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 1035

British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 007 (1914 - 1919)

CWGC Register

Navy Lists, 1888-1970

Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 97

Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/7; Scan Number: 0520

World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association; London, England; WWI Pension Record Cards and Ledgers; Reference: 031/0122/BRO-BRO

8. Caress, Henry Alfred, Stoker 1st Class, Rn.

(Ch) SS 115673

Henry A. Caress was born on 16th May 1895 in Chelsea, London to parents Henry and Mary and recorded on the 1901 census aged five, living at 16 Hilmer Street, Chelsea along with three other siblings: his father was working as a horse keeper. Ten years later he was recorded on the 1911 census aged fifteen, working as a van boy in a catering business, his father then owning a green grocers.

Henry joined the Royal Navy on a short service of 5 years plus seven in retention, a few months before war was declared. He was recorded as being 5'7" tall with brown hair, blue eyes and a fair complexion.

Service Record:

HMS PEMBROKE II - 29/04/1914 - 06/10/1914, training as a Stoker 2nd Class

HMS BENBOW - 07/10/1914 - 30/06/1915, rising to Stoker 1st Class on 14/01/1915, Henry also spent three days in cells at the end of December 1915 (reason unknown).

HMS PEMBROKE II - 01/07/1916 - 22/09/1916

HMS TYNE (CHEERFUL) - 23/09/1916 - 23/04/1917

HMS DOLPHIN - 24/04/1917 - 04/05/1917

HMS TITANIA- 05/05/1917 - 30/06/1917

HMS TITANIA (G3) - 01/07/1917 - 28/08/1917

HMS DOLPHIN (K17) - 29/08/1917 - 25/09/1917

HMS CRESCENT (K17) - 26/09/1917 - 31/08/1917

He was awarded the Star, Victory and British war medals which were issued to his father following his death. With no burial Henry is remembered in perpetuity on the Chatham Naval Memorial.



Sources:

England & Wales, Civil Registration Birth Index, 1837-1915 Free BMD

1901 & 1911 England Census

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 1121 CWGC Register

Navy Lists, 1888-1970

British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 007 (1914 - 1919)

Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 98

9. Carter, William James Frederick, Stoker 1st Class, RN (Ch) K17477

William Carter was born on 21st September 1894 in St Lawrence, Kent to parents William and Jane, the oldest child of eight. On leaving school he took a job in fishing, following his father as a fisherman, supporting the family that lived at 3 Myrtle Cottages, Forge Lane, St Lawrence (see image below).

William left his job but remained working on the water and joined the Royal Navy where he was recorded as 5'2" tall with red hair and brown eyes.



Service Record:

HMS PEMBROKE II - 14/01/1913 - 03/07/1913, training as a Stoker 2nd Class

HMS ANTRIM - 04/07/1913 - 02/12/1915, rising to Stoker 1st Class on 09/02/1914

HMS DOLPHIN - 03/12/1916 - 23/02/1916

HMS MAIDSTONE - 24/02/1916 - 09/03/1916

HMS DOLPHIN - 10/03/1916 - 25/06/1916

HMS TITANIA - 26/06/1916 - 28/08/1917, William married Margaret Young on 3rd January 1917 at Tynemouth Registry Office while serving aboard submarine

HMS DOLPHIN (K17) - 29/08/1917 - 25/09/1917

HMS CRESCENT (K17) - 26/09/1917 - 31/01/1918

William's Star, Victory and British war medals were issued to his widow following his death - he is remembered in perpetuity on the Chatham Naval Memorial.

Sources:

England & Wales, Civil Registration Birth Index, 1837-1915 FreeBMD

1911 England Census

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 901

British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 007 (1914 - 1919)

Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/7; Scan Number: 0678

10. Case, Charles, Acting Chief Petty Officer, RN.

(Po) 186086

Charles was born on 20th September 1879 at Quidham Street in Bowerchalke, near Salisbury to parents Herbert and Emily and baptised at Holy Trinity Church in the same parish on 19th October 1879. He was recorded, aged one and the youngest of four children at the time of the 1881 census, his father working as a carter/agricultural labourer. Herbert remained in the same job for another ten years and the family remained in the same parish on the 1891 census, although Charles then had another 2 younger siblings. He can't be found on the 1901 census but had joined the Navy by then and was aboard HMS GLORY.

Charles was a labourer before leaving civilian life and becoming part of the Royal Navy. He was recorded as being 5'4" tall with brown hair, blue eyes and no distinguishing marks or scars.

Service Record:

HMS BOSCAWEN - 23/10/1895 - 16/03/1897, beginning his training as a Boy 2nd Class, rising to Boy 1st Class on 23/07/1896

HMS INFLEXIBLE - 17/03/1897 - 07/06/1897

HMS MAJESTIC - 08/06/1897 - 10/01/1899, rising to Ordinary Seaman on 20/09/1897 and Able Seaman on 12/08/1898

HMS VICTORY I - 11/01/1899 - 14/01/1899

HMS VICTORY III - 15/01/1899 - 11/02/1899

HMS VICTORY I - 12/02/1899 - 04/03/1899

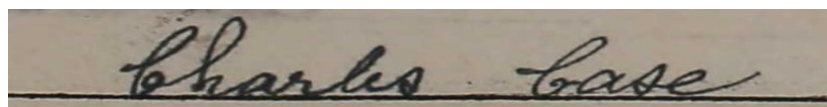
HMS ALEXANDRA - 05/03/1899 - 27/03/1899

HMS EXCELLENT - 28/03/1899 - 03/01/1900

HMS VERNON - 04/01/1900 - 26/05/1900

HMS DUKE OF WELLINGTON - 27/05/1900 - 31/05/1900

HMS ALEXANDRA - 01/06/1900 - 23/10/1900, while on leave, Charles married Harriett Louisa Jacks after Banns at the parish church of Bowerchalke on 10th June 1911 at 9:15am

A photograph of a handwritten signature in dark ink on a light-colored, slightly textured paper. The signature is written in a cursive, flowing style and reads "Charles Case". The signature is positioned above a thin horizontal line.

HMS DUKE OF WELLINGTON - 24/10/1900 - 31/10/1900

HMS GLORY - 01/11/1900 - 18/02/1902, rising to Leading Seaman on 01/10/1902

HMS FIREQUEEN I - 19/02/1902 - 04/06/1904, rising to Petty Officer 2nd Class on 19/02/1904

HMS VERNON - 05/06/1904 - 17/09/1904

HMS FIREQUEEN I - 18/09/1904 - 23/09/1904

HMS EXCELLENT - 24/09/1904 - 05/07/1905

HMS THAMES - 06/07/1905 - 23/07/1905

HMS FORTH - 24/07/1905 - 10/01/1906

HMS THAMES - 11/01/1906 - 17/02/1906

HMS FORTH - 18/02/1906 - 05/07/1906, rising to Petty Officer 1st Class on 06/06/1906

HMS THAMES - 06/07/1906 - 25/01/1909

HMS MERCURY - 26/01/1907 - 07/04/1908

HMS BONAVENTURE - 08/04/1908 - 15/03/1909

HMS VICTORY I - 16/03/1909 - 07/06/1909

HMS BONAVENTURE - 08/06/1909 - 20/09/1909

HMS VICTORY I - 21/09/1909 - 07/10/1909

HMS BONAVENTURE - 08/10/1909 - 02/09/1910

HMS VICTORY I - 03/09/1910 - 19/09/1910

HMS BALMORAL CASTLE - 20/09/1910 - 26/09/1910

HMS HERMIONE - 27/09/1910 - 25/01/1912, recorded on the 1911 census aboard the cruiser, stationed within the Home Fleet, Special Service at Barrow in Furness

HMS ARIADNE - 26/01/1912 - 08/06/1912, rising to Petty Officer on 26/01/1912, with 3 badges

HMS VERNON - 09/06/1912 - 26/10/1912

HMS DOLPHIN - 27/10/1912 - 18/11/1912

HMS MAIDSTONE - 19/11/12 - 06/03/1914

HMS DOLPHIN - 07/03/1914 - 03/08/1914

HMS MAIDSTONE - 04/08/1914 - 28/09/1914

HMS DOLPHIN - 29/09/1914 - 13/10/1914

HMS MAIDSTONE - 14/10/1914 - 09/06/1915

HMS ADAMANT - 10/06/1915 - 31/03/1916, awarded the D.S.M as mentioned in the London Gazette, 13/09/1915 for service in submarines in the Sea of Marmora (serving on a submarine under HMS Dolphin in 1914)

HMS EUROPA II - 01/04/1916 - 30/11/1916

HMS ADAMANT - 01/12/1916 - 31/03/1917

HMS DOLPHIN - 01/04/1917 - 23/06/1917, rising to Acting Chief Petty Officer on 01/04/1917

HMS TITANIA (S/M J3) - 24/06/1917 - 13/08/1917

HMS DOLPHIN (K17) - 14/08/1917 - 25/09/1917

HMS CRESCENT (K17) - 26/09/1917 - 31/01/1918

Following his death, his Star, Victory and British war medals were issued to his widow, along with his pension for Harriett and their three children Charles, Herbert and Alfred.

Sources:

England & Wales, Civil Registration Birth Index, 1837-1915 Free BMD

Wiltshire, England, Church of England Births and Baptisms, 1813-1922 Wiltshire and Swindon History Centre; Chippenham, Wiltshire, England; Wiltshire Church of England Parish Registers; Reference Number: 1280/29

1881, 1891 & 1911 England Census

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 314

Wiltshire, England, Church of England Marriages and Banns, 1754-1916 Wiltshire and Swindon History Centre; Chippenham, Wiltshire, England; Reference Number: 1280/7

Wiltshire, England, Church of England Marriages and Banns, 1754-1916 Wiltshire and Swindon History Centre; Chippenham, Wiltshire, England; Reference Number: 1280/12

British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece:007 (1914 - 1919)

World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association; London, England; WWI Pension Record Cards and Ledgers; Reference: 037/0162/CAR-CAS
Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 98

<https://www.thegazette.co.uk/Edinburgh/issue/12850/page/1418>

11. Cook, William James, Leading Stoker, RN

(Ch) K 6363

William was born on 2nd April 1891 in Woolwich, Kent and worked as a labourer before joining the Navy for twelve years' service on 14th April 1910. He was recorded as being 5'2" tall with dark brown hair, brown eyes and a fresh complexion.

Service Record:

HMS PEMBROKE II - 14/04/1910 - 28/08/1910, training as a Stoker 2nd Class

HMS MAGNIFICENT - 29/08/1910 - 15/09/1910

HMS HOGUE - 16/09/1910 - 24/07/1911, rising to Stoker 1st Class on 27/04/1911 he was recorded on the armoured cruiser anchored in Margate on the night of the 1911 census.

HMS PEMBROKE II - 25/07/1911 - 02/08/1911

HMS ST GEORGE - 03/08/1911 - 30/04/1912

HMS BLENHEIM - 01/05/1912 - 01/07/1913

HMS BONAVENTURE - 02/07/1913 - 23/11/1913

HMS MAIDSTONE (E9) - 24/11/1915 - 03/08/1916, rising to Acting Leading Stoker on 01/04/1916

HMS SUBMARINE E19 - 04/08/1916 - 27/01/1917, rising to Leading Stoker on 1st October 1916

HMS DOLPHIN - 28/01/1917 - 25/09/1917, attached to HMS GLORY and HMS KILDONAN CASTLE from 09/02/1917 - 25/09/1917

HMS CRESCENT (K17) - 26/09/1917 - 31/01/1918

His pension was awarded to his widow Lilian and daughter Stella following his death along with his Star, Victory and British war medals.



Sources:

England & Wales, Civil Registration Birth Index, 1837-1915 Free BMD

1911 England Census

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 879

British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 007 (1914 - 1919)

CWGC Register

Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 99

World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association; London, England; WWI Pension Record Cards and Ledgers; Reference: 051/0205/COO-COO

12. Cooley, William Clark, Petty Officer, RN

(Po) 227154

William was born on 6th October 1887 in Aldershot, Hampshire to parents Michael and Kate, their eldest child of eight. He was first recorded on the nation's census in 1891 aged three, living at "The Barracks" garrison in Fulwood, Lancashire where Michael was a Private. Within ten years Michael had left the Army and moved his family down to Portsmouth, at 60 West Street, where he worked as a dockyard labourer. William was then aged thirteen, with six younger siblings, on the 1901 census.



Fulwood Barracks

William joined the Royal Navy as a Boy 2nd Class, leaving his job as an errand boy, for a twelve year service. He was recorded as 5'5" tall when fully grown, with brown hair, blue eyes, scars on the top of his head and bridge of nose and moles on his right forearm and left wrist.

Service Record:

HMS ST VINCENT - 08/07/1903 - 09/11/1904, rated as a Boy 2nd Class, rising to Boy 1st Class on 04/02/1904

HMS BOSCAWEN - 10/11/1904 - 30/01/1905

HMS DRAKE - 31/01/1905- 06/03/1906, rising to Ordinary Seaman on 06/10/1905

HMS VICTORY I - 07/03/1906 - 19/09/1906

HMS BARFLEUR - 20/09/1906 - 04/03/1907, rising to Able Seaman on 02/03/1907

HMS PRINCE GEORGE - 05/03/1907 - 19/08/1907

HMS HINDUSTAN - 20/08/1907 - 04/10/1909

HMS EXCELLENT - 05/10/1909 - 16/04/1910

HMS VICTORY I - 17/04/1910 - 30/05/1910

HMS HERMIONE - 31/05/1910 - 07/09/1910

HMS LIVERPOOL - 08/09/1910 - 27/10/1911, on leave during the 1911 census, William, aged 24 was listed at home with his parents and siblings at 82 West Street, Southsea, Portsmouth. Both of his younger brothers were also on leave from the Army. He also served 21 days detention in cells for absence.

HMS VICTORY I - 18/11/1911 - 13/12/1911

HMS LIVERPOOL - 14/12/1911 - 13/03/1913

HMS VICTORY I - 14/03/1913 - 15/03/1913

HMS GOOD HOPE - 16/03/1913 - 13/04/1913

HMS ARIADNE - 14/04/1913 - 01/09/1913

HMS HERCULES - 02/09/1913 - 07/01/1915

HMS EXCELLENT - 08/01/1915 - 03/05/1915, rising to Leading Seaman on 01/03/1915

HMS VICTORY I - 04/05/1915 - 09/08/1915

HMS CANADA - 10/08/1915 - 25/06/1917, rising to Petty Officer on 23/03/1917 and serving aboard during the Battle of Jutland

HMS DOLPHIN - 26/06/1917 - 25/09/1917

HMS CRESCENT (K17) - 26/09/1917 - 31/01/1918

Following his death, his pension was awarded to his widow Marcella whom he married just three months earlier, in October 1917, in Newcastle. She also received his Star, Victory and British war medals.

Sources:

England & Wales, Civil Registration Birth Index, 1837-1915 Free BMD

1891, 1901 & 1911 England Census

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 401
England & Wales, Civil Registration Marriage Index, 1916-2005 General Register Office; United Kingdom; Volume: 10b; Page: 246

British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 007 (1914 - 1919)

CWGC Register

Navy Lists, 1888-1970

World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association; London, England; WWI Pension Record Cards and Ledgers; Reference: 051/0206/COO-COO

Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 99

13. Cooper, William Wilcox, Leading Signalman, RN (Ch) 239571

William was born to George and Mary at Auchmithie, Forfarshire on 27th February 1892 and is recorded on the 1901 Scotland census aged nine, attending school and living at the Station Officer's House in Kinneff and Catterline, Kincardineshire. He was also recorded in the admission registers of St Andrew's Burgh School, admitted along with his younger brother Albert on 1st February 1904, with their home address given as North Street.

Three years later William left school and immediately joined the Royal Navy for twelve years' service. He was 5'3" tall, aged eighteen, with dark brown hair and hazel eyes.

Service Record:

HMS GANGES - 05/09/1907 - 13/09/1917, training as Boy 2nd Class

HMS IMPREGNABLE - 14/09/1907 - 01/02/1908, rising to Boy 1st Class on 06/12/1907

HMS PEMBROKE I - 02/02/1908 - 15/05/1908

HMS VICTORIOUS - 16/05/1908 - 19/04/1909

HMS FORMIDABLE - 20/04/1909 - 02/04/1911, rising to Ordinary Seaman on 27/02/1910 and Signalman on 30/10/1910, William was aboard during the 1911 England census, anchored at number 3 basin at Chatham Dockyard

HMS PEMBROKE I - 03/04/1911 - 18/04/1911

HMS VULCAN - 19/08/1911 - 31/12/1913

HMS ALECTO - 01/01/1914 - 16/02/1914

HMS VULCAN (C27) - 17/02/1917 - 02/03/1916, rising to Leading Seaman on 01/06/1915

HMS ARROGANT - 03/03/1916 - 19/07/1916

HMS MAIDSTONE - 20/07/1916 - 03/08/1916

HMS SUBMARINE E19 - 04/08/1916 - 28/08/1916

HMS DOLPHIN - 29/08/1916 - 30/10/1916

HMS TITANIA - 31/10/1916 - 16/08/1917

HMS DOLPHIN (K17) - 17/08/1917 - 25/09/1917

HMS CRESCENT (K17) - 26/09/1917 - 31/01/1918

Upon Williams' death his Star, Victory and British war medals were issued to his sister Nellie, along with his pension. He is remembered on the Chatham Naval Memorial and locally on the St Andrew's War Memorial, Fife.



Sources:

1901 Scotland Census

Fife, Scotland, School Admissions and Discharges, 1867-1916 Fife Collections Centre; Fife, Scotland; Fife School Admission Registers; Reference Number: FC/ED/4/141/2/1

1911 England Census

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 426
British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 007 (1914 - 1919)

CWGC Register

Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 99

Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/7; Scan Number: 0882

World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association; London, England; WWI Pension Record Cards and Ledgers; Reference: 053/0209/COO-COO

Images courtesy of Imperial War Museum

14. Cunningham, Ernest Semple Cunningham, Midshipman, RAN (Royal Australian Navy)



Ernest was from Bega, New South Wales in Australia, born on 7th November 1899. He entered the Naval College at Jervis Bay in 1913, graduating in 1916.

He was promoted to Midshipman in January 1917 and transferred from HMS GLORIOUS to K17 early in January 1918. He was killed aged nineteen.

Information and photo courtesy of Australian War Memorial website.

15. De Bank, Arthur George David, Stoker 1st Class, RN. (Ch) J 22444

Arthur De Bank was born on 11th June 1895 in Woodford, Essex to parents John and Rhoda and baptised on 4th August at St Paul's in Woodford Bridge. Arthur was the couple's first child and eldest of four children when recorded on the 1901 census. John worked as an engine fitter labourer, supporting his household where they lived at Maybank Road, along with two boarders.

Ten years later on the 1911 census Arthur was aged fifteen and working as a bench boy in a saw mill, supporting his widowed mother and six siblings. There was also income from the boarder who was recorded on the 1901 census, with him moving with the family to Norman Villa, Horn Lane, Woodford.

Arthur left his job as a sawmill labourer and joined the Royal Navy for twelve years' service. He was noted as being six feet tall with fair hair, blue eyes and having a fresh complexion.

Service Record:

HMS PEMBROKE II - 27/04/1914 - 06/10/1914, training as Stoker 2nd Class

HMS BENBOW - 07/10/1914 - 06/05/1917, rising in rating to Stoker 1st Class on 14/01/1915

HMS DOLPHIN - 07/05/1917 - 08/08/1917

HMS DOLPHIN (K17) - 09/08/1917 - 25/09/1917

HMS CRESCENT (K17) - 26/09/1917 - 31/01/1918

His mother received his Star, Victory and British war medals following his death as well as his pension. He is remembered in perpetuity on the Chatham Naval Memorial.



Sources:

England & Wales, Civil Registration Birth Index, 1837-1915 Free BMD

Essex, England, Church of England Births and Baptisms, 1813-1921 Essex Record Office; Chelmsford, Essex, England; Essex Church of England Parish Registers

1901 & 1911 England Census

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 911
British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 008 (1914 - 1919)

CWGC Register

Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 100

Navy Lists, 1888-1970

Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/8; Scan Number: 0095

World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association; London, England; WWI Pension Record Cards and Ledgers; Reference: 059/0256/DEA-DEL

16. Drake, Arthur Rayment, Able Seaman, RN

(Ch) 238786

Arthur Crake was born in the parish of Exning, Newmarket, Suffolk on 5th August 1889 to parents Frederick and Hephzibah, the second of three children when listed on the 1891 census, living at 1 Dove Cottages, Exning. By the time of the 1901 census the family had enlarged to another sibling for Arthur, then aged eleven, and they had moved to 16 Phillips Road in the same parish.

Arthur worked as an errand boy before joining the Royal Navy for twelve years' service, recorded as being 5'7" tall with light hair, blue eyes, a fair complexion and having a scar on his left thumb.

Service Record:

HMS GANGES II - 21/05/1907 - 06/09/1907, training as Boy 2nd Class, rising to Boy 1st Class on 24/08/1907

HMS VICTORIOUS - 07/09/1907 - 23/01/1908, rising to Ordinary Seaman on 21/11/1907

HMS COCHRANE - 24/01/1908 - 31/03/1909

HMS PEMBROKE I - 01/04/1909 - 05/04/1909

HMS THETIS - 06/04/1909 - 06/12/1909

HMS IPHIGENIA - 07/12/1909 - 10/03/1911, rising to Able Seaman on 15/11/1909

HMS VERNON - 11/03/1911 - 25/08/1911, attached to the torpedo school ship during the 1911 census, based in Portsmouth

HMS PEMBROKE I - 26/08/1911 - 23/09/1911

HMS ST GEORGE - 24/09/1911 - 18/11/1912

HMS PEMBROKE I - 19/11/1912 - 13/12/1912

HMS BONAVENTURE - 14/12/1912 - 09/04/1913

HMS VULCAN - 10/04/1913 - 31/12/1913

HMS ALECTO - 01/10/1914 - 07/11/1914

HMS FORTH - 08/11/1914 - 30/06/1916

HMS VULCAN - 01/07/1916 - 16/05/1917

HMS DOLPHIN (K17) - 17/05/1917 - 25/09/1917

HMS CRESCENT (K17) - 26/09/1917 - 31/01/1918

Following his death Arthur's pension was awarded to his mother, his father was issued his Star, Victory and British war medals.



Sources:

England & Wales, Civil Registration Birth Index, 1837-1915 Free BMD

1891, 1901 & 1911 England Census

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 424 British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 008 (1914 - 1919)

CWGC Register

Navy Lists, 1888-1970 National Library of Scotland; Edinburgh, Scotland; British Navy Lists. National Library of Scotland, 2020. <https://doi.org/10.34812/y3wn-j486>; Reference: 92233342

Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/8; Scan Number: 0178

World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association; London, England; WWI Pension Record Cards and Ledgers; Reference: 063/0276/DOY-DRA Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 100

17. Finch, William, Leading Seaman, RN

(Po) J 1069

William Finch was born on 16th July 1892 to parents George and Mary and baptised two months later, on 4th September, in the parish of Farnborough, Southampton, close to where they lived in Ash Vale. On the 1901 census, the family, with William, the youngest of four children, lived at Virginia Cottage in Farnborough, Hampshire. William was aged eight, his eldest sibling George worked as a gardener's boy and his father George worked as a railway goods clerk as he had done since he was a teenager.

William joined the Navy for twelve years' service, leaving his job as a telegraph boy and is recorded as 5'7" tall with brown hair, grey eyes and tattoos of clasped hands and a flag. His father died in 1906.

Service Record:

HMS IMPREGNABLE - 15/04/1908 - 10/09/1909, training as a Boy 2nd Class, rising to Boy 1st Class on 16/01/1909

HMS ESSEX - 11/09/1909 - 20/12/1909

HMS FURIOUS - 21/12/1909 - 14/03/1910

HMS DUKE OF EDINBURGH - 15/03/1910 - 27/09/1911, rising to Ordinary Seaman on 16/07/1910 and Able Seaman on 30/08/1911 and recorded aboard on the first class armoured cruiser during the 1911 census, anchored in Gibraltar

HMS VICTORY - 28/09/1911 - 02/10/1911

HMS LATONA - 03/10/1911 - 08/03/1913
 HMS VERNON - 09/03/1913 - 14/06/1913
 HMS VICTORY II - 15/06/1913 - 25/10/1913
 HMS VICTORY I - 26/10/1913 - 15/12/1913
 HMS EUROPA - 16/12/1913 - 26/01/1914
 HMS HAMPSHIRE - 27/01/1914 - 22/08/1915
 HMS MARIGOLD - 23/08/1915 - 11/11/1915
 HMS VERNON - 12/11/1915 - 20/11/1915
 HMS DOLPHIN - 21/11/1915 - 26/02/1916
 HMS TITANIA (SUB G5) - 27/02/1916 - 30/11/1916
 HMS DOLPHIN - 01/12/1916 - 01/03/1917, rising to Leading Seaman on 01/01/1917
 HMS BONAVENTURE - 02/03/1917 - 24/03/1917
 HMS HEBE - 25/03/1917 - 14/08/1917, noted as Leading Seaman, he married Mary Fennell in the summer of 1917
 HMS DOLPHIN - 15/08/1917 - 25/09/1917
 HMS CRESCENT (K17) - 26/09/1917 - 31/01/1918

His pension was awarded to his widow Mary following his death, along with his Star, Victory and British war medals. He is remembered in perpetuity on the Portsmouth Naval Memorial.



Sources:

England & Wales, Civil Registration Birth Index, 1837-1915 Free BMD
Surrey, England, Church of England Baptisms, 1813-1917 Surrey History Centre; Woking, Surrey, England; Surrey Church of England Parish Registers; Reference: FNB/3/4

1901 & 1911 England Census

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 649
British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 008 (1914 - 1919)

CWGC Register

Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/8; Scan Number: 0365

World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association; London, England; WWI Pension Record Cards and Ledgers; Reference: 071/0319/FIE-FIN
World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association; London, England; WWI Pension Record Cards and Ledgers; Reference: 071/0319/FIE-FIN

18. Gale, William John, Stoker 1st Class, RN.

(Dev) K 11623

William was born on 13th July 1892 in Leworthy, Devon, and before he joined the Royal Navy, he worked as a labourer. He was recorded as 5'4" tall with black hair and blue eyes.
Service Record:

HMS VIVID II - 06/06/1911 - 01/01/1912, rated at Stoker 2nd Class

HMS ORION - 02/06/1912 - 28/02/1917, rising to Stoker 1st Class on 30/05/1912, Acting Leading Stoker on 01/05/1915 and Leading Stoker on 01/11/1915

HMS DOLPHIN - 01/03/1917 - 25/9/1917, reverted to Stoker 1st Class on 03/03/1917

HMS CRESCENT (K17) - 26/09/1917 - 31/01/1918

Following his death, William's Star, Victory and British war medals were issued to his father, his mother Harriett was recorded as receiving his pension.



Sources:

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 890
British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 008 (1914 - 1919)
CWGC Register
Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 102
World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association; London, England; WWI Pension Record Cards and Ledgers; Reference: 075/0346/GAL-GAL

19. Gibbs, John, Able Seaman, RN

(Dev) J 10934

John Gibbs was born on 9th July 1894 to parents John and Eliza in Hackney, London. He joined the Royal Navy for a period of twelve years, recorded as 5'7" tall with brown hair, blue eyes and a scar on his forehead.

Service Record:

HMS IMPREGNABLE - 10/01/1911 - 30/09/1911

HMS LEVIATHAN - 01/10/1911 - 14/01/1912

HMS VIVID I - 15/01/1912 - 30/01/1912

HMS ISIS - 31/01/1912 - 13/02/1912

HM VIVID I - 14/02/1912 - 03/03/1912

HMS EUROPA - 04/03/1912 - 11/04/1912

HMS MONARCH - 12/04/1912 - 01/01/1914

HMS VIVID I - 02/01/1914 - 29/07/1914

HMS CANOPUS - 30/07/1914 - 05/05/1916

HMS VIVID - 06/05/1916 - 23/06/1916

HMS WALLINGTON - 24/06/1916 - 01/03/1917

HMS DOLPHIN - 02/03/1917 - 25/09/1917

HM CRESCENT (K17) - 26/09/1917 - 31/01/1918

He is remembered on the Plymouth Naval Memorial following his death. His pension was awarded to his mother along with his Star, Victory and British war medals.



Sources:

England & Wales, Civil Registration Birth Index, 1837-1915 Free BMD

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 668

British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece:008 (1914 - 1919)

CWGC Register

Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/8; Scan Number: 0539

World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association; London, England; WWI Pension Record Cards and Ledgers; Reference: 731/11pp

20. Gibson, Isaac, Chief Engine Room Artificer 2nd Class, RN (Sub-rated as Admiralty Diver. (Dev) 270632

Isaac Gibson was born on 22nd March 1879 to parents Samuel and Charlotte in Downpatrick, County Down, Ireland. He was recorded on the 1901 census boarding at Devonshire Buildings in Barrow in Furness along with three other men who all worked as engine fitters. He joined the Royal Navy the following year and is recorded as being 5'5" tall with dark/black hair, hazel eyes and had a scar on the back of his head.

Service Record:

HMS VIVID II - 14/03/1902 - 25/06/1902, rated as Acting E.R.A 4th Class

HMS DEFIANCE - 26/06/1902 - 01/11/1902, on leave Isaac married Ellen Crawford in Barrow in Furness

HMS VIVID II - 02/11/1902 - 08/11/1902

HMS TRIUMPH - 09/11/1902 - 03/09/1903, rising to E.R.A 4th Class on 06/07/1903

HMS ?? - 04/09/1903 - 30/09/1903

HMS VIVID II - 01/10/1903 - 14/04/1904

HMS TENEDOS - 15/04/1904 - 07/02/1905

HMS SAPPHIRE II - 08/02/1905 - 24/05/1906, rising to E.R.A 3rd Class on 13/03/1905

HMS VIVID II - 25/05/1906 - 23/07/1906

HMS TERRIBLE - 24/07/1906 - 18/09/1906

HMS PROMETHEUS - 19/09/1906 - 30/09/1908, derated to E.R.A 4th Class on 06/08/1907
and rising again to E.R.A 3rd Class on 06/02/1908

HMS GIBRALTAR - 10/10/1908 - 19/12/1908

HMS VIVID II - 20/12/1908 - 03/10/1910, rising to E.R.A 2nd Class on 12/03/1909

HMS GLOUCESTER - 04/10/1910 - 08/12/1911

HMS FORTH - 09/12/1911 - 08/02/1912

HMS ARROGANT - 09/02/1912 - 30/08/1912, rated as Acting Chief E.R.A 2nd Class on
01/08/1912

HMS DOLPHIN - 31/08/1912 - 27/10/1912

HMS PACTOLUS - 28/10/1912 - 16/02/1917, rising to Chief E.R.A 2nd Class on
01/08/1913

HMS DOLPHIN (K17) - 17/02/1917 - 25/09/1917

HMS CRESCENT (K17) - 26/09/1917 - 31/01/1918

Following his death his Star, Victory and British war medals were issued to his widow, as was his pension and the value of his estate, for her and their three children. He is remembered in perpetuity on the Plymouth Naval Memorial as well as locally in Dundonald Cemetery.



Photo courtesy of hgib16/Ancestry

Sources:

Ireland, Civil Registration Births Index, 1864-1958

1901 & 1911 England Census

England & Wales, Civil Registration Marriage Index, 1837-1915 Free BMD

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 434

British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 008 (1914 - 1919)

CWGC Register

World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association; London, England; WWI Pension Record Cards and Ledgers; Reference: 077/0357/GIB-GIB
Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 102

Scotland, National Probate Index (Calendar of Confirmations and Inventories), 1876-1936

21. Gill, Robert, Leading Seaman, RN

(Po) 211672

Born on 14th November 1884 in Camberwell, London, Robert Gill joined the Royal Navy for twelve years' service after leaving his job as an errand boy. He was recorded having tattoos

of a star, cross flags, and an anchor and two dots on his left forearm. He grew to 5'7" tall when measured at full age and had light brown hair and blue eyes.

Service Record:

HMS BOSCAWEN - 24/09/1900 - 12/09/1901, training as a Boy 1st Class, rising to Boy 2nd Class on 25/06/1901

HMS MINOTAUR - 13/09/1901 - 21/01/1902

HMS AGINCOURT - 22/01/1902 - 31/01/1902

HMS REVENGE - 01/02/1902 - 31/08/1905, rated as Ordinary Seaman on 14/11/1902 and Able Seaman on 04/11/1903

HMS VICTORY I - 01/09/1905 - 15/09/1905

HMS VERNON - 16/09/1905 - 09/02/1907

HMS VICTORY I - 10/02/1907 - 11/03/1907

HMS ARGONAUT - 18/03/1907 - 04/04/1907

HMS NATAL - 05/04/1907 - 18/08/1907

HMS VICTORY - 19/08/1907 - 19/08/1907

HMS PRINCE GEORGE - 20/08/1907 - 21/12/1908

HMS PRINCE OF WALES - 22/12/1908 - 14/12/1910

HMS VERNON - 15/12/1910 - 30/07/1911, recorded on the torpedo school ship in Portsmouth Harbour during the 1911 census

HMS HERCULES - 31/07/1911 - 05/09/1912

HMS DOLPHIN - 06/09/1912 - 08/09/1914, while on leave in the Autumn of 1912 Robert married Eliza Elmes in Portsmouth

HMS MAIDSTONE (e1) - 04/08/1914 - 03/08/1916

HMS SUBMARINE E19 - 04/08/1916 - 07/06/1917

HMS DOLPHIN - 08/06/1917 - 25/09/1917

HMS CRESCENT - 26/09/1917 - 31/01/1918, rising to Leading Seaman on 15/11/1917

Following his death Robert's pension was awarded to his widow and son Robert Victor along with his Star, Victory and British war medals. He is remembered on the Portsmouth Naval Memorial.



Sources:

England & Wales, Civil Registration Birth Index, 1837-1915 Free BMD

1911 England Census

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 370

England & Wales, Civil Registration Marriage Index, 1837-1915

British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 008 (1914 - 1919)

CWGC Register

Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 103

Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/8; Scan Number: 0556

World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association; London, England; WWI Pension Record Cards and Ledgers; Reference: 079/0360/GIL-GIL

22. Hammond, Francis, Able Seaman, RN

(Dev) J9547

Francis Hammond was born on 3rd September 1894 in Birmingham and joined the Royal Navy for twelve years' service after leaving his job as a silversmith assistant. He was recorded as 5'5" tall with dark brown hair, grey eyes, tattoos of clasped hands on his left forearm, a butterfly on his right forearm and scars on his left shoulder and one near his right eye.

Service Record:

HMS IMPREGNABLE - 26/08/1910 - 23/05/1911, training as a Boy 2nd Class, rising to Boy 1st Class on 25/03/1911

HMS LEVIATHAN - 24/05/1911 - 20/09/1911

HMS VIVID I - 21/09/1911 - 06/10/1911

HSM ISIS - 07/10/1911 - 01/11/1911

HMS DEFIANCE - 02/11/1911 - 12/01/1915, rising to Ordinary Seaman on 03/09/1912 and Able Seaman on 29/12/1913

HMS VIVID I - 13/01/1915 - 13/02/1915

HMS DEFIANCE - 14/02/1915 - 12/05/1915

HMS CENTURION - 13/05/1915 - 25/07/1917

HMS VIVID I - 26/07/1917 - 04/08/1917

HMS DOLPHIN - 05/08/1917 - 27/09/1917

HMS CRESCENT (K17) - 28/09/1917 - 31/01/1918

His mother Ellen received his pension after his death and was also issued his Star, Victory and British war medals. He is remembered in perpetuity on the Plymouth Naval Memorial.



Sources:

England & Wales, Civil Registration Birth Index, 1837-1915 Free BMD

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 666

British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 008 (1914 - 1919)

World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association; London, England; WWI Pension Record Cards and Ledgers; Reference: 698/06D

Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 104

23. Hearn, Henry John, Lieutenant Commander, RN



Henry was born on 5th June 1885 to parents Henry John and Laura Jane (Hussey) at Bridge House, Bridge Street, Shrewsbury. He was educated at The Limes Preparatory School and Stubbington House in Fareham which was pre-eminent in passing boys into the Royal Navy and began training on HMS Britannica.

Service Record:

HMS BRITANNICA - 15/05/1900 - 15/09/1901, as a Midshipman

HMS HOOD - 15/09/1901 - 28/02/1902

HMS CRUISER - 28/02/1902 - 31/03/1902

HMS HOOD - 31/03/1902 - 12/11/1902

HMS VENERABLE - 12/11/1902 - 15/12/1904, rising to Sub Lieutenant on 15/12/1904

HMS GLORY - 09/06/1906- 21/07/1906, rising to Lieutenant on 15/06/1906

HMS THAMES for Submarine Instruction - 21/07/1906 - 01/01/1909


HMS MERCURY for Submarine - 01/01/1909 - 14/09/1909

HMS VULCAN - 14/09/1909 - 15/08/1912

HMS HERCULES - 15/08/1912 - 20/04/1915, rising to Lieutenant Commander on 15/06/1914

(OFFICE DUPLICATE.)

Certificate of Service as Master of a Foreign-going Ship

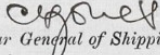


N^o. 76913

Name Henry John Hearn

Born at Shrewsbury, Shropshire in the year 1885,
 having attained the rank of lieutenant-commander
 in the Royal Navy is granted this
 Certificate of Service as Master of a Foreign-going Ship.

By order of the BOARD OF TRADE,
 this 6th day of September, 1915.


 Registrar General of Shipping and Seamen.

Owner's Signature H. J. Hearn

Issued at London
 this 6th day of Sept^r 1915 } by EMM^t E. GOTT
 Title of Office Pro Reg General

. Any Person Forgiving, Fraudulently Altering or Using this Certificate, or Fraudulently Lending or Allowing it to be Used by any other person than the Owner, shall be guilty of a MISDEMEANOR.
 Any person other than the Owner thereof becoming possessed of this Certificate should transmit it forthwith to the Registrar General of Shipping and Seamen, London, E.

HMS MAIDSTONE - 20/04/1915 - 25/09/1915

HMS DOLPHIN (E41) - 25/09/1915 - 05/07/1916

HMS TITANIA (J3) - 05/07/1916 - 09/07/1917

HMS DOLPHIN/CRESCENT (K17) - 09/07/1917 - 31/01/1918

Henry was mentioned in dispatches (London Gazette 2nd Nov 1917) for “long and arduous services in command of oversea submarines (E41, J3 & K17). He has been over 100 days on patrol in the last year in J3 and previously did 3 minelaying cruises”.

He left his effects to the value of £1915 7s. 4d to his father following his death.

Sources:

England & Wales, Civil Registration Birth Index, 1837-1915 Free BMD

UK and Ireland, Masters and Mates Certificates, 1850-1927

UK, Royal Naval Officers' Service Records Index, 1756-1931 National Archives ADM 196/49/332

British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 004 (1914 - 1920)

CWGC Register

De Ruigny's Roll of Honour, 1914-1919

Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 82

24. Herring, Harold Louis, Acting Engine Room Artificer 4th Class, RN

(Ch) M 13296

Harold Herring was the fourth child to Horace and Jane, born on the 30th October 1886 in Hornsey, London. On the 1891 census the family of five children and a servant lived at 159 Downham Road, Islington, supported by Horace and his work as an artificial florist.

Horace continued to work as a florist for the next ten years; moving the family to a larger three storey house, with basement, to 28 Almorah Road, Islington. Harold was aged fifteen, had left school and worked as a mechanical apprentice; his older two siblings also worked while his younger three siblings went to school. There was again some assistance within the household with a domestic lady's help also being listed.

Harold worked in an engineer factory before joining the Royal Navy for the duration of hostilities. He was recorded as having auburn hair, with blue eyes and was 5'7" tall.

Service Record:

HMS PEMBROKE II - 29/04/1915 - 15/06/1915, training at Acting E.R.A 4th Class

HMS ST GEORGE - 19/06/1915 - 31/12/1916, during leave Harold married Victoria Cull in the Autumn of 1915 in Kensington, London.

HMS DOLPHIN - 01/01/1917 - 25/09/1917

HMS CRESCENT (K17) - 26/09/1917 - 31/01/1918

His pension was awarded to his widow Victoria and their daughter Joan following his death, along with his Star, Victory and British war medals and the contents of his will with effects to the value of £37 10s. He is remembered on the Chatham Naval Memorial.



Sources:

England & Wales, Civil Registration Birth Index, 1837-1915 Free BMD

1891 & 1901 England Census

England & Wales, Civil Registration Marriage Index, 1837-1915 Free BMD

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 1044
British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 008 (1914 - 1919)
Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/8; Scan Number: 0879
CWGC Register
Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 105
Navy Lists, 1888-1970
World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association; London, England; WWI Pension Record Cards and Ledgers; Reference: 098/0437/HER-HES

25. Hosking, Cecil James, Leading Seaman, RN.

(Dev) J 16056

Cecil was born on 28th April 1896 in Penzance, Cornwall to William and Edith, their second son and second child of three on the 1901 census. The family lived at 71 Caldwells Road, Penzance, with William working as a carpenter and joiner. He remained in the trade for a further ten years, to the next census. Cecil was then aged fifteen and worked as a mine electrician. He also had a further three younger siblings.

Cecil had a job as a telephone operator before joining the Navy for twelve years' service, entering as a Boy 2nd Class, measuring 5'5" tall when entering and 5'7" tall when fully grown, with auburn hair, brown eyes and a fresh complexion.

Service Record:

HMS IMPREGNABLE - 26/02/1912 - 22/09/1913, training as Boy 2nd Class, rising to Boy 1st Class on 26/10/1912

HMS POWERFUL - 23/09/1913 - 26/09/1913

HMS IMPREGNABLE - 27/09/1913 - 07/10/1913

HMS THESEUS - 08/10/1913 - 16/04/1914

HMS VIVID I - 17/04/1914 - 02/05/1914, rising to Ordinary Seaman on 28/04/1914

HMS CARNARVON - 03/05/1914 - 05/10/1914, rising to Able Seaman on 05/10/1914

HMS VIVID I - 06/10/1914 - 30/01/1915

HMS DEFIANCE - 31/01/1915 - 15/04/1915

HMS DEVONSHIRE - 16/04/1915 - 05/12/1915

HMS DOLPHIN - 09/12/1915 - 24/01/1916

HMS ARROGANT - 25/01/1916 - 18/04/1917, rising to Leading Seaman on 01/01/1917

HMS DOLPHIN - 19/04/1917 - 25/09/1917

HMS CRESCENT (K17) - 26/09/1917 - 31/01/1918

His pension was awarded to his mother following his death along with his Star, Victory and British war medals. He is remembered on the Plymouth Naval Memorial.



Sources:

England & Wales, Civil Registration Birth Index, 1837-1915 Free BMD

1901 & 1911 England Census

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 679

British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 008 (1914 - 1919)

CWGC Register

Navy Lists, 1888-1970

Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 106

Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/8; Scan Number: 099

World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association; London, England; WWI Pension Record Cards and Ledgers; Reference: 101/0465/HOR-HOU

26. Jones, Edward, Stoker 1st Class, RN

(Po) K 20796

Edward was born on 25th August 1894 in Welshpool, Montgomery, Wales to parents Thomas and Grace. He left his job as a Farm labourer to join the Royal Navy for twelve years service as a Stoker, his life ahead a total contrast of open, outside fields to enclosed, cramped conditions. On his service record he was noted as being 5'4" tall with brown hair and grey eyes, with a fresh complexion.

HMS VICTORY II - 08/10/1913 - 17/02/1914, training as a Stoker 2nd Class

HMS ATTENTIVE II (HMS GIPSY)- 18/02/1914 - 11/10/1914 (shore base for the Dover Patrol), rising to Stoker 1st Class on 08/10/1914

HMS VICTORY II - 12/10/1914 - 25/10/1914

HMS VENERABLE - 26/10/1914 - 24/09/1915

HMS VICTORY II - 25/09/1915 - 12/07/1916

HMS GANGES - 13/07/1916 - 06/02/1917

HMS DOLPHIN - 07/02/1917 - 20/02/1917

HMS VICTORY - 21/02/1917 - ?

HMS TITANIA - ? - 31/03/1917

HMS TITANIA (J3) - 01/04/1917 - 28/08/1917

HMS DOLPHIN (K17) - 29/08/1917 - 25/09/1917

HMS CRESCENT (K17) - 26/09/1917 - 31/01/1918

Following his death he was awarded the Star, Victory and British war medals which were issued to his mother who also received his pension. He is remembered on the Portsmouth Naval Memorial.



Sources:

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 908
British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 008 (1914 - 1919)
CWGC Register
Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 107
World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association; London, England; WWI Pension Record Cards and Ledgers; Reference: 110/0513/JON-JON

27. Knight, George Alexander, Leading Telegraphist, RN (Ch) J 8438

George was born on 3rd April 1894 in New Cross, London to parents Charles and Mary and recorded on the 1901 aged seven living at the Crown and Anchor Public House on New Cross Road, Deptford, London, along with his parents, older siblings and two servants.

George joined the Navy for twelve years' service, leaving his job as a clerk and recorded being 5'10" tall when fully grown, having dark brown hair, brown eyes and small moles on his left shoulder and right groin.

Service Record:

HMS IMPREGNABLE - 02/05/1910 - 09/06/1911, training as a Boy 2nd Class and listed here during the 1911 census

HMS SHANNON - 10/06/1911 - 22/05/1912

HMS PEMBROKE I - 23/05/1912 - 31/05/1912

HMS ACTAEON - 01/06/1912 - 25/03/1913

HMS PEMBROKE I - 26/03/1913 - 27/03/1913

HMS TYNE - 28/03/1913 - 22/11/1913

HMS BONAVENTURE - 23/11/1913 - 14/04/1914

HMS MAIDSTONE - 15/04/1914 - 03/08/1916

HMS E19 - 04/08/1916 - 07/06/1917

HMS DOLPHIN - 08/06/1917 - 25/09/1917

HMS CRESCENT (K17) - 26/09/1917 - 31/01/1918

He was awarded the Star, Victory and British war medals following his death which were issued to his mother. He is remembered in perpetuity on the Chatham Naval Memorial.



Sources:

England & Wales, Civil Registration Birth Index, 1837-1915 FreeBMD

1901 & 1911 England Census

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 663

British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 008 (1914 - 1919)

CWGC Register

Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/8; Scan Number: 1306 TNA Series: ADM 242/8; Scan Number: 1307

Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 107

28. Knowles, James Edward, Stoker 1st Class, RN

(Dev) SS 115292

James was born on 30th August 1895 in Bolton, Lancashire, the son of John Henry and Margaret Ann. On the 1901 census James was listed as the middle son of the couple, aged five. He had an older brother William and a younger brother Harry who was listed as just two days old. The family lived at 25 Iron Street, Horwich and John supported his family working as a clogger - a maker of wooden shoes worn by the lower classes.



By the 1911 the family had moved to 13 Stanley Street, South Bolton with another two children joining the family. James was then aged fifteen and worked as a mill hand at a cotton mill.

James left his job in a colliery to join the Navy for a short service of five years plus seven on retention. He was recorded as being 5'5" tall with brown hair, brown eyes and a fresh complexion.

Service Record:

HMS VIVID II - 29/01/1914 - 13/07/1914, training as a Stoker 2nd Class

HMS LEANDER (ORWELL) - 14/07/1914 - 19/05/1915, rising to Stoker 1st Class on 17/01/1915

HMS VIVID II - 20/05/1915 - 13/09/1915

HMS LIVERPOOL - 14/09/1915 - 08/10/1917

HMS VIVID - 09/10/1917 - 19/10/1917

HMS DOLPHIN - 20/10/1917 - 29/11/1917

HMS CRESCENT - 30/11/1917 - 31/01/1918

Following his death James' Star, Victory and British war medals were issued to his father, both his parents were awarded his pension.

Sources:

England & Wales, Civil Registration Birth Index, 1837-1915 Free BMD

1901 & 1911 England Census

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 1121

British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 008 (1914 - 1919)

CWGC Register

Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 107

World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association; London, England; WWI Pension Record Cards and Ledgers; Reference: 116/0540/KN1-KNO
Google Maps

29. Lightbody, Henry George, Able Seaman, RN

(Ch) J 24810

Henry was born on 1st January 1896 to parents George and Louisa in Islington, London, their first child. On the 1901 census he was aged five and had a younger sister Edith - sadly three years later their mother Louisa died. George had not remarried by the time of the 1911 census and he and Henry lived together at 258 Liverpool Road, Islington; Henry worked as a warehouse boy while George worked as a taxi driver.

Henry left his job as a factory lad to join the Navy for twelve years' service, recorded as being 5'3" tall with brown hair, grey eyes and a fair complexion.

Service Record:

HMS VIVID I - 25/08/1913 - 23/01/1914, training as a Boy 2nd Class, rising to Boy 1st Class on 22/08/1913 and Ordinary Seaman on 01/01/1914

HMS IMPLACABLE - 24/01/1914 - 16/03/1914

HMS PEMBROKE I - 17/03/1914 - 14/04/1914

HMS AFRICA - 15/04/1914 - 16/04/1915, rising to Able Seaman on 21/01/1915

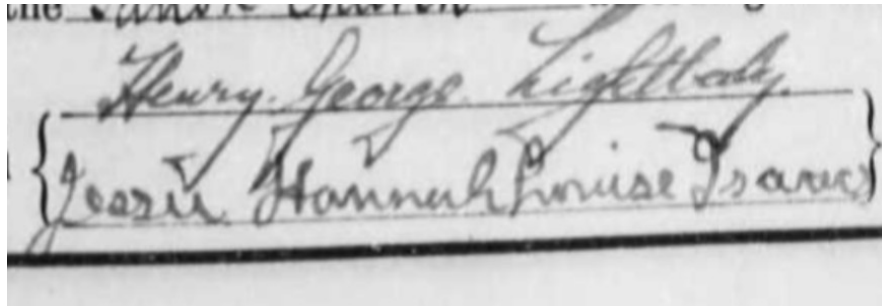
HMS PEMBROKE I - 17/04/1915 - 21/07/1915

HMS ACTAION - 22/07/1915 - 29/03/1917

HMS WILDFIRE - 30/03/1917 - 18/05/1917

HMS DOLPHIN - 25/05/1917 - 25/09/1917

HMS CRESCENT(K17) - 26/09/1917 - 31/01/1918, Henry married Jessie Hannah Louise Isaacs on Christmas Day 1917 at the Holy Trinity Church, Grays Inn Road while on leave.



His Star, Victory and British war medals were issued to his sister following his death, his pension was awarded to his widow. He is remembered in perpetuity on the Chatham Naval Memorial.

Sources:

1901 & 1911 England Census

England & Wales, Civil Registration Marriage Index, 1916-2005 General Register Office; United Kingdom; Volume: 1b; Page: 44

London, England, Church of England Marriages and Banns, 1754-1938 London

Metropolitan Archives; London, England; London Church of England Parish Registers;

Reference Number: P82/TR12/016 / ancestry image

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 696

British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 009 (1914 - 1919)

CWGC Register

Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/9; Scan Number: 0128

World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association;

London, England; WWI Pension Record Cards and Ledgers; Reference: 119/0565/LID-LIN

Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 108

30. Lord, Frederick Edwin, Telegraphist, RN

(Po) J 55202

Frederick was born on 29th October 1899 at 22 Dean Street, Soho, London to parents John and Eliza and baptised on 12th November at St Anne's Church, Westminster. He is next listed on the 1911 census along with his parents and older sister living at 42 London Road, Acton. He left his job as a leather hand and applied to the Royal Navy, serving for just eighteen months.

Service Record:

HMS VIVID I - 15/07/1916 - 20/10/1916, training as a Boy 2nd Class

HMS GANGES - 21/10/1916 - 04/08/1917, rising to Boy Telegraphist on 11/01/1917

HMD VICTORY - 05/08/1917 - 28/05/1917

HMS DOLPHIN - 29/05/1917 - 25/09/1917

HMS CRESCENT (K17) - 26/09/1917 - 31/01/1918, rising to Ordinary Telegraphist on 29/10/1917



Frederick was recorded as being 5'4" tall with brown hair, (eye colour was not recorded), his Victory and British war medals may not have been issued as it is not noted whom they were sent to. He is remembered in perpetuity on the Portsmouth Naval Memorial.

Sources:

Westminster, London, England, Church of England Births and Baptisms, 1813-1919 City of Westminster Archives Centre; London, England; Westminster Church of England Parish Registers; Reference: STA/PR/1/11

1911 England Census

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 757

British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 009 (1914 - 1919)

CWGC Register

Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/9; Scan Number: 0170

Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 108

31. McDonald, John Riddell, Stoker 1st Class, RN

(Ch) SS 114477

John was born at 102 Derwent Street, Belfast, to Hugh and Sarah (formerly Riddell) on 5th September 1894 and listed aged six on the 1901 census, living with his parents and 3 brothers at 94 Holywood Road, Victoria, Down, Ireland. On the next census ten years later John had left school and worked as a clerk, aged sixteen. He still lived with his parents and six siblings at Chichester Street in St Anne's Ward, Antrim, deciding two years later to join the Navy on a short service of five year with seven in retention. He was recorded as being 5'6" tall with light brown hair, grey eyes, a linear scar 2" long over the left side of his forehead.

Service Record:

HMS PEMBROKE II - 23/07/1913 - 05/12/1913, training as Stoker 2nd Class

HMS DOMINION - 06/12/1913 - 02/05/1916, rising to Stoker 1st Class on 10/10/1914

HMS DOLPHIN - 03/05/1916 - 19/06/1916

HMS MAIDSTONE - 20/06/1916 - 31/01/1917

HMS DOLPHIN - 01/02/1917 - 23/09/1917

HMS CRESCENT (K17) - 26/09/1917 - 31/01/1918, passing exam for Petty Officer on 19/07/1917

His pension was awarded to his mother following his death; his body never found, he is remembered on the Chatham Naval Memorial.



Sources:

1901 & 1911 Ireland Census

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 1120 British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 009 (1914 - 1919)

CWGC Register

Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/9; Scan Number: 0235

32. Meadmore, Edward James, Leading Seaman, RN (Ch) 223356 D.S.M

Edward was born on 24th September 1886 at 93 Stainforth Road, Wandsworth to James and Louisa and baptised along with his older sister Lucy on 7th November 1886 at Christ Church, Battersea. He attended Plough Road School in Wandsworth, his first day of attendance on 19th February 1894, with the family home address given as 100 Battersea Road. The 1891 census had Edward listed living at 100 Battersea Rise along with his parents, who both worked in a laundry and eight siblings. It is noted in some family history that Edward and two of his sisters were placed in an institution during their young lives.

He joined the Navy for twelve years' service, recorded as being 5'7" tall with brown hair, hazel eyes and a scar on his right shoulder, already having some sea experience as he was listed as being a Sea Boy in a previous "occupation", listed on Warspite Training Ship on the River Thames during the 1901 census.

Service Record:

HMS IMPREGNABLE - 13/11/1902 - 23/03/1904, training as a Boy 2nd Class, rising to Boy 1st Class on 20/08/1913

HMS BOSCAWEN III - 24/03/1904 - 20/06/1904

HMS ILLUSTRIOUS - 21/06/1904 - 14/09/1905, rising to Ordinary Seaman on 24/09/1904

HMS PEMBROKE I - 15/9/1905 - 18/12/1905

HMS ENCOUNTER - 19/12/1905 - 31/12/1907, rising to Able Seaman on 01/02/1906

HMS DIDO - 01/01/1908 - 18/02/1908

HMS PEMBROKE - 19/02/1908 - 07/08/1908

HMS ACTAEON - 08/08/1908 - 29/12/1908

HMS TRIUMPH - 30/12/1908 - 11/01/1911, rising to Leading Seaman on 01/06/1910

HMS PEMBROKE I - 12/01/1911 - 21/05/1911, stationed at Royal Naval Barracks in Chatham during the 1911 census

HMS ORONTES - 22/05/1911 - 30/06/1912

HMS EGMONT - 01/07/1912 - 17/10/1913, demoted to Able Seaman on 07/11/1912

HMS PEMBROKE I - 18/10/1913 - 07/01/1914

HMS BONAVENTURE - 08/01/1915 - 17/02/1914

HMS MAIDSTONE - 18/02/1914 - 20/11/1914

HMS ADAMANT - 21/11/1914 - 31/03/1915

HMS MAIDSTONE (D4) - 01/04/1915 - 24/05/1916, rising to Leading Seaman on 15/07/1915

HMS DOLPHIN - 25/05/1916 - 07/11/1916

HMS TITANIA - 08/11/1916 - 13/08/1917

HMS DOLPHIN (K17) - 14/08/1917 - 25/09/1917

HMS CRESCENT (K17) - 26/09/1917 - 31/01/1918

He was awarded the Star, Victory and British war medals, as well as earning the Distinguished Service Medal on 09/11/1917. His pension was awarded to his mother following his death, along with his medals. He is remembered on the Chatham Naval Memorial.



Sources:

England & Wales, Civil Registration Birth Index, 1837-1915 Free BMD

London, England, Church of England Births and Baptisms, 1813-1923 London Metropolitan Archives; London, England; London Church of England Parish Registers; Reference Number: P70/CTC/008

London, England, School Admissions and Discharges, 1840-1911 London Metropolitan Archives; London, England; School Admission and Discharge Registers; Reference: LCC/EO/DIV09/PLO/AD/001

1891, 1901 & 1911 England Census

British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 009 (1914 - 1919)

CWGC Register

Navy Lists, 1888-1970 National Library of Scotland; Edinburgh, Scotland; British Navy Lists. National Library of Scotland, 2020. <https://doi.org/10.34812/y3wn-j486>; Reference: 92290590

UK, World War I and World War II Shipping and Seamen Rolls of Honour, 1914-1945 The National Archives of the UK; Kew, Surrey, England; Shipping and Seamen Rolls of Honour WWI and WWII; Class: BT 339; Piece: 6; Piece Description: Piece 6 (1916 - 1920)

Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 110

World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association; London, England; WWI Pension Record Cards and Ledgers; Reference: 724/11PP

33. Montgomery, Joseph Robert, Able Seaman, RN

(Dev) J 12871

Joseph was born on 29th August 1894 in Coventry, Warwickshire to parents Sarah and Arthur, the third of four sons. On the 1901 census he was aged six and living with his family at 4 Court, 5 Hertford Place, Coventry, along with a boarder who worked as a cycle machinist with Arthur and one of Joseph's older brothers John.

The family remained at the same address, although the address changed slightly (4 Hertford Square, which was part of Hertford Street) at the time of the 1911 census. Joseph was then aged sixteen; he worked in a cycle works along with his father and his brother John, his youngest sibling still attended school, and his eldest brother William worked at a motor works. Three months later Joseph decided to join the Navy for twelve years' service, aged sixteen and recorded as 5'6" tall when fully grown. He had brown hair, hazel eyes and a large scar on the small of his back.

Service Record:

HMS GANGES - 29/07/1911 - 13/10/1911, training as a Boy 2nd Class

HMS ESSEX - 14/10/1911 - 14/01/1912, rising to Boy 1st Class on 31/10/1911

HMS VIVID I - 12/01/1912 - 13/02/1912

HMS DEVONSHIRE - 14/02/1912 - 01/06/1912

HMS LION - 02/06/1912 - 09/01/1914, rising to Ordinary Seaman on 29/08/1912 and Able Seaman on 02/12/1913

HMS VIVID I - 10/01/1914 - 04/04/1914

HMS DEFIANCE - 05/04/1914 - 04/09/1914

HMS AURORA - 05/09/1914 - 04/05/1917, spending 3 days in cells 3-7/07/1915

HMS DOLPHIN - 05/05/1917 - 25/09/1917

HMS CRESCENT (K17) - 26/09/1917 - 31/01/1918

Following his death his pension was issued to his mother - his father received his Star, Victory and British war medals.



Sources:

England & Wales, Civil Registration Birth Index, 1837-1915 Free BMD

1901 & 1911 England Census

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 672

British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 009 (1914 - 1919)

CWGC Register

Navy Lists, 1888-1970

Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 110

Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/9; Scan Number: 0551

Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/9; Scan Number: 0552

World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association; London, England; WWI Pension Record Cards and Ledgers; Reference: 136/0657/MON-MOO

34. Morris, Ernest, Stoker Petty Officer, RN

(Ch) 309458

Ernest was born on 26th December 1887 in Lambeth, London to parents William and Harriet and left his job as a house boy to serve for twelve years in the Navy. He was recorded as 5'3" tall with light brown hair, blue eyes and a fresh complexion.

Service Record:

HMS ACHERON - 12/01/1906 - 08/06/1906, training as Stoker 2nd Class

HMS SAPPHO - 09/06/1906 - 12/07/1906

HMS PEMBROKE II - 13/07/1906 - 01/01/1907

HMS LEANDER - 02/01/1907 - 04/03/1907

HMS SAPPHIRE II - 05/03/1907 - 30/04/1907

HMS BLENHEIM - 01/05/1907 - 18/01/1909, rising to Stoker 1st Class on 02/05/1907

HMS PEMBROKE II - 19/01/1909 - 24/01/1909

HMS DIDO - 25/01/1909 - 20/09/1910, rising to Acting Leading Stoker on 02/02/1911

HMS PEMBROKE II - 21/09/1910 - 03/04/1911, rising to Leading Stoker 02/02/1911

HMS FORMIDABLE - 04/04/1911 - 18/12/1911

HMS THAMES - 19/12/1911 - 14/10/1912

HMS BONAVENTURE - 15/10/1912 - 03/09/1913, rising to Stoker Petty Officer
19/05/1913

HMS CORMORANT - 04/09/1915 - 17/02/1915

HMS BLENHEIM - 18/02/1915 - 31/03/1915

HMS ADAMANT - 01/04/1915 - 23/04/1915

HMS CORMORANT - 24/04/1915 - 13/09/1915

HMS EGMONT - 14/09/1915 - 30/09/1915

HMS QUEEN - 01/10/1915 - 31/12/1915

HMS SUBMARINE B2 - 01/01/1916 - 13/05/1916

HMS DOLPHIN - 14/05/1916 - 15/08/1916

HMS TITANIA (SUB J6) - 16/08/1916 - 28/08/1917

HMS DOLPHIN (K17) - 29/08/1917 - 25/09/1917

HMS CRESCENT (K17) - 26/09/1917 - 31/01/1918

After his death Ernest's pension was awarded to his mother Harriet, his Star, Victory and British war medals were issued to his father. He is remembered on the Chatham Naval Memorial.



Sources:

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 505
British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 009 (1914 - 1919)

CWGC Register

Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 110

World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association;

London, England; WWI Pension Record Cards and Ledgers; Reference: 720/11PP

England & Wales, National Probate Calendar (Index of Wills and Administrations), 1858-1995

35. Myott, Dominick, Engine Room Artificer 3rd Class, RN (Po) M 7565

Dominick was born on 28th May 1888 in Dublin to parents Patrick and Mary and joined the Royal Navy in Portsmouth and signed up for twelve years' service. He was recorded as being 5'6" tall with dark brown hair, grey eyes and had a scar on the right side of his neck.

Service Record:

HMS VICTORY II - 04/05/1912 - 12/09/01914, training as Acting E.R.A 4th Class

HMS MAIDSTONE - 13/09/1914 - 24/11/1915, rising to E.R.A 4th Class on 25/05/1915

HMS DOLPHIN - 25/11/1915 - 25/06/1916

HMS TITANIA - 26/06/1916 - 26/03/1917

HMS DOLPHIN - 27/03/1917 - 20/05/1917, rising to E.R.A 3rd Class

HMS CRESCENT (K10) - 21/05/1917 - 13/0/1917

HMS DOLPHIN - 14/07/1917 - 25/09/1917

HMS CRESCENT (K17) - 26/09/1917 - 31/01/1918

His pension was awarded to his mother following his death. He is remembered in perpetuity on the Portsmouth Naval Memorial.



Sources:

Ireland, Civil Registration Births Index, 1864-1958

Royal Navy Registers of Seamen's Services, 1848-1939 The National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 1033

British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 009 (1914 - 1919)

CWGC Register

Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/9; Scan Number: 0650

World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association; London, England; WWI Pension Record Cards and Ledgers; Reference: 751/13D

36. Nettleton, Harold, Able Seaman, RN

(Ch) J 20766



Harold was born on 6th July 1895 in Ossett, Yorkshire to John and Ada, their second son. The family lived at Dewsbury Road, Ossett during the 1901 census, Harold was aged five and John worked as a joiner. John and Ada had a further child, Alice in 1907 - she, Harold and Ada were listed on the 1911 census living at 61 Springstone Avenue, Ossett, sadly without John as he had died the previous year.

Harold joined the Navy for 12 years' service upon leaving his job as an assistant water inspector.

Service Record:

HMS VIVID I - 14/10/1912 - 30/05/1913, training as Boy 2nd Class and rising to Boy 1st class on 13/12/1913. He also had the sub rating of Bugler.

HMS LONDON - 31/05/1913 - 01/10/1913, rising to Ordinary Seaman on 06/07/1913

HMS PEMBROKE I - 02/10/1913 - 24/11/1913

HMS DIAMOND - 25/11/1913 - 24/04/1914, rising to Able Seaman on 03/04/1914

HMS PEMBROKE I - 25/04/1914 - 15/05/1914

HMS ACTAEON (TB 14) - 16/05/1914 - 14/10/1914

HMS PEMBROKE I - 15/10/1914 - 31/01/1915

HMS SIRIUS - 01/02/1915 - 02/03/1917

HMS DOLPHIN - 03/03/1917 - 25/09/1917

HMS CRESCENT (K17) - 26/09/1917 - 31/01/1918

Harold's mother remarried in June 1915 to Alfred Gilbertson; he left her the contents of his will to her following his death, with effects valuing £256 5s 3d. She also received his pension, along with his Star, Victory and British war medals. He is remembered on the Chatham Naval Memorial.

Sources:

England & Wales, Civil Registration Birth Index, 1837-1915 Free BMD

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 688 1901 & 1911 England Census

British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 009 (1914 - 1919)

CWGC Register

Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/9; Scan Number: 0666

World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association; London, England; WWI Pension Record Cards and Ledgers; Reference: 683/04D

Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 111

Image source - Find A Grave, courtesy of Nancy Wright

37. Nolan, Patrick, Stoker Petty Officer, RN

(Dev) 284013

Patrick was born on 10th November 1876 in Killlune, Waterford, Ireland. He worked as a labourer before joining the Navy for an initial twelve years' service. He was recorded as being 5'5" tall with dark hair, grey eyes and a ruddy complexion.

Service Record:

HMS VIVID II - 16/11/1896 - 02/10/1897, training as Stoker 2nd Class

HM RUPERT - 03/10/1897 - 16/09/1901, rising to Stoker on 15/04/1898

HMS VIVID II - 17/09/1901 - 03/12/1901
HMS EMPRESS OF INDIA - 04/12/1901 - 27/02/1905
HMS HANNIBAL - 28/02/1905 - 03/08/1905
HMS VIVID II - 04/08/1905 - 21/08/1905
HMS ??? - 22/08/1905 - 09/04/1906
HMS SUFFOLK - 10/04/1906 - 27/04/1908, rising to Stoker 1st Class on 01/07/1906
HMS VIVID - 28/04/1908 - 26/07/1908
HMS LEVIATHAN - 27/07/1908 - 08/11/1908, renewing his service during this time
HMS SAPPHIRE II - 09/11/1908 - 22/11/1908
HMS VIVID II - 23/11/1908 - 23/02/1911, gaining his third Good Conduct Badge on 14/1/1909
HMS INDEFATIGABLE - 24/02/1911 - 31/03/1912
HMS FORTH - 01/04/1912 - 25/07/1912
HMS ARROGANT - 26/07/1912 - 24/08/1912
HMS FORTH - 25/08/1912 - 24/04/1914, rising in rating to Leading Stoker on 16/01/1913
HMS PACTOLUS - 25/04/1914 - 16/02/1917, rising to Stoker Petty Officer on 17/01/1916
HMS DOLPHIN (E50) - 17/02/1917 - 15/03/1917
HMS MAIDSTONE (E50) - 16/03/1917 - 02/04/1917
HMS DOLPHIN - 03/04/1917 - 25/09/1917
HMS CRESCENT (K17) - 26/09/1917 - 31/07/1918

His Star, Victory and British war medals were issued to his widow following his death.
He is remembered in perpetuity on the Plymouth Naval Memorial.



Sources:

Ireland, Civil Registration Births Index, 1864-1958

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 455

British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece:009 (1914 - 1919)

CWGC Register

Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 111

Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/9; Scan Number: 0704

38. Rickets, Henry Leonard, Stoker 1st Class, RN

(Dev) K 27466

Henry was born at 27 Parkfield Road, Willesden, Middlesex on 11th November 1894 to parents Annie and Henry and was baptised on 23rd March 1895 at St Andrew's Church, Willesden. On the 1901 census Henry was aged six, the second of five children, living at 47 Hawthorn Road, Willesden with his mother, his father not listed.

He entered employment with the Metropolitan Railway on 18th August 1914 as a temporary porter stationed at Baker Street, London, leaving his previous job as a laundryman. He was cautioned for being 25 minutes late on 12th September 1914 and transferred to the Western Joint Railway on 26th October 1914. It is not known when he left the railway.

Henry signed up to the Navy on the 10th July 1915 for the duration of hostilities, leaving his civilian job as a fitters mate.

Service Record:

HMS VIVID II - 10/07/1915 - 21/09/1915, rated as a Stoker 2nd Class

HMS ARGYLE - 22/09/1915 - 20/12/1915, while serving he married Dorcas Gray in Plymouth in the Autumn of 1915

HMS VIVID II - 21/12/1915 - 09/01/1916

HMS DILIGENCE (HMS MARKSMAN) - 10/01/1916 - 14/08/1917, rising to Stoker 1st Class on 10/07/1916

HMS DOLPHIN - 15/08/1917 - 27/09/1917

HMS CRESCENT - 28/09/1917 - 31/12/1917, spent 7 days in cells in October 1917

HMS K17 - 01/01/1918 - 31/01/1918

Following his death his pension was awarded to his widow and son William who was born in September 1916. She also received his Star, Victory and British war medals.



Sources:

England & Wales, Civil Registration Birth Index, 1837-1915 Free BMD

England, Select Births and Christenings, 1538-1975 iEngland, Births and Christenings, 1538-1975/i. Salt Lake City, Utah: FamilySearch, 2013.

1901 England Census

London, England, London Transport Staff Registers, 1863-1931

England & Wales, Civil Registration Marriage Index, 1837-1915

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 921

British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 010 (1914 - 1919)

CWGC Register

Navy Lists, 1888-1970 National Library of Scotland; Edinburgh, Scotland; British Navy Lists. National Library of Scotland, 2020. <https://doi.org/10.34812/y3wn-j486>; Reference: 92233342

Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/10; Scan Number: 0106

World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association; London, England; WWI Pension Record Cards and Ledgers; Reference: 158/0782/RIC-RID
Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 113

39. Samuel, Frederick, Able Seaman, RN

(Ch) J 10440

Frederick was born on 13th November 1894 in Bethnal Green, London to parents Henry and Louisa and recorded aged seven on the 1901 census living with his widowed mother who worked as a nurse to support him and his four sisters. Two of his older sisters worked as machinists to also help the family who resided at 35 Geldeston Road, Hackney after Henry died aged 45 in June 1900.

Because of his parental situation Frederick was able to be admitted to the training ship WARSPITE via the Marine Society (for more details

<http://www.childrenshomes.org.uk/TSWarspite/>).

When of age he left and was sent to the Suffolk coastline to further his sea career, signing to the Royal Navy for twelve years service. He was recorded as six feet tall once fully grown, with dark hair, brown eyes and a dark complexion. He also had a mole on the right side of his abdomen.

Service Record:

HMS GANGES - 09/11/1910 - 03/03/1911, training as Boy 2nd Class

HMS IMPREGNABLE - 04/03/1911 - 15/12/1911, rising to Boy 1st Class on 26/05/1911 and stationed during the 1911 census

HMS HERCULES - 16/12/1911 - 12/04/1912

HMS PEMBROKE I - 13/04/1912 - 17/04/1912

HMS AFRICA - 18/04/1912 - 14/04/1914, rising to Ordinary Seaman on 13/11/1912 and Able Seaman on 26/03/1914

HMS PEMBROKE I - 15/04/1914 - 15/05/1914

HMS ACTAEON - 16/05/1914 - 29/07/1914

HMS INTREPID - 30/07/1914 - 22/10/1914

HMS PEMBROKE I - 23/10/1914 - 01/11/1914

HMS PEMBROKE II (BRILLIANT) - 02/11/1914 - 31/03/1915

HMS BRILLIANT - 01/04/1915 - 15/11/1915

HMS DOLPHIN - 16/11/1915 - 18/04/1916

HMS ARROGANT (V3) - 19/04/1916 - 30/06/1916, Arrogant was flagship of the Eighth Submarine Flotilla of which submarines V3 & V4 joined in March 1916. Depot ship was HMS HAZARD.

HMS ALECTO - 01/07/1916 - 13/10/1916

HMS DOLPHIN - 14/10/1916 - 19/08/1917, discharged briefly from 12/01/1917 to 19/02/1917 due to a wound to his hand. Passed for Leading Seaman on 20/04/1917 and passed educational exams for Petty Officer 23/03/1917

HMS CRESCENT (K12) - 20/08/1917 - 31/01/1918, service record states K12 rather than K17, but was transferred at some point.

Following his death his Star, Victory and British war medals were issued to his mother along with his pension entitlement. He is remembered on the Chatham Naval Memorial in perpetuity.

Sources:

England & Wales, Civil Registration Birth Index, 1837-1915 Free BMD

1901 & 1911 England Census

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 667

British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 010 (1914 - 1919)

CWGC Register

Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 114

Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/10; Scan Number: 0240

World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association; London, England; WWI Pension Record Cards and Ledgers; Reference: 724/11PP

V3 information and image courtesy of naval-encyclopedia.com/ww1/uk/british-ww1-submarines.php

40. Sangster, Leo Frederick Murray, Stoker 1st Class, RN (Ch) K 22599

Leo was born on 2nd April 1895 at 28 Grosvenor Road, Brentford, Middlesex to parents Ellen and Harry and baptised on 5th July 1895 at St Pauls, Brentford. Listed on the 1901 census under his middle name Frederick, Leo was aged six, the oldest of four sons. Their father Harry worked as a lighterman on a barge and had moved his growing family to Brook Road in Brentford.

By 1911 Leo had a further 2 siblings, Bessie and Evelyn and they continued to live at Brook Road. Leo was sixteen and worked as a smith servant before leaving to work for the Great Western Railway as an engine cleaner from 4th November 1913. His income would have helped his mother after his father Harry died, aged 46, earlier in the same year.



He left his job as an engine cleaner with the Great Western railway on 17th April 1914, shortly before the declaration of war, to join the Navy for twelve years' service. He was recorded as 5'6" tall with brown hair, blue eyes and a fair complexion. His job in the hot, dirty coal fired areas of steam engines held him in good stead for a stoker's position within a ship. He did however give a different date of birth - 25th March 1894 - making himself a year older than he actually was.

Service Record:

HMS PEMBROKE II - 23/10/1914, training as a Stoker 2nd Class

HMS ST GEORGE (HMS MOY) - 24/10/1914 - 05/11/1915, rising to Stoker 1st Class on 21/01/1915

HMS WALLINGTON (HMS MOY) - 06/11/1915 - 14/12/1916, spending three days in cells from 18/09 - 22/09/1916

HMS DOLPHIN - 15/12/1916 - 09/01/1917

HMS TITANIA - 10/01/1917 - 31/03/1917

HMS TITANIA (SM J1) - 01/04/1917 - 28/08/1917

HMS DOLPHIN (SM K17) - 29/08/1917 - 25/09/1917

HMS CRESCENT (SM K17) - 26/09/1917 - 31/01/1918, mentioned in dispatches from events on 09/11/1917

After his death Leo's Star, Victory and British war medals were issued to his mother as well as his pension.

Sources:

England & Wales, Civil Registration Birth Index, 1837-1915 Free BMD

London, England, Church of England Births and Baptisms, 1813-1923 London Metropolitan Archives; London, England; London Church of England Parish Registers; Reference Number: DRO/060/003

1901 & 1911 England Census

Railway Employment Records, 1833-1956 National Archives of the UK; Kew, Surrey,

England; Collection: Great Western Railway Company: Staff Records; Class: RAIL264; Piece: 146

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 912
British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 010 (1914 - 1919)

CWGC Register

Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 63

Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 194

Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 114

Navy Lists, 1888-1970

World War I and World War II Shipping and Seamen Rolls of Honour, 1914-1945

National Archives of the UK; Kew, Surrey, England; Shipping and Seamen Rolls of Honour WWI and WWII; Class: BT 339; Piece: 6; Piece Description: Piece 6 (1916 - 1920)

World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association; London, England; WWI Pension Record Cards and Ledgers; Reference: 741/11PP

Image courtesy of Google Maps

41. Savage, Charles Henry, Officer's Steward, RN

(Po) L 2005

Charles was born on 7th June 1892 to parents William and Ellen and was first mentioned on the 1901 census aged eight, living at 25 Mount Street, Southampton.



Mount Street, Southampton c1935

He was working as an assistant cook when he left his job and joined the navy, recorded as 5'9" tall with fair hair, grey eyes and a scar above his right eye.

Service Record:

HMS DRYAD - 21/06/1910 - 02/08/1912, training as an Officer's Steward 3rd Class, rising to O.S 2nd Class on 24/01/1912

HMS HEBE - 03/08/1912 - 24/04/1914

HMS VICTORY - 25/04/1914 - 16/06/1914

HMS RACER - 17/06/1914 - 27/01/1915

HMS VICTORY I - 28/01/1915 - 27/06/1915

HMS DAPHNE - 28/06/1915 - 31/03/1916

HMS GODETIA - 01/04/1916 - 20/02/1917, derated to O.S 3rd Class on 20/02/1917 (reason written on service record, but unreadable)

HMS VICTORY I - 21/02/1917 - 25/10/1917

HMS DOLPHIN - 26/10/1917 - 30/10/1917

HMS CRESCENT (K17) - 31/10/1917 - 31/12/1917, rising to O.S 2nd Class on 15/12/1917

His service records mention K17 and K11 but not a return date aboard, although it's likely he continued serving from 31st October 1917 to have been killed on 31st January 1918.

Charles was awarded the Star, Victory and British war medals which were issued to his father after his death, his mother was awarded his pension.

Sources:

England & Wales, Civil Registration Birth Index, 1837-1915 Free BMD

1901 England Census

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 992

British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 010 (1914 - 1919)

CWGC Register

Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 114

Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/10; Scan Number: 0259

World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association;

London, England; WWI Pension Record Cards and Ledgers; Reference: 165/0818/SAU-SAW

42. Savage, Charles Ketteridge, Acting Stoker Petty Officer, RN

(Po) 311292

Charles was born on 27th July 1888 in Bethnal Green, London and joined the Navy for twelve years service on 12th February 1907 leaving his job as a walking stick maker. Charles was 5'2" tall with light brown hair, blue eyes and had a scar on the back of his right hand.

Service Record:

HMS NELSON - 12/02/1907 - 15/07/1907, rated as a Stoker 2nd Class

HMS TERRIBLE - 16/07/1907 - 25/04/1908

HMS HINDUSTAN - 26/04/1908 - 30/06/1908

HMS SAPPHIRE II - 01/07/1908 - 02/06/1909, rising to Stoker 1st Class

HMS BLAKE - 03/06/1909 - 08/09/1910

HMS VICTORY II - 09/09/1910 - 19/09/1910

HMS MERCURY - 20/09/1910 - 30/06/1911, recorded at the Fort Blockhouse in Alverstoke, Gosport during the 1911 census, he also married Lillian Hart in the Spring of 1911 in Hackney, London.

HMS ARROGANT - 01/07/1911 - 30/08/1912

HMS DOLPHIN - 31/08/1912 - 08/09/1914

HMS MAIDSTONE - 09/09/1914 - 03/08/1916, rising to Acting Leading Stoker on 07/09/1915 and Leading Stoker on 01/04/1916

HMS SUBMARINE E19 - 04/08/1916 - 07/06/1917

HMS DOLPHIN - 08/06/1917 - 14/08/1917, rising to Acting Stoker Petty Officer on 01/07/1917

HMS DOLPHIN (K17) - 15/08/1917 - 25/09/1917

HMS CRESCENT (K17) - 26/09/1917 - 31/01/1918

His Star, Victory and British war medals were issued to his widow Lillian following his death as was his pension. He is remembered in perpetuity on the Portsmouth Naval Memorial.



Sources:

England & Wales, Civil Registration Birth Index, 1837-1915 Free BMD

1911 England Census

England & Wales, Civil Registration Marriage Index, 1837-1915 Free BMD

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 509

British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 010 (1914 - 1919)

CWGC Register

Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 114

Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/10; Scan Number: 0259

World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association; London, England; WWI Pension Record Cards and Ledgers; Reference: 165/0818/Sau-Saw

43. Sinfield, Albert Edward, Leading Seaman, RN (serving as Albert E Simpson)

(Ch) J 1181

Albert was born on 13th August 1892 to Joseph and Alice Sinfield, the second of four boys on the 1901 census, along with a baby sister who was nine months old. Albert was aged eight, living at 19 Caletock Street, Greenwich with his family, his father working as a general labourer to support his family.

Albert joined the Navy for twelve years' service, having no previous occupation in the civilian world and joining the forces as a boy. He was registered with the surname Simpson and recorded as 5'7" tall once fully grown, with brown hair, blue eyes and a scar on the left side of his face as well as four moles. He had one mole on the right side of his face and a scar on the left side of his forehead. It is not known why he served or was recognised under a different surname (it is usual to use the mother's maiden name but Alice's was Shade).

Service record:

HMS GANGES I - 14/04/1908 - 07/02/1909, training as a Boy 2nd Class, rising to Boy 1st Class on 16/12/1908

HMS CRESSY - 08/02/1909 - 17/04/1909

HMS BERWICK - 18/04/1909 - 30/04/1909

HMS JUPITER - 01/05/1909 - 31/05/1909

HMS EXMOUTH - 01/06/1909 - 05/06/1911, rising to Ordinary Seaman on 13/08/1910 and Able Seaman on 09/03/1911 and attached to the ship during the 1911 census.

HMS PEMBROKE I - 06/06/1911 - 06/10/1911

HMS ENDYMION - 07/10/1911 - 16/04/1912

HMS PEMBROKE I - 17/04/1912 - 02/10/1912

HMS BLENHEIM - 03/10/1912 - 30/09/1913

HMS EGMONT - 01/10/1913 - 31/03/1914

HMS BLENHEIM (MOSQUITO) - 01/04/1914 - 30/11/1915

HMS PEMBROKE II (MOSQUITO) - 01/12/1915 - 05/02/1916, while on leave in London he married Ellen Elizabeth Leete on 6th January 1916.

1916. Marriage solemnized at The Parish Church in the Parish
of St. Mark Church Greenwich in the County of London

Column	1	2	3	4	5	6	7	8
No.	When Married.	Name and Surname.	Age.	Condition.	Rank or Profession.	Residence at the time of Marriage.	Father's Name and Surname.	Rank or Profession of Father.
266	Jan 6	Albert Edward Simfield otherwise known as Albert Edward Simpson	23	Bachelor	Seaman R.N.	19 Balstoke Rd	Joseph Thomas Simfield	Gas worker
	1916	Ellen Elizabeth Lect	24	Spinster	—	43 Old Woodwich Rd	Joseph Benjamin Lect	Labourer

Married in the Parish Church according to the Rites and Ceremonies of the Established Church by License as above by me,
This Marriage was solemnized between us, { Albert Edward Simfield } in the Presence of us, { Joseph Benjamin Lect }
{ Ellen Elizabeth Lect } { Joseph Thomas Simfield }
St. L. Lister

Marriage Certificate - source, Ancestry.com

Service Record:

HMS PEMBROKE I - 06/02/1916 - 17/04/1916

HMS VIVID I - 18/04/1916 - 30/04/1916

HMS ROYAL OAK - 01/05/1916 - 12/02/1917, rising in rating to Leading Seaman on 11/11/1916 and serving aboard during the Battle of Jutland

HMS DOLPHIN - 13/02/1917 - 25/09/1917

HMS CRESCENT (K17) - 26/09/1917 - 31/01/1918

His pension was awarded to his widow and daughter, born in 1916, following his death, along with his Star, Victory and British war medals.

Sources:

England & Wales, Civil Registration Birth Index, 1837-1915 Free BMD

1901 England Census

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 649

England & Wales, Civil Registration Marriage Index, 1916-2005 General Register Office; United Kingdom; Volume: 1d; Page: 1811

London, England, Church of England Marriages and Banns, 1754-1938 London

Metropolitan Archives; London, England; London Church of England Parish Registers;

Reference Number: P78/CTC/073

British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 010 (1914 - 1919)

CWGC Register

Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 115

Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/10; Scan Number: 0367

World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association; London, England; WWI Pension Record Cards and Ledgers; Reference: 063/0392/Sim-Sin

44. Tilley, Edmund, Acting Leading Stoker, RN

(Po) K 10609

Edmund was born on 22nd July 1890 in Horsham, Sussex to James and Jane and baptised on 19th October in Shipley. He was the youngest of seven children and they all resided at Patman's Cottage, Shipley, with James supporting his large family working as an agricultural labourer. He was recorded as eight months old on the 1891 census.

Ten years later, on the 1901 census, the family had moved to Old House, Shipley where James worked as a cattle stockman on a farm. Edmund was aged ten and attended school, three of his older brothers also worked as carter boys on the farm and two of his eldest siblings had left home.

Edmund joined the Navy for twelve years' service, leaving his job as a labourer. He was recorded as being 5'5" tall with brown hair, grey eyes and a fresh complexion.

Service Record:

HMS VICTORY II - 06/03/1911 - 25/03/1911, training as a Stoker 2nd Class

HMS RENOWN - 26/03/1911 - 01/07/1911

HMS VICTORY II - 02/07/1911 - 21/09/1911

HMS ?? (unreadable) - 22/09/1911 - 12/03/1912, rising to Stoker 1st Class on 06/03/1912

HMS VICTORY II - 13/03/1912 - 13/11/1912

HMS PRINCESS ROYAL - 14/11/1912 - 12/07/1916

HMS DOLPHIN - 13/07/1916 - 25/09/1917, rising to Acting Leading Stoker on 13/07/1916

HMS CRESCENT (K17) - 26/09/1917 - 31/01/1918

Edmund was awarded the Star, Victory and British war medals following his death, issued to his father. He is remembered on the Portsmouth Naval Memorial.



Sources:

England & Wales, Civil Registration Birth Index, 1837-1915 Free BMD

West Sussex, England, Church of England Births and Baptisms, 1813-1920 West Sussex Record Office; Brighton, England; Sussex Parish Registers; Reference: Par 168/1/2/4 1891 & 1901 England Census

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 888 British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 010 (1914- 1919) CWGC Register

Navy Lists, 1888-1970

Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 117

45. Tyrrell, Hugo William Louis, Lieutenant, RN

Born 27th February 1891 Hugo was the son of Sir William George Tyrrell, Baron Tyrrell of Avon and Margaret Ann Urquhart. He entered Naval service on 15th September 1903, attaining Sub Lieutenant on 30th July 1911 and Lieutenant on 30th April 1913.

Service Record:

HMS ALBEMARLE - 15/05/1908 - 05/05/1909, serving as Midshipman

HMS DREADNOUGHT - 05/05/1909 - 10/11/1909

BOADICEA - 11/11/1909 - 13/05/1910

VANGUARD - 14/05/1910 - 11/01/1911

INVINCIBLE - 12/01/1911 - 02/1911

VANGUARD - 02/1911 - 14/05/1911

HECLA for T.B to BLACK PRINCE - 13/06/1911 - 17/06/1912

AEOLUS - 18/06/1912 - 30/09/1913

PRESIDENT (VICTORIOUS & BENBOW) - 30/09/1913 - 02/08/1916, serving aboard HMS BENBOW during the Battle of Jutland.

Listed undergoing an Engineering course at Royal Naval College, Keyham in 1914.

BOADICEA - 03/08/1916 - 01/02/1917

DOLPHIN/CRESCENT (K17) - 12/02/1917 - 30/01/1918

His service record stated “v keen and intelligent, most promising”

“Awarded £5 prize in German in exam”

“Has served during the whole time in the Engine Room, in charge of an E.R watch, very promising Eng Officer”

“ Lt Tyrrell wishes eventually to be selected for S/M service”

“A hardworking officer, should make a valuable officer”

Haslar Hospital 26/03/1917, suffering from rubella, fit for duty after 10 days (05/04/1917)

He was awarded the Star, Victory and British war medals following his death which were awarded to his mother. The effects in his will were issued to his father.

Sources;

Royal Naval Officers' Service Records Index, 1756-1931 ADM 196/145/31

Navy Lists, 1888-1970

British Army and Navy Birth, Marriage and Death Records, 1730-1960

CWGC Register

Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 91

England & Wales, National Probate Calendar (Index of Wills and Administrations), 1858-1995

46. Wards, Cecil, Acting Lieutenant, RN

Cecil was born on 2nd July 1895 in Addington, Kent. He was recorded on the 1901 census along with his two older brothers as pupils at a school situated on Pevensey Road, St Leonards, Hastings.

Cecil was listed on the 1911 census as a Naval Cadet at the Royal Naval College in Dartmouth

Joined the Navy as a Midshipman on 15th January 1913, rising to Acting Sub Lieutenant on 15th January 1915. He was made Sub Lieutenant on 30th September 1915 followed by Acting Lieutenant on 15th April 1917. During 1915 he applied for service in submarines which was granted. He first joined K17 on 8th August 1917 under HMS Dolphin, transferring to HMS Crescent for K17.

Following his death the effects of his will, including £802 were left to Lilian Munro. His Star, Victory and British war medals were issued to his mother.



Sources:

England & Wales, Civil Registration Birth Index, 1837-1915

1901 & 1911 England Census

Royal Naval Officers' Service Records Index, 1756-1931 National Archives AM 196/117/138

British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 006 (1914 - 1919)

CWGC Register

England & Wales, National Probate Calendar (Index of Wills and Administrations), 1858-1995

47. Wheble, Henry Havelock, Able Seaman, RN (Po), 225581

Henry was born at New Cross, London on 29th July 1887, joining the Navy for twelve years service. He was 5'3" tall when measured aged eighteen, with brown hair, hazel eyes and a tattoo of a sailor on his left forearm.

Service Record:

HMS IMPREGNABLE - 23/03/1903 - 01/04/1913, training as a Boy 2nd Class

HMS LION - 02/04/1913 - 09/08/1904, rising to Boy 1st Class on 26/11/1903

HMS BOSCAWEN - 10/08/1904 - 25/11/1904

HMS ROYAL SOVEREIGN - 26/11/1904 - 02/05/1905

HMS VICTORY I - 03/05/1905 - 10/06/1905

HMS BARFLEUR - 11/06/1905 - 22/08/1905, rising to Ordinary Seaman on 29/07/1905

HMS VICTORY I - 23/08/1905 - 27/11/1905

HMS DUNCAN - 28/11/1905 - 17/08/1908, rising to Able Seaman on 12/08/1906

HMS VICTORY I - 18/08/1908 - 29/08/1908

HMS VERNON - 30/08/1908 - 23/01/1909

HMS VICTORY I - 24/01/1909 - 10/02/1909

HMS IPHIGENIA - 11/02/1909 - 06/12/1909

HMS THETIS - 07/12/1909 - 08/06/1910

HMS MERCURY - 09/06/1910 - 30/06/1911, aboard the Cruiser during the 191 census,
stationed at the submarine depot, Portsmouth

HMS ARROGANT - 01/07/1911 - 14/12/1911

HMS FORTH - 15/12/1911 - 01/02/1912

HMS ARROGANT - 02/02/1912 - 10/06/1912

HMS VULCAN - 11/06/1912 - 31/12/1912

HMS ALECTO - 01/01/1913 - 13/02/1913

HMS VULCAN - 14/02/1913 - 26/02/1913

HMS DOLPHIN - 27/02/1913 - 19/03/1913

HMS ROSARIO - 20/03/1913 - 12/03/1915

HMS TAMAR (ROSARIO) - 13/03/1915 - 21/04/1917

HMS DOLPHIN - 27/04/1917 - 25/09/1917

HMS CRESCENT (K17) - 26/09/1917 - 31/01/1918

Henry was awarded the Star, Victory and British war medals following his death; it is not known if/whom they were issued to. He left the contents of his will, £119 to his brother James. He is remembered on the Portsmouth Naval Memorial.



Sources:

England & Wales, Civil Registration Birth Index, 1837-1915 Free BMD

1911 England Census

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 398
British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 010 (1914 - 1919)

CWGC Register

Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/10; Scan Number: 0988

Navy Lists, 1888-1970 National Library of Scotland; Edinburgh, Scotland; British Navy Lists. National Library of Scotland, 2020. <https://doi.org/10.34812/y3wn-j486>; Reference: 92233342

England & Wales, National Probate Calendar (Index of Wills and Administrations), 1858-1995

Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 118

48. White, Alfred, Able Seaman, RN

(Dev) J 6137

Alfred was born in Calstock, Cornwall on 23rd February 1894 to mother Annie and joined the Navy for twelve years service recorded as 5'7" tall when fully grown, with dark brown hair, brown eyes and a sallow complexion with tattoos of an eagle on a basket on his right arm and a white ensign on his left arm. He had previously worked as a labourer.

Service record:

HMS IMPREGNABLE - 04/11/1909 - 30/06/1910, training as Boy 2nd Class

HMS DONEGAL - 01/07/1910 - 02/10/1910, rising to Boy 1st Class on 24/06/1910

HMS VIVID - 03/10/1910 - 14/10/1910

HMS HANNIBAL - 15/10/1910 - 05/11/1910

HMS KING ALFRED - 06/11/1910 - 03/02/1911

HMS DIANA - 04/02/1911 - 03/02/1913, rising to Ordinary Seaman on 23/02/1912 and Able Seaman on 24/02/1912

HMS VIVID - 04/02/1913 - 16/04/1913

HMS DEFIANCE - 17/04/1913 - 20/06/1913

HMS LEANDER - 21/06/1913 - 29/05/1914

HMS MARLBORO - 30/05/1914 - 07/09/1916

HMS VIVID I - 08/09/1916 - 26/09/1916

HMS DEFIANCE - 27/09/1916 - 04/01/1917

HMS WOOLWICH (PYLADES) - 05/01/1917 - 11/06/1917

HMS DOLPHIN - 12/06/1917 - 25/09/1917

HMS CRESCENT (K17) - 26/09/1917 - 31/01/1918

Annie received her son's pension following his death, along with his Star, Victory and British war medals. He is remembered in perpetuity on the Plymouth Naval Memorial.



Sources:

Royal Navy Registers of Seamen's Services, 1848-1939 National Archives of the UK; Kew, Surrey, England; Royal Navy Registers of Seamen's Services; Class: ADM 188; Piece: 659
British Army and Navy Birth, Marriage and Death Records, 1730-1960 National Archives of the UK; Kew, Surrey, England; Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.; Class: ADM 242; Piece: 010 (1914 - 1919)

CWGC Register

Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series: ADM 242/10; Scan Number: 0996

World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association; London, England; WWI Pension Record Cards and Ledgers; Reference: 715/08D
Naval Medal and Award Rolls, 1793-1972 Class: ADM 171; Piece: 11

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Everitt, Don. *K Boats. Steam-powered submarines in World War I*. (George C. Harrap & Co Ltd. 1963)

Kemp, Lt Commander P.K. Kemp, RN. *H.M. Submarines*. Herbert Jenkins, 1952)

Lipscomb, Commander F.W., OBE, RN. *The British Submarine* (Black, 1954)

Nash, N.S. *K Boat Catastrophe. Eight Ships & Five Collisions*. (Pen & Sword, 2009)

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The Naval Review 1919, The “K” submarines ((Henderson, W.H. (editor))

Admiralty documents

Court of Enquiry & findings. 31 January 1918. CLOSED UNTIL 1994

Collisions between:

Submarines K14 and K22

Submarine K22 and HMS Inflexible

HMS Fearless & HM Submarines K17 (latter vessel sunk)

Submarines K6, K7 & K4 (latter vessel sunk)

Minutes and finding of Court of Enquiry.

Court Martial on Commander E.W. Leir, DSO, HMS Ithuriel, commanding 13th Submarine Flotilla

LOG OF HM SUBMARINE No. K6.

Commenced January 1st, 1918.

Finished January 31st, 1918. CLOSED UNTIL 1969

LOG OF HM SUBMARINE No. K7

Commenced January 1st, 1918.

Finished January 31st 1918. CLOSED UNTIL 1969

LOG of HMS FEARLESS. January 31st – February 3rd, 1918.

LOG of HMS ITHURIEL. January 28th – February 3rd, 1918

LOG of HMS VENETIA. January 27th – February 3rd, 1918.

Commonwealth War Graves Commission Register

National Maritime Museum, Greenwich

Royal Navy Historical Branch, Ministry of Defence

Royal Navy Museum, Portsmouth

Submarine Museum, Gosport

Royal Navy Registers of Seamen's Services, 1848-1939 England; Royal Navy Registers of Seamen's Services; Class: ADM 188

Piece: 659 British Army and Navy Birth, Marriage and Death Records, 1730-1960

Admiralty: Naval Casualties, Indexes, War Grave Rolls and Statistics Book, First World War.;

Class: ADM 242; Piece: 010 (1914 - 1919)

Royal Navy and Royal Marine War Graves Roll, 1914-1919 TNA Series

World War I Pension Ledgers and Index Cards, 1914-1923 Western Front Association

The National Archives of the UK, Kew

Wessex Archaeology

WWI Pension Record Cards and Ledgers

