The History of Chepstow's

Unique War Memorial.



By Bryan Rendell.

Reproduced by Chepstow Town Council.

Information on the Chepstow Gun.

The gun in question is the 10.5cm L45 calibre gun.

This type of gun became the standard deck gun for U-Boats in 1918.

UB 91 was commissioned with this armament, other U-Boats with the older 8.8cm L30 guns were mostly refitted with the 10.5cm in 1918.

The gun was an adaptation of the 10.5cm anti aircraft for surface ships.

The mount was streamlined and allowed for elevations from -10 to +50 degrees, thus making it theoretically possible(but impracticable) to engage airborne targets.

Gun elevation and traverse were controlled by a single gunner, who also fired the gun by pressing a lever with his knee.

The shell weighed 18kg. and the muzzle velocity was 650 m/sec.

In 1918 the range of the gun was 6,500 yards, but developments of the gun and new explosives have increased the range of subsequent guns to 10,007 and 11,674 yards, depending on the type of explosive propellant used.

The Submarine Gun was an attacking weapon, which could be used on slow moving ships or convoy stragglers.

Foreword.

This project started out with a friend of mine, Mr. Trevor Williams, from Rogiet showing me some old photographs of a submarine taken in Newport Docks in 1919.

Trevor, who is a relative of William Charles Williams, was convinced that they were pictures of the submarine from which the Chepstow Gun came.

I told Trevor that I would do my best to find out some more information and set to work on a research project, which, to me personally, has had some remarkable results.

As you read the research paper you will notice that the submarine saw action in WW1 in The Bristol Channel and off the Pembrokeshire Coast, sinking five ships – four with torpedoes and one with **Gun Fire.**

So the Chepstow Gun has been used in anger.

I wrote many letters and E mailed numerous places to find out more information, and struck lucky when Jorn Ankersen Jensen confirmed that the submarine was UB 91. He gave me a lot of information and details about the submarine.

This was confirmed when I had information from The Public Records Office, Kew. Kew also sent me a translated log of the submarine showing the ships it had sunk in 1918 and the ports it had visited after surrender at Harwich.

From the Kew records, it visited Cardiff, Swansea, Newport, Port Talbot and Pembroke Dock. Pembroke Dock struck a chord with me, because my mother's family came from there.

Her father was a blacksmith in the local dockyard and her two brothers were shipwrights, working in the Dockyard.

I can distinctly remember my mother telling me that when she was 14 or 15 years of age her brothers took her on board a German Submarine, which had been towed to Pembroke Dock.

Another strange thing I came across through my researches was that there was an unknown Coast Guardsman buried in Lamphey Cemetery. Both my aunt and uncle and her family are buried in Lamphey Cemetery, nr. Pembroke.

So you can see why the project had a special meaning for me.

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Relatives of Williams Charles Williams V.C.

Besides the Submarine Gun.

March, 2007.



Mrs Jacqueline Avery – granddaughter,
Mrs Carol Dutson, Mrs JeanRedding - cousins
Mr. Trevor Williams – grandson of William Charles Williams.

Chepstow's Unique WW1 German Submarine Gun.

The only Town to have a Gun as a War Memorial in the U.K.

Recently I was shown two photographs of a submarine with a gun, like the one at Beaufort Square, Chepstow.

The photographs were in the possession of Mr. Trevor Williams, a descendent of William Charles Williams who was awarded his Victoria Cross for his gallantry at Gallipoli in 1915. Trevor received the copies of the photographs from other members of the family.

WW1 German Submarine at Newport Docks 1919.



Lieutenant W. Brookes is standing at the back of the gun.
Sub. Lieutenant Murphy is on the left by the two sailors



Lt. W. Brookes and five crew took the submarine around the Welsh Ports on 'Goodwill Visits'.

Lt. W. Brookes was born in Blaenavon and his father was still working at The Flour Mill Colliery, Bream, Forest of Dean in 1919.

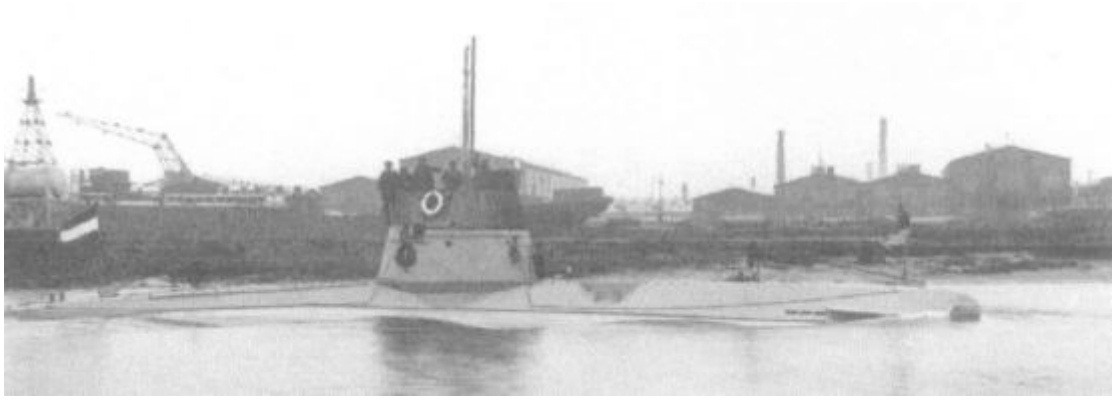
Lieutenant Murphy is on the left of the picture.

Lt. William Brookes was born in Blaenavon in 1887, the son of Thomas Brookes b.1860 in Worcestershire and Mary Brookes b. 1853 in Bream, Glos.

Trevor told me that the photographs might have been taken, at Newport Docks in 1919. Documents from PRO KEW have confirmed that the pictures were taken between the 12th. January, 1919 and the 20th January, 1919 at Newport, Mon.
The gun was later removed, and brought to Chepstow.

I have trawled the internet and found out that the submarine **UB9** built in Germany and transported to Pula, in the Adriatic, in pieces by train. There it was re-assembled and did duty in the waters around the Dardanelles. It was a small submarine with a crew of 13 and one Officer. It had no deck gun and only two torpedoes.

See Photograph:



When WW1 ended, it was broken up in Germany in 1919.

So what is the submarine in the two pictures?

I have contacted experts from all over the world on the internet and they are sure that the submarine is **UB91** . The photographer was so keen to get the dignitaries into his picture that he didn't get the full number of the submarine.

UB 91 was on a good will visit to Newport between 12th January, 1919 to the 20th January, 1919. Notice that the gun in the photographs and the one at Chepstow are the same – 105mm.

UB91 was launched on the 7th March, 1918.

Her Commander was Wolf-Hans Hertwig.

From her launch until 11th November,1918 she did two patrols, sinking 5 ships for a total of 16,448 tons (warships excluded)

On the 21st. November 1918 she surrendered and was broken up at Briton Ferry in 1921

Two of the submarines notable sinkings were in the Bristol Channel when she torpedoed the **CGC Tampa and the Hirano Maru.** The Tampa had escorted convoy HG-107 from Gibraltar to Milford Haven. Tampa departed company with the convoy and as it made its own way into the Bristol Channel it crossed the sights of the submarine. The Submarine did a submerged attack and sank the ship with one torpedo – all hands were lost. Six weeks later two bodies were washed up at Freshwater East. Both were buried at Lamphey Churchyard, and later one was taken back to America and the unknown sailor is buried in Lamphey Churchyard, Pembroke, where local citizens care for his grave to this day.
If you look at pictures of UB9 and UB91 you will notice the shape of the conning tower had changed, plus a gun added.

Chepstow Gun Today.



The Gun was unveiled in January 1922 by Mrs Francis Smith, sister of W.C.Williams. V.C.





The River Clyde
Painting by Charles Dixon.
The original is hanging in St. Mary's Church.
Purchased by public subscription and unveiled
By Captain Unwin VC on the 8th January, 1922..



William Charles Williams V.C.
Service Number: 186774
Date of Death: 25th. April 1915
Recorded on Portsmouth
Naval Memorial.

William Charles Williams was born in Stanton Lacy North of Ludlow, Shropshire and registered in 1881 in the District of Ludlow, Herefordshire.

He was the son of William and Elizabeth Williams of Chepstow, Mon. They lived at No. 11 Nelson Street, Chepstow, Mon.

His sisters were Frances, born 1882 in Sheffield; Annie, born 1884 in Birmingham and Rose, born 1887 in Leeds.

Before joining the Navy William Charles Williams worked as a labourer and lived at The Gardens, Chepstow.

He joined the Boys Service in Portsmouth in 1895 and was promoted to Boy's First Class in 1896, Seaman in 1898 and Able Seaman in 1901.

He joined the Royal Fleet Reserve in 1910, and was called to serve in the war in August 1914.

During his career, he served on eighteen different ships, more than once on some.

William Charles Williams was 34 years of age when he was awarded his Victoria Cross – posthumously.

On the 25th April, 1915 during the landing on V Beach Cape Helles, Gallipoli, Turkey, Able Seaman Williams, with three other men (George Leslie Drewry,

Wilfred St. Aubyn Malleson and George Mckenzie Samson) were assisting the Commander Edward Unwin of their ship, HMS River Clyde at the work of securing the lighters.

He held on to the rope for over an hour, standing chest deep in the sea, under continuous fire. He was eventually dangerously wounded and later killed by a shell whilst his rescue was being effected by the Commander, who described him as the bravest sailor he had ever met

There is a comprehensive display at Chepstow Museum of William Charles Williams. Giving a full History of his Life, Family and Full Service Record.

Well worth a visit.

In Memory of
Able Seaman WILLIAM CHARLES WILLIAMS
VC

186774, (RFR/PO/B/3766), H.M.S. "Hussar.", Royal Navy
who died age 34
on 25 April 1915
Son of the late William and Elizabeth Williams, of Chepstow, Mon.
Remembered with honour
PORTSMOUTH NAVAL MEMORIAL



Commemorated in perpetuity by
the Commonwealth War Graves Commission



Captain Edward Unwin.

Edward Unwin already had a successful career at sea before the outbreak of the First World War. After completion of his education he joined Donald Currie's sailing ships, the P & O Company, and then served in the Egyptian Navy.

He joined the Royal Navy on the 16th October, 1895 as a Lieutenant, promoted to Lieutenant Commander in October, 1903, and attained the rank of Commander upon retirement.

Edward Unwin was recalled to the Royal Navy on 29th July, 1914 as the Fleet Coaling Officer to HMS Iron Duke, on Admiral Jellicoe's staff.

Commander Unwin was given command of HMS Hussar in February 1915 and was given the acting rank of Captain for the River Clyde landings on the Gallipoli Peninsular, planned for April 1915.

Under the guidance of Captain Unwin, an old collier was prepared for landing thousands of troops on 'V' Beach, Seddul Bahr, Gallipoli.

Large holes were cut in the ship's side level with the decks, and sloping gangways suspended by wire hawsers were run out so that the men could rush down them as soon as the ship touched the ground. Barges were made fast to the sides of the steamer so that a floating bridge might be formed from them if she grounded too far from the beach. Alongside were 'tows' of five boats each, packed with men of the Dublin Fusiliers, who were to land first and cover the disembarkation of the troops.

The open boats and River Clyde touched almost at the same moment and no sooner had the first of them grated on the bottom than terrific machine gun fire was opened up from the whole of the surrounding hills that dominated the beach.

For a considerable distance to seaward, the bottom had been strewn with barbed wire and as the Dublin Fusiliers leapt into the water they found themselves entangled in the wire and were shot down where they stood. The open boats were held fast and their naval crews were wiped out.

As the River Clyde grounded, the lighters that were to form the bridge, were run out ahead, and the troops began to pour out of the holes in her sides and down the gangways; but the lighters failed to reach their proper stations. A gap was left between two of them, which it was impossible for men to cross, and scores were shot down as they stood helpless on the uncompleted bridge.

Captain Unwin and Able Seaman William Williams made a line fast to one of the drifting lighters and, dropping over the side, waded through the water and towed the barge towards a spit of rock that gave direct access to the shore.

In the meantime,Captain Unwin and Williams had nearly reached the rock with the lighter in tow when they found that the rope they had was not long enough. Drewry at once went back to the ship to get another length of rope, whilst the other two were waiting.

Williams was shot as he stood breast deep in the water. Captain Unwin carried him back to the lighter but Williams was already dead. When Drewry returned with the rope it did not take long to make the lighter fast, and then the troops began to pour across the shot-swept bridge.

Captain Unwin had been working amongst the lighters, nearly all the time waist deep in water, but the physical strain was beginning to tell, after all he was fifty-one years of age. He was obliged to return to his ship where he was wrapped in blankets.

Having to some degree recovered, he returned to his work, against the doctor's orders and completed it. He was later attended to by the doctor for three bullet wounds and then he left the ship again , this time in a lifeboat, to save wounded men who were in the shallow water near the beach. He continued this work until he had to stop through sheer physical exhaustion.

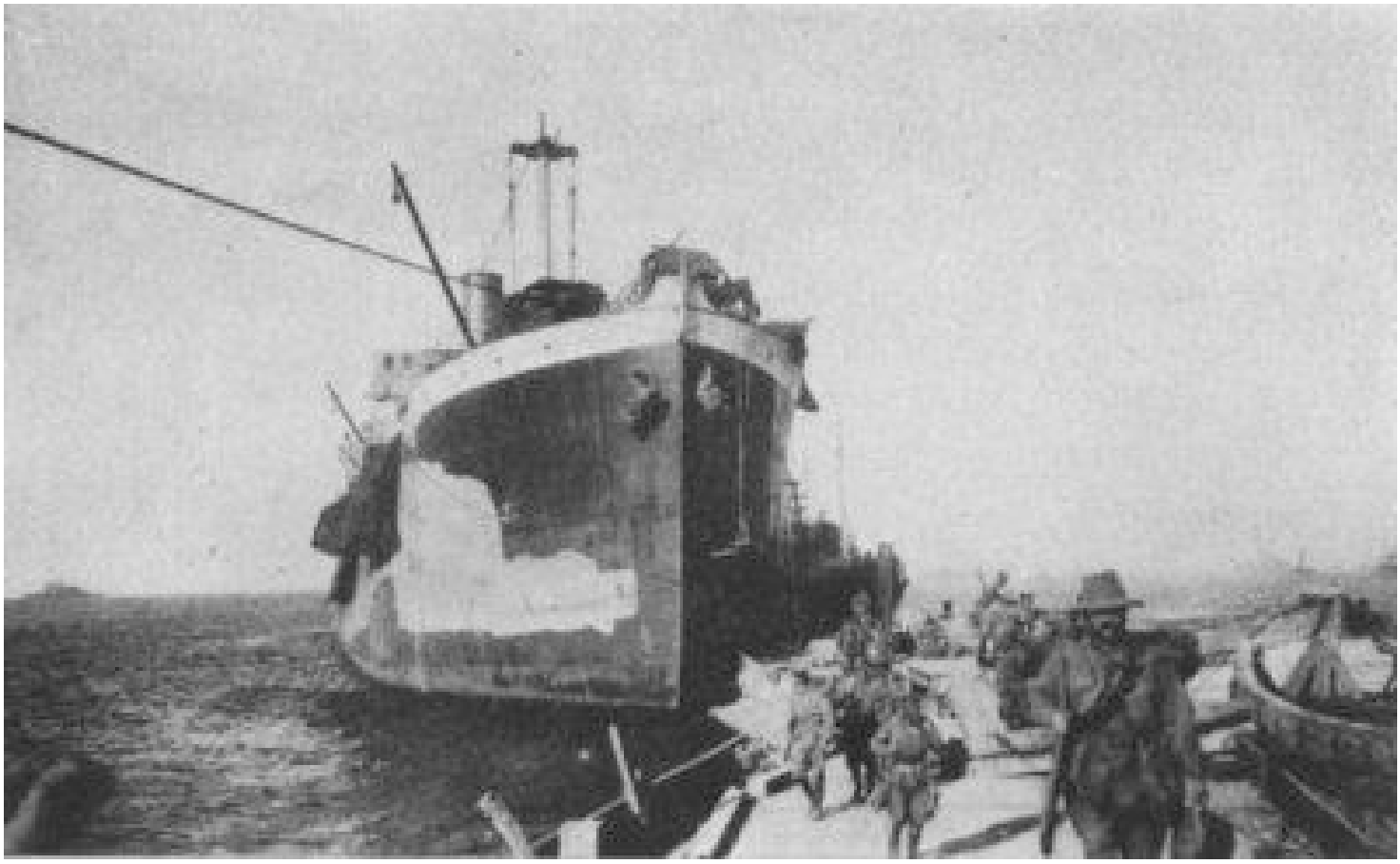
Following his actions at Gallipoli, Edward Unwin continued his Naval Career. In 1916 he was given command of HMS Amethyst on the South-East coast of America.

In January 1917 he was appointed Principal Naval Transport Officer, Egypt.

In January 1919 he was appointed Principal Naval Transport Officer Eastern Mediterranean, with the rank of Commodore.

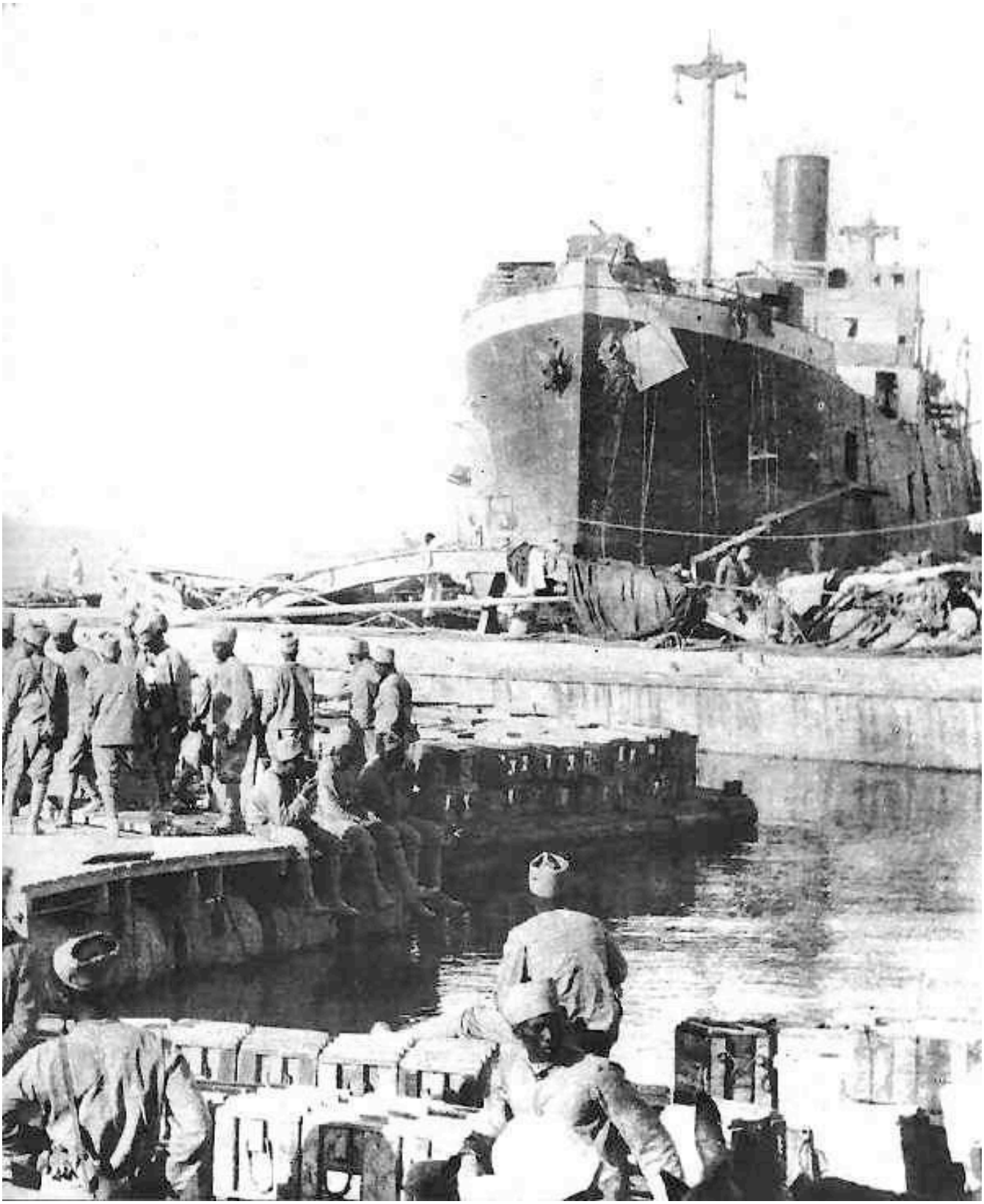
He died at his home in Hindhead on the 19th April, 1950, aged 86, and is buried in St. Luke's Churchyard, Grayshott, Surrey.

Actual Photographs of The River Clyde at Gallipoli.



Australian Troops disembarking next day after the initial grounding.

Of the 1000 Dublin Fusiliers, 600 were either killed or wounded on the first day, and only 11 men survived the Gallipoli Conflict.



French Senegalese Troops unloading stores from SS River Clyde.



Picture taken from the SS River Clyde of 'V' Beach, Gallipoli.

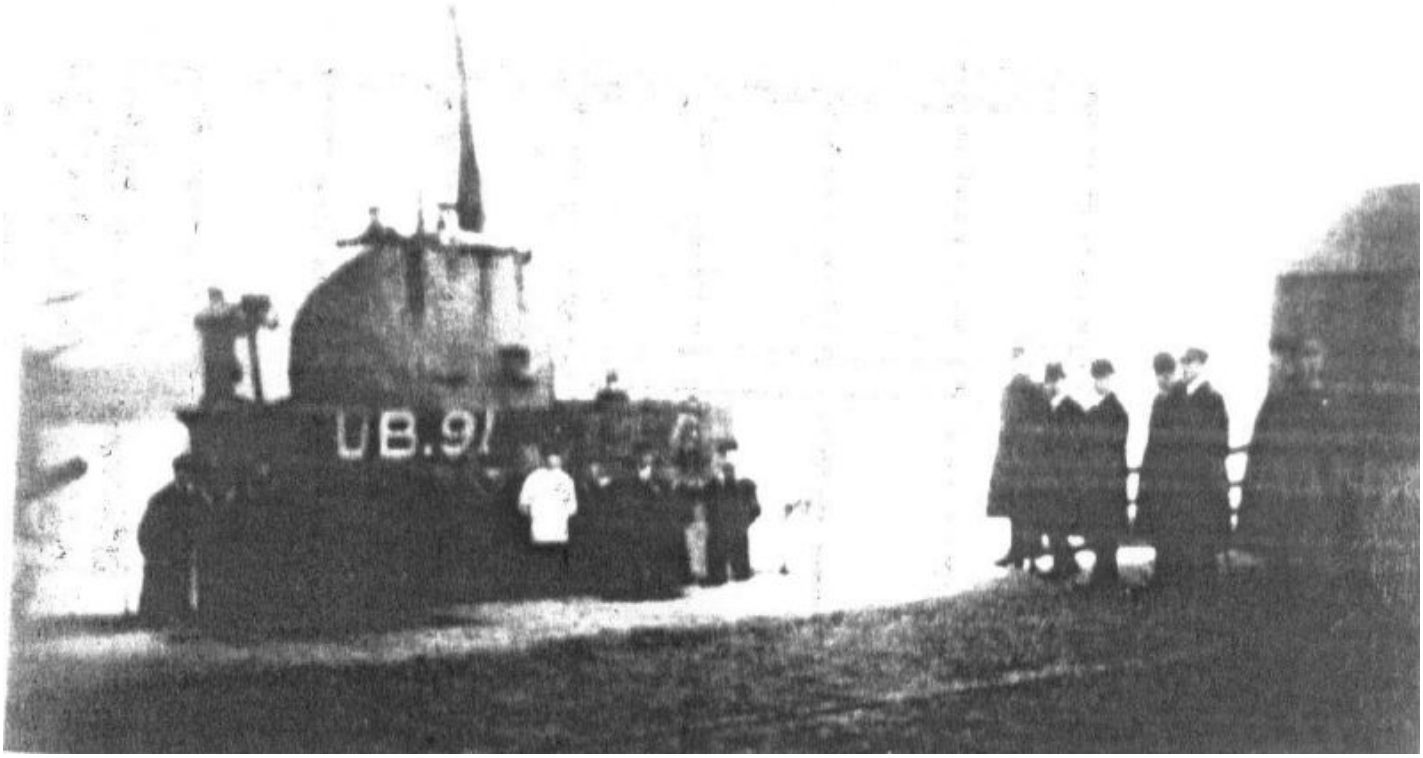
The 90th Anniversary Anzac Parade - 25th April, 2005.



Trevor Williams and Relatives examine the Specially Commissioned Plaque Depicting the SS River Clyde's Landing.



The Wreath Laying Ceremony with Members of the Chepstow Branch - Royal Naval Association.



Submarine UB 91 at Newport Docks January, 1919

Thanks to Chepstow Collectibles for allowing me to photocopy print.

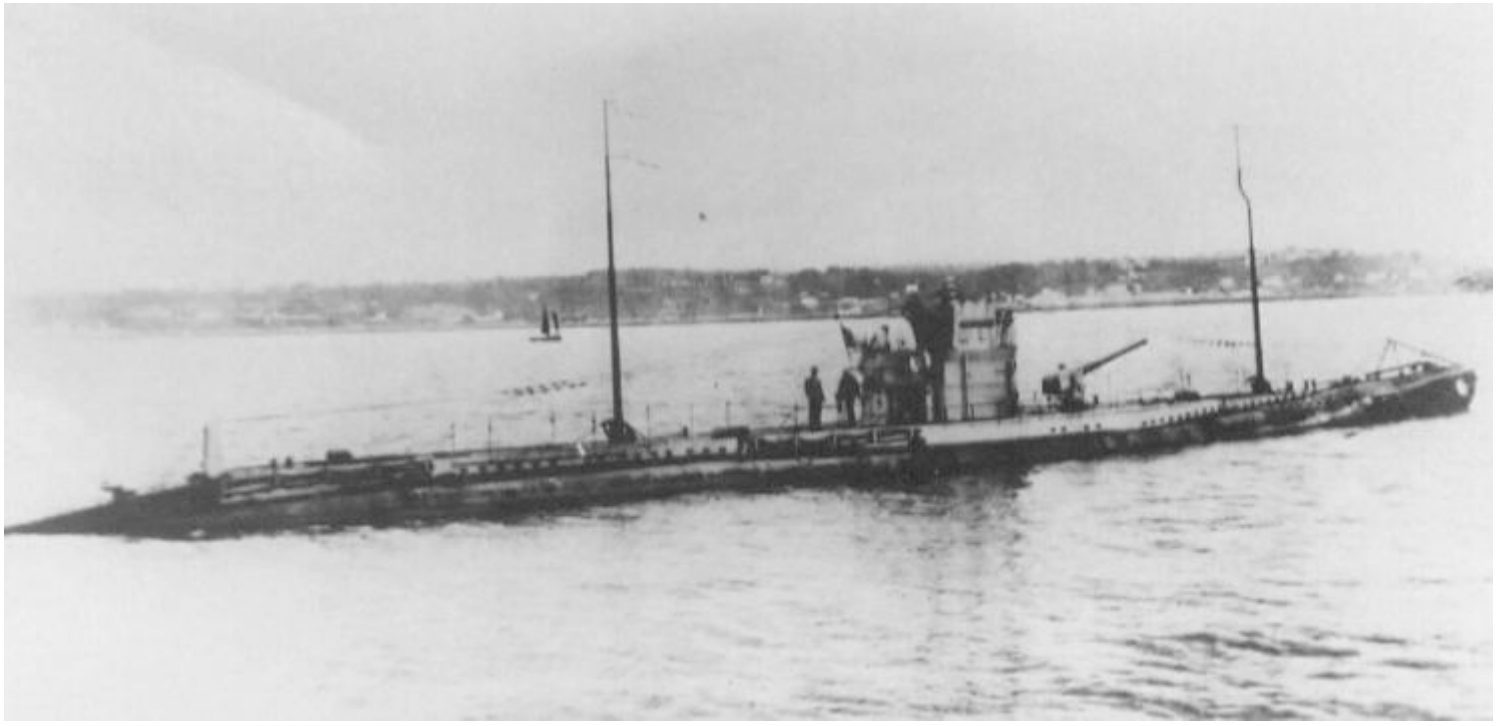
Submarine UB 91 at Cardiff in 1919.



© With thanks to Mr. Roy Evans, Neath.

History of Submarine UB 91.

Thanks to Tony Markes who got this photograph from the
U-boat Archive, Cuxhaven, Germany



UB 91 would have looked like this submarine - UB 94, which became the French Submarine Trinite Schillemans until 24th July, 1935 when she was broken up.

Technical Data of UB 91.

Built	" Vulcan", Hamburg.
Building No.	107
Building period.	1917-1918
Surface tonnage.	510 tons.
Sub. Tonnage.	640 tons.
Length.	55.52 metres.
Width.	5.76 metres.
Diving depth.	75 metres.
Time for diving.	30 seconds.
Motor.	2 MAN-Vulcan 6 cyl.4 stroke diesel.
HP.	1100hp at 450 revs.
Electric Motor.	788 hp at 362 revs.
Surface speed.	13.0 knots.
Submerged speed	7.4 knots.
Fuel capacity	71 tons.
Crew	34.

Armament

Bow tubes	4.
Stern tubes	1.
Torpedoes	10.
Artillery	**105 mm gun.**

7.3.1918	Launched. A.G. Vulcan, Hamburg.
11.4.1918	Taken into service with Kapitanleutant Wolf-Hans Hertwig.
27.6.1918	Went to 11. U-Flotilla after finishing trials.
20.7.1918	Left Heligoland via the Baltic and North of the Orkneys towards the area North and Northwest of Ireland.
28.7.1918	Until the 6th. August there was no possibility to sink any ships in the operation area. Made tests of the depth rudder.
04-08-1918	Sank **SS Reinhart** **with gunfire**. – **5520N 631W.** **2 lives lost.**
15.8.1918	Arrived in Hamburg by the same route they went out.
14.9.1918	Left Heligoland via the Baltic, North of the Orkneys and Western Hebrides and Ireland and through the St George's Channel to the Irish Sea.
25.9.1918	South of Ireland sank an armed English steamer – **Hebburn ,** 1938 t.

with a **submerged torpedo**. **6 lives lost** – **5140N 728W**

26.9.1918 In the dusk of the Bristol Channel, they sank **USN Cutter Tampa,** 1181 t. with a **submerged torpedo.** All **131 perished – 5018N 654 W**

28.9.1918 In the Irish Sea they sank an English steamer – **Baldersby,** 3613 t. with a **submerged torpedo**. The steamer was on its way to England from Canada with 5912 t. of oats and wheat. **2 lives lost – 5303N 539W**

4.10.1918 In the morning before dawn in the St George's Channel they observed a vessel in the heavy seas, that at first sight looked like a big steamer. When they manoeuvred to an attack position, more vessels came out of the darkness, 5-6 steamers and 4 destroyers. They were in the middle of a convoy. **They quickly fired two torpedoes against the largest target, a steamer of approx. 7,000 t. One of the torpedoes hit the target, they dived to 50 metres.** 5 minutes after the hit they again went to periscope depth. They observed the target laying with a heavy list, but because they couldn't see the other vessels in the darkness they again went to 50 metres.
Shortly afterwards there were six heavy explosions – depth charges- near UB91. They wanted to go to periscope depth but couldn't due to the propeller noise of the destroyers. After one and a half hours they managed to go to periscope depth and observed a destroyer where they had torpedoed their target. There was no sign of the original target.
5112N 701W. – 292 lives lost.
UB91 then left the area at periscope depth, very slowly, so as to leave no white spray from the periscope. It was difficult to keep the depth and UB 91 went to 8 metres where she was observed by the destroyers. She quickly dived to 50 metres and shortly afterwards eight depth charges exploded, but caused little damage.
Because of the heavy seas they stayed at 50 metres for the next 3 hours.
The steamer was in fact the Japanese liner – **Hirano Maru** – 7936 t.
The destroyer that attacked UB 91 was most likely **the American Destroyer – Sterett.** UB 91 fired torpedos at the destroyer, but missed. **The Hirano Maru** is thought to have sank near Freshwater.

15.10.1918 Arrived in Heligoland via the Shetlands and Baltic.

21.11.1918 Surrendered and delivered to Harwich, U.K.

1921 Broken up in Briton Ferry, Wales.

Thanks to Joern Anderson, Denmark and P.R.O., KEW.

Wolf Hans Hertwig.

Biography.

1.10.1885	Born
6.4.1904	Joined the Navy.
- 1910	Konig Wilhelm.
- 1911	Victoria Louise until 1913
- 1914	Westfalen, Watch officer until April, 1917
11.4.1918	UB91, Commander for rest of war
29.1.1920	Left the Navy

Ranks.

16.10.1909	Oberleutnant zur See
17.10.1915	Kapitanleutnant

Medals.

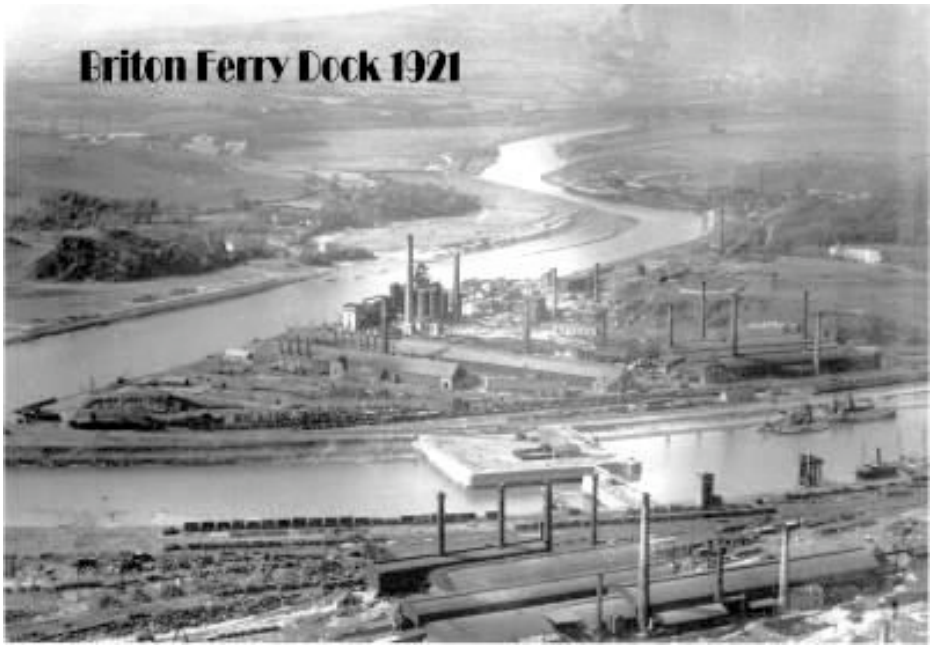
Iron Cross, 2 class

Grobherzoglich Oldenburgische Friedrich August Kreuz 2. class

Herzoglich Sachsische Meiningensches Ehrenzeigen fur Verdienst im Kriege, cross of bronze

Briton Ferry Docks in 1921?

Briton Ferry Community Web Page



C.G.C. MIAMI later re-named TAMPA.





Members of the crew of CGC Tampa in 1918.

Based in Gibraltar, the **Coast Guard Cutters Tampa,** Ossipee, Algonquin and Manning made up Squadron two of Division six of the Atlantic Fleet Patrol Forces.

Their mission was to protect convoys from submarine attacks.

In a little more than a year, **Tampa,** under the command of Captain Charles Satterlee, escorted 18 convoys, comprising a total of 350 vessels, through the U-Boat infested waters from Gibraltar to Britain.

Tampa's record for this period was outstanding. **Tampa** was never disabled, and it's one request for spares had been for minor items, despite its spending more than 50% of its time at sea and steaming an average of 3,566 miles a month.

On September 26, 1918, the day of the Franco-American attack in the Argonne, Tampa was escorting convoy HG-107 from Gibraltar to Milford Haven, Wales. During the late afternoon, **Tampa** parted company with convoy, which it had just escorted into the Irish Sea. Ordered to put into Milford Haven, **Tampa** proceeded independently towards its destination.

That evening as it made it's way up the Bristol Channel, the warship crossed the sights of the German submarine UB-91. The U-Boat made a submerged attack and sank the Tampa with a single torpedo.

Captain Wolf-Hans Hertwig wrote, that two minutes after the initial explosion a second detonation took place, perhaps occasioned by the depth charges of the sinking vessel. UB 91 surfaced to search for men and wreckage, but nothing was found.

It appears that the action took place sometime between 8.30 pm and 9 pm. Ships in the convoy lost sight of the cutter as it slipped beneath the horizon at about 7 pm., and the radio operator aboard the convoy flagship reported having felt the shock of an underwater explosion at about 8.45 pm.

Furthermore, German records of UB-91's war cruise specially identify very closely **Tampa** as the ship UB-91 sank " at evening twilight " on September 26. In all probability **Tampa** went down very rapidly without ever seeing its adversary or bringing its defences into action.
Tampa sank with all hands – 131 Officers, crew and passengers.
Search and rescue efforts over succeeding days turned up only wreckage, clearly identified as coming from the **Tampa.**

Two bodies in US Naval uniforms were later washed ashore. No survivors were ever found. **Tampa's** name was struck from the Navy list as of the date of her sinking.

The dead included 111 Coast Guardsmen, four US Navy men, a Captain of the British Army, ten seamen of the Royal Navy, and five civilian dock workers.

Admiral William S. Sims, the senior US Naval Officer on duty in Great Britain, received the following letter from the Lords of the Admiralty:

" Their Lordships desire me to express their deep regret at the loss of the Tampa. Her record since she was first deployed in European waters as an ocean escort to convoys has been remarkable. Appreciation of the good work done by USS Tampa may be some consolation to those bereft, and their Lordships would be glad if this could be conveyed to all concerned"

The authorities were able to identify one of the bodies that washed ashore as being **Coast Guard James Marconnier Fleury,** but the other was never identified. They were both buried with full military honours at **Lamphey Churchyard,** a small country churchyard, near Pembroke, Wales.

Fleury's family later brought home his body and buried him in a cemetery in Long Island. N.Y., but the unidentified Coast Guardsman still rests in **Lamphey Churchyard.**
Local citizens care for his grave to this day.
The loss of the Tampa represented the greatest loss in combat fatal casualties for the United States and Coast Guard during World War 1.

There have been a number of monuments and memorials established in honour of **Tampa** and her crew. American Legion Post No. 719 is named in honour of **Tampa** and the **City of Tampa** erected a monument listing the names of her crew.



Lamphey Church, Nr. Pembroke, January 2007

© Courtesy of Rev. Roger Jones



Capt. Lawrence H Sorncis, C.O. U.S. Coastguard, Europe laying a wreath at the unknown U.S. grave on 24th September, 1993.

© Courtesy of Mr. Tony Markes

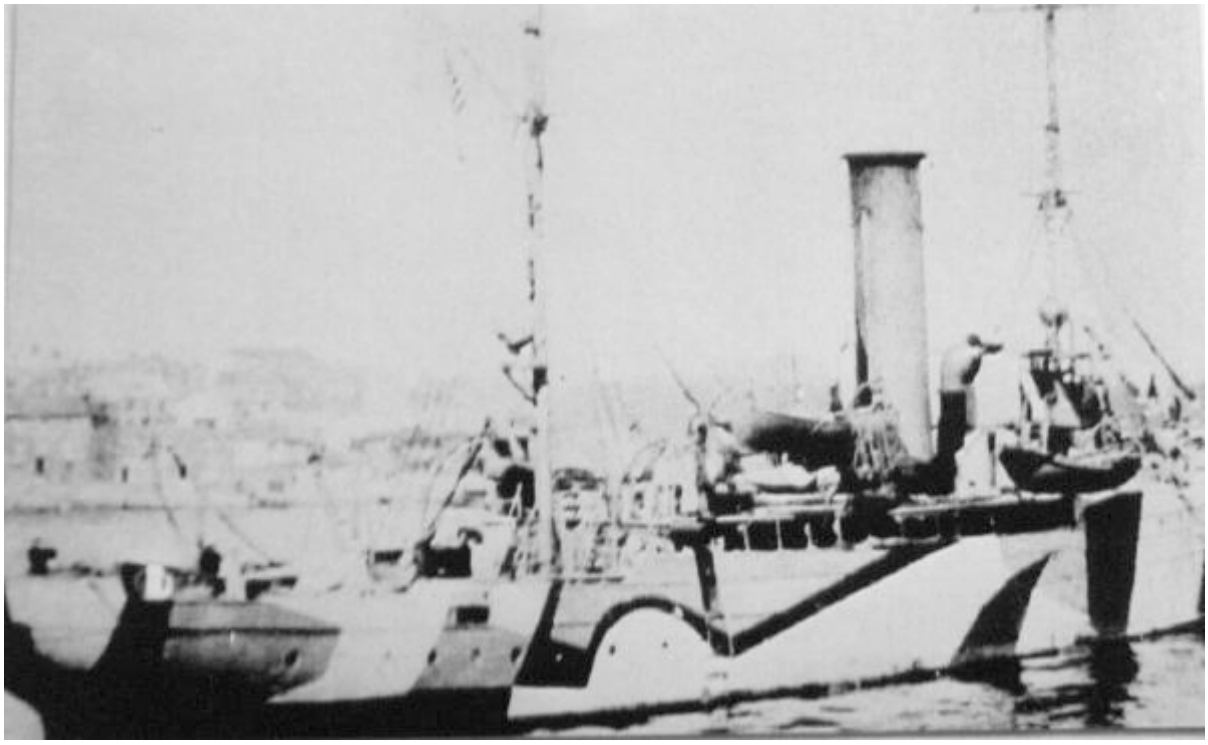


Grave at Lamphey Cemetery 2007



American Legion Plaque by Grave at Lamphey.

© Courtesy of Rev. Roger Jones



A rare picture of the Tampa when she was in PLYMOUTH in 1918. Note the dazzle camouflage.

© Courtesy of Mr Tony Markes

The Coast Guard WW1 monument at Arlington is known as the ***Tampa Memorial*** and honours all of the Coast Guardsmen who perished during WW1.

Finally, in January 2001, the Coast Guard Posthumously Awarded each 'Tampa' Crewman a Purple Heart.



Memorial at Gibraltar



TAMPA memorial at ARLINGTON Cemetery



Boat Plate from Tampa Found at Porthcawl 14th. April, 1924



J.M. Fleury Gravestone

© Courtesy of Mr. Tony Markes

Taken from a piece in 'The Western Telegraph'

September 6th. 1989.
by Coastguard Officer Dutchy Holland.

- **Dutchy story begins in Dale cemetery where there is a memorial : In memory of eight unknown heroes washed up at Dale during the**
- **Great War 1914 -1918.**

They were interred during November 1918. Parish records from adjacent villages also indicated that two bodies were also buried in Marloes, two in St Ishmaels and one in Herbranston. All were unknown and buried at the same time.

From local newspapers of the time Dutchy found out that other bodies were also washed up at Solva, St Davids and on Ramsey Island. Some of the bodies were identified by documents on their person as passengers on the Hirano Maru.

He found that the Hirano Maru sailed from Liverpool on the evening tide of the 1st. October, 1918, bound for Yokohama, calling at Durban. Some time on the morning of the October 2nd. She joined a South bound convoy.

As the master, Capt. Hector Fraser, a Scot, navigated his ship through the Irish Sea, he nor his 320 passengers and crew could foresee the horrors yet to befall them in the next 24 hours.

Ahead of them in the Saint Georges Channel was the predatory German Submarine UB 91.

Records show that there was a full gale blowing at this time, with rough seas and heavy swell. UB 91 fired two torpedoes at the largest ship – the Hirano Maru - from the surface and dived immediately, and although being hunted by the destroyers, managed to escape.

At 05.40 **Sterett** gave up the attack and headed for the last position of the stricken liner. . On arrival **Sterett** lowered her whaler to pick up survivors. The records show that there were many people in the water with life jackets and clinging to wreckage.

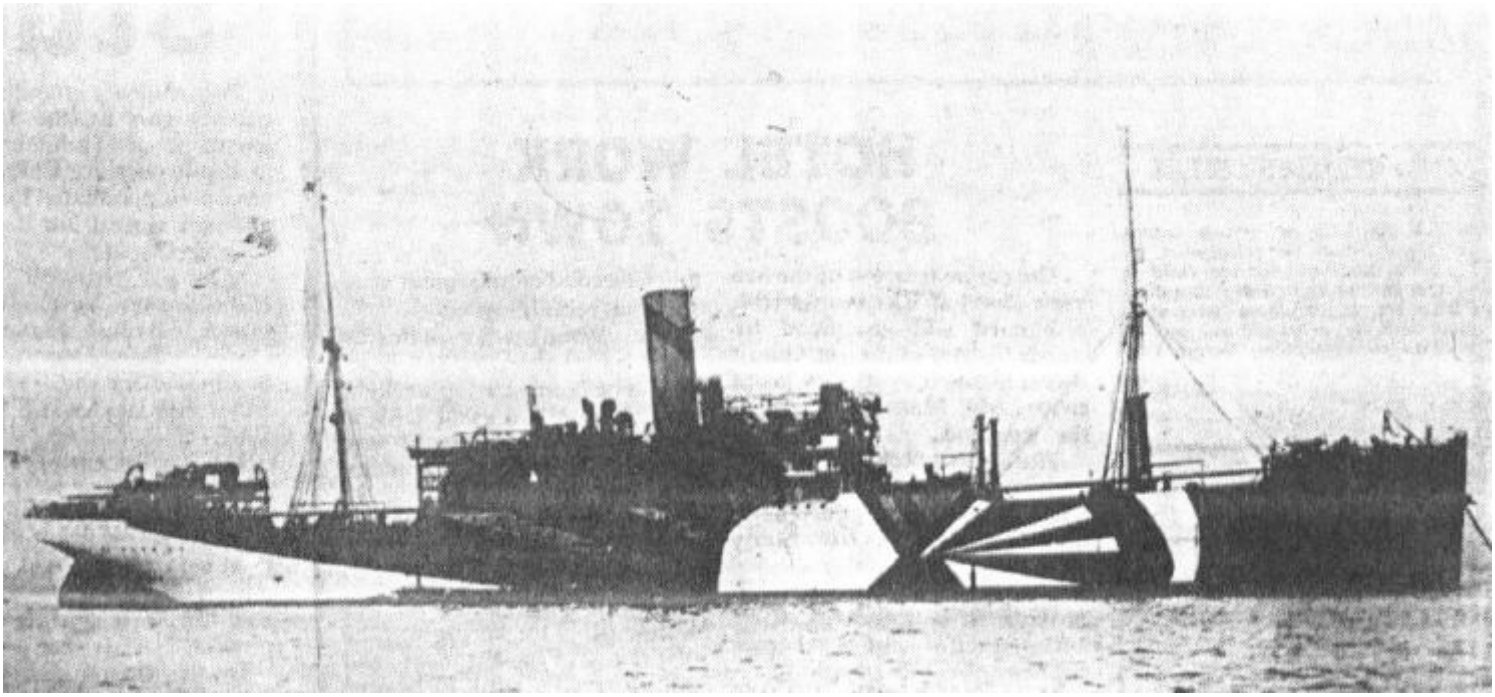
Sterett had to leave the scene as torpedo tracks were noticed heading for her. She altered course to the estimated position of the submarine and a further pattern of eight depth charges were dropped.

With UB 91 creeping away, Sterett continued the gruesome task of picking up survivors, many died from exhaustion in the cold water. Five of the people picked up were pronounced dead and the ship stopped and buried them at sea.
Twenty four hours later, USS Sterett entered Queenstown and 28 survivors and one body were landed – 17 crewmen and 11 civilians.

One of UB 91 engines started to run hot and she lay off Cornwall whilst temporary repairs were made to the cooling system. She started her journey back to Heligoland and just off Ireland she espied a collier, but having fired all her torpedoes she didn't bother to attack.

The Hirani Maru was the last victim of UB 91. Armistice was declared in November, 1918 and UB 91 surrendered at Harwich. -- USS Sterett survived WW1 and returned to the United States, eventually being broken –up in 1935.

The Hirano Maru.



Monument at Dale Cemetery.



Dutchy Holland and the cross in Dale cemetery which marks the grave of eight 'unknown heroes' of the Hirano Maru. (Telegraph picture)

© Courtesy of The Western Telegraph

History Of UB91 after she Surrendered.

4.12.1918 **Left Harwich for Cardiff.**

9.12.1918 **Arrived in Cardiff then Swansea.**

12.1.1919 **Left Swansea for Newport.. (see Extract from S.W. Argus)**

21.1.1919 **Arrived at Port Talbot.**

24.1.1919 **Telegram from Milford Haven says that due to steering gear and machinery problems arrangements for UB91 to visit Llanelli are cancelled. She will be towed to Pembroke Dock on the 27th January.**

27.1.1919 **Telegram from Milford Haven says that tug Francis Bacon sailed for Port Talbot to tow UB91 to Pembroke Dock.**

29.1.1919 **Left Port Talbot for Pembroke Dock.**

29.1.1919 **Telegram from Milford Haven says UB 91 arrived at Pembroke Dock.**

In an E mail posted on Briton Ferry Community Web page the web administrator comments that he had heard people talking about a submarine getting stuck in the River Neath. It had to be dismantled or blown up to remove it. He is going to find out.

T.W. Ward owned the Breaker's Yard at Briton Ferry and the sale of the gun to the Admiralty would have off-set some of the losses incurred.

Further extracts and information from Newspaper cuttings: Thanks to Newport Reference Library.

The South Wales Argust. 13th and January 18th, 1919

U-Boat at Newport – Commander a Monmouthshire Man.

Official Inspection by the Mayor.

A unique opportunity is this week being offered to the people of Newport to inspect one of the surrendered German Submarines, and at the same time to assist the very deserving Naval Charity and Mercantile Marine Charities, to which the proceeds of the charge of admission will be devoted. – 6d to look, and 1s to go on board.

The vessel, which is the **UB 91** is berthed on the west side of the inner end of the Town Dock, and is easily approachable from Dock Street.----

----Lieutenant W, Brookes took over from the Germans at Harwich and he and his crew of 5 men sailed the vessel to Cardiff, Swansea and now Newport.

Lieut. Brookes told the reporter that UB 91 had sunk the USS President Lincoln. In fact the USS President Lincoln, a troop ship, was sunk by three torpedoes from Submarine U 90. Of the 715 soldiers and crew on board 26 were lost.
In the course of the interview Lieutenant Brookes said he was originally from Blaenavon and said his father worked as a miner at Trafalgar Pit, Pontypool and was still working at the Flour Mill Colliery, Bream, Forest of Dean.
He said he had joined the Navy when he was 14 years of age and steadily rose to the rank of Warrant Officer, which he held until war was declared. He was offered and accepted a commissioned rank. His last command was the British Submarine C6.
The Submarine arrived the previous Sunday, and looked very sinister to all who saw her.---- **the visit should do much to make the public really grateful to our splendid Navy for their increasing vigil and magnificent defence, which kept the population of these Isles from starvation**.

On the Monday morning an Official Inspection was made by the Mayor (Councillor H.C. Parfitt) and other dignitaries from Newport Council and Docks Committee.

After the inspection, the Party were amazed at the amount of wheels, switches and dials that were on the submarine and said, "**that the submarine was a fearful engine of war, and one is bound to regret that such wonderful inventions and appliances have been expressly manufactured for the destruction of life**."

----On Friday the 17th January, 1919 the British Officers and Crew of UB91 were entertained by the Alexandria Docks and Railway Company to a luncheon, where many more speeches were made.
This was followed by a guided tour of the Docks.

© Courtesy of the South Wales Argus and Newport Reference Library.

Comment by Bryan Rendell.

The information given to the people of Newport was deliberately false.
They were told that the submarine operated in The Baltic, but her maiden trip was into the Atlantic, where she sank The President Lincoln and several other neutral and British Ships.

I wonder what sort of reception she would have had, had it been known that she operated in The Bristol Channel and off the Pembrokeshire Coast, sinking 5 ships with a great loss of life.

Thorough researches have been carried out at the various Reference Libraries and Records Offices, and I have documented what I have found.

UB 91 was broken-up in Briton Ferry after visiting the Welsh Ports.

UB 90 was sunk by HM sub L12.
UB 92 was broken-up in Barrow in Furness.
UB 93 was broken-up in Rochester.
UB 94 became the French submarine Trinite Schillemans.
UB 95 was broken-up in Italy.

Some 80% of U – Boat conflicts in WW1 were fought within 100 Nautical Miles off Milford Haven, Pembrokeshire.

Thanks to Reference Library, Haverfordwest.

From Western Telegraph25.11.92 / 2.12.92.

Mr. Tony Markes of Tenby has done a lot of research on 'The Tampa' and has written two articles for The Western Telegraph. I have taken out extracts for my research:

The grave of the unknown Coast Guardsman was unknown to the US Coast Guard until 1951, when a retired Coast Guard Commander, Hamilton Cochran came to Pembrokeshire on holiday with his wife. She remembered the loss of **The Tampa** and how some bodies had come ashore on the South Pembrokeshire Coast.

After several days of searching churchyards they eventually were given information that some Americans were buried at Lamphey. The Vicar, Rev. W.R. Nicholas knew nothing about the burials, but looking up the Church Register he confirmed that two bodies had been buried on November 6th, 1918.

An old Sexton remembered where the grave was and Mrs. Mary Brace had been the person who found the bodies washed ashore at Freshwater East. The bodies were taken to a bungalow in the grounds of The Grotto, now the **Freshwater Inn** to be laid out. It was then that a Liberty ticket was found in the pocket of J.M. Fleury. Both remains were buried in the same grave. The burial was with full Military Honours and a party of British Sailors carried the coffins. Mrs Brace and her sister attended the burials.

When Commander Cochran returned home he contacted the Coast Guard. They spent time researching where J.M. Fleury had been buried in America, finally finding him in The Grace Episcopal Church Cemetery, Jamaica, Long Island, New York – **the only member of the crew to have a named grave.**

Possibly the American Coastguard had no knowledge of the grave in Lamphey until the 1950's, due to the loss of some of the records. **The grave is listed by the British War Graves Commission.**

After the re-discovery in 1951, a Headstone was erected by the Tampa Coast Guard Post 719 American Legion.

Mr. Tony Markes also discovered that another body from the **Tampa, Seaman Alexander Saldarin,** was found near the Helwick Lightship, Worm's Head on October 13th, 1918 but due to the state of the body he was immediately **committed to the deep.**

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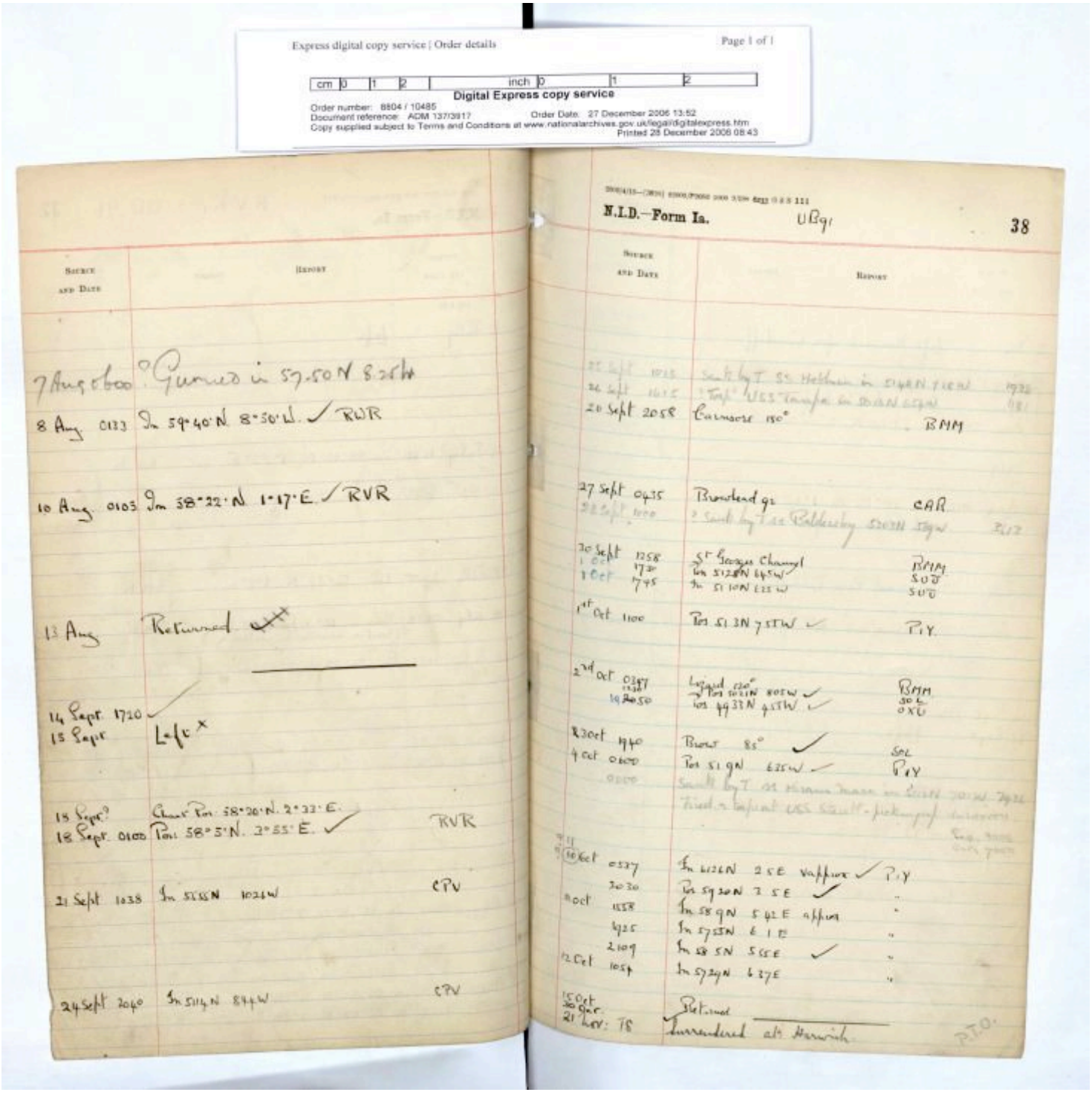
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R.V.R. = U.B. 91 37

N.I.D.—Form Ia.

Source and Date	Report	
	C.O. Hertwig (German List 2nd Nov 18)	
1918		
21 July	Left	
24 July 1640	In 58°10'N. 1°52'E. ✓	R.V.R.
25 July 1635	? Hunted North of Fair Island.	
27 July 2300	Pos: 56°57'N. 9°5'W.	T.H.R.
28 July 0258	Bearing 60° & Course 290° ✓ (bad & unreliable reading.)	T.H.R.
28 July 1055	In 56°2'N. 9°57'W.	T.H.R.
1 Aug 1635	? Periscope depthed in 55°38N 6°37W	
2 Aug 1134	? attd ~~unk~~ 30 decs in 55°24N 6°30W.	
3 Aug. 0202	In 55°30'N. 7°39'W.	R.V.R.
2030	? Reported in 55°18N 6°36W.	
4 Aug 1021	? Fired by gunfire Russ SS REINHART in 55°20N 6°W	
1470	? Depthcharged in 55°33N 7°9W	
5 Aug. 1028	In 54°45'N. 9°28'W.	R.V.R.
1308	In 55°02'N. 9°38'W.	R.W.R.

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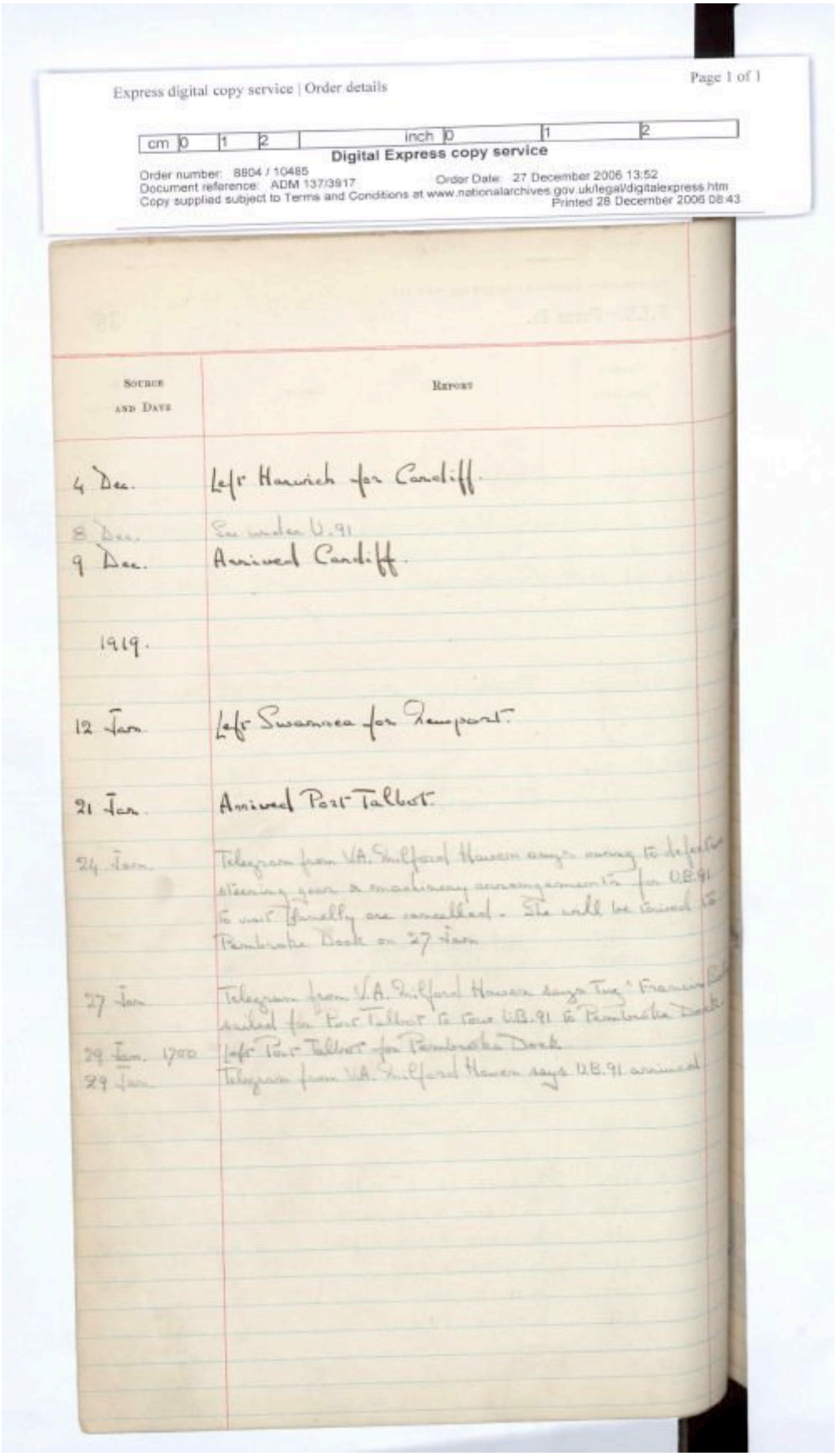
N.I.D.—Form Ia. UBq1 38

Source and Date	Report
7 Aug 0600	? Gunned in 57.50N 8.25W
8 Aug 0133	In 59°40'N 8°50'W ✓ RVR
10 Aug 0103	In 58°22'N 1°17'E ✓ RVR
13 Aug	Returned ✓
14 Sept 1720 ✓ 15 Sept	Left ✗
15 Sept?	Chart Pos 58°20'N 2°33'E.
18 Sept 0100	Pos 58°5'N 2°55'E ✓ RVR
21 Sept 1038	In 55°55'N 10°24W CPV
24 Sept 2040	In 51°4N 8°4W CPV

Source and Date	Report	
20 Sept 2058	Course 150°	BMM
27 Sept 0435	Browhead 92	CAR
30 Sept 1258	St Georges Channel	BMM
1 Oct 1730	Pos 51°28'N 6°5W	SOD
1 Oct 1745	In 51°10N 5°25W	SOD
1st Oct 1100	Pos 51°3N 7°51W ✓	PJY
2nd Oct 0357	Lugsail 220°	BMM
1930	Pos 50°12'N 8°15W ✓	SOD
1950	Pos 49°33'N 9°51W ✓	OXO
3 Oct 1940	Brows 85° ✓	SOL
4 Oct 0600	Pos 51°9N 6°25W ✓	PJY
0800		
10 Oct 0537	In 61°26N 2°5E Vaffroe ✓	PJY
2030	In 59°30N 1°5E ✓	"
8 Oct 1158	In 58°9N 5°42E Affric	"
1425	In 57°5N 6°1E	"
2109	In 58°5N 5°5E ✓	"
12 Oct 1054	In 57°9N 6°7E	"
15 Oct	Returned	
20 Oct. 21 Nov: 18	Surrendered at Harwich	RJO

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Source and Date	Report
4 Dec.	Left Harwich for Cardiff.
8 Dec.	See under U.91
9 Dec.	Arrived Cardiff.
1919.	
12 Jan.	Left Swansea for Newport.
21 Jan.	Arrived Port Talbot.
24 Jan.	Telegram from V.A. Milford Haven says owing to defective steering gear & machinery arrangements for U.B.91 to visit Cardiff are cancelled. She will be towed to Pembroke Dock on 27 Jan.
27 Jan	Telegram from V.A. Milford Haven says Tug "Francis" ordered for Port Talbot to tow U.B.91 to Pembroke Dock
29 Jan. 1700	Left Port Talbot for Pembroke Dock
29 Jan	Telegram from V.A. Milford Haven says U.B.91 arrived

From visit to County Records Office, Cwmbran.

Minutes of Chepstow Urban Council Meetings 1919 – 1922.

3rd February 1919 - A letter was received from the Admiralty stating that a captured gun was not available at the present time to commemorate the V.C. won by Seaman W. Williams, and that the matter would be considered.
The Clerk was directed to reply that the town had been almost unique in responding to the calls for fighting men and the inhabitants feel that the claims of Chepstow should not be ignored, and that a copy of the letter be sent to Col. Curre.

12thMay 1919 - it was resolved that a Public Meeting be convened for Friday the 9th of May at 8pm to consider the arrangement for Peace Celebrations, and also to consider the erection of a permanent memorial.

9th July 1919 - Victory Loan The Chairman undertook to obtain posters to be exhibited in the Town calling attention to this new loan and soliciting the support of the Townspeople thereto.

The following gentlemen were appointed to represent this Council on the Local War Memorial Sub Committee.
The Chairman, Mr. C.H. Clarke, Rev. D. Hughes and Father Towne.

28th July 1919 - War Memorial. Mr. JEG Lawrence presented to the Council an offer whereby the Gate House could be acquired for the erection of a permanent memorial of those who had served their Country from Chepstow. It was proposed by Mr Watkins and seconded by Mr Thomas – carried. The Council thanked Mr. JH Silley for his great kindness.

15th March, 1920 - Naval Trophies. A letter was read out that a 105 mm Gun had been allotted to Chepstow. It was resolved that the gun be accepted.

3rd May 1920 - German Gun. Referred to General Purposes Committee.

7th June 1920 - Col. Evill offered the Drill Hall Yard as a site for the **two** guns. It was recommended that the offer be accepted.

4th October, 1920 - Clerk reported that the sale of Bank Avenue to Barclays Bank completed

2nd May, 1921 - War memorial. A letter had been received from the War Memorial Committee with a plan showing the proposed erection and asking the Council:

To grant permission for the Memorial to be erected in Beaufort Square.
To bear the cost of preparation of the site.
Proposed by Mr. Cole and seconded by M Proctor that the Council approve the site and grant the necessary permission.

Proposed by Mr. Weir and seconded by Mr. Cole that the Council undertake the preparation of the site in accordance with the report of the Committee.

6th June, 1921 - The plans for the proposed War Memorial were submitted to the Committee and after visiting the site it was resolved to recommend on the motion of Mr. Lawrence and seconded by Mr. Clarke that the plans be approved and the Architect be informed that the Council consider it desirable for the foundations to be made and the Monument erected before the work around the site is commenced.

4th July, 1921 - Agreement with Barclays Bank – The agreement for mounting the Naval Gun was received from Barclays bank for sealing with the Council. Resolved that the agreement be sealed.

5th December 1921 - War Memorial Steps – The Surveyor produced a plan and model prepared by the Chairman of the steps.
Resolved that the steps be erected in accordance with the Chairman's model and that the levels be according to the Surveyors plan.

2nd January, 1922 - Resolved that a lamp be erected near the War Memorial at a cost of £5-5-0 for the column.

Comment by Bryan Rendell.

I fastidiously researched every page of the late 1918, 1919, 1920, 1921 and 1922 Council Minutes and have documented what I found.

There is a reference to Two Guns being in the Drill Hall Yard.

I have been told that the Drill Hall had a rifle range and volunteers did all kinds of Drill. Could the other gun be there for practice purposes?

There are no references to the ceremonies in January 1922 of the unveiling of the War Memorial and Gun.

© Courtesy of Gwent Records Office, Cwmbran.

Visit to County Records Office, Cwmbran 26th January, 2007.

I visited the County Records Office again and this time went through copied letters from late 1918 to February, 1922.

7th. January, 1920

I am instructed by the Council to apply to the Admiralty Authority for the grant of a captured gun for the Town to commemorate the V.C. earned by Seaman W. Williams – a native of this town.

The Council has already applied to the War Office but they have signified that as the recipient is a Navy, and not an Army man they cannot allot a gun.
To:
The Secretary,
Board of Admiralty,
Whitehall, SW1.

15th August, 1920

Dear Sir,

In reply to your letter of yesterdays date this Council will be pleased to receive the gun at once and will pay the charge to which you refer.
To:
The Secretary,
Mon. T.F. Associates,
35 Stow Hill,
Newport,
Mon

Further Visit To County Records Office Cwmbran – 2nd February, 2007

Initially I went to peruse the Evans and Evill records, but they started in the late 1600's and finished late 1850's

In the Urban District Cash Register there was an entry for the 31st. March 1921.

Carriage of Gun by GWR, presented to Chepstow Town £9 – 8 – 10.

Nothing else was found.

Have contacted the old GWR but they have no information regarding the Carriage of the gun.

Further Research on the Submarine Gun at Chepstow. by John Huntley.

Mr John Huntley was kind enough to give me the following details of the removal and renovation of Chepstow's Gun in 1966.

He writes:

The submarine gun, when it was first unveiled in 1922, was in front of the then old Barclays Bank, facing up to The Town Arch.

In 1966 the old bank was demolished to make way for the new building we see today. Before the bank could be demolished the gun had to be moved, and that at that time it was the responsibility of Chepstow Urban District Council. They arranged for the removal of the gun to Beachley Army Apprentices College.

The Chepstow Branch of the Royal Naval Association was contacted, as to how the gun was to be removed. They contacted the Commandant of the College to request the equipment that would be required to remove the gun. The RNA said they would need a compressor, two jack hammers, to dig the gun from its foundations, and a low loader and crane to lift the gun onto the low loader to be transported to the College.

This was fraught with difficulties. The High Street had to be closed off so the crane could take up position to lift the gun onto the low loader. Another difficulty then arose, as the weight restriction on the Wye Bridge was 24 tons. The crane was 32 tons, so special dispensation had to be given by the Local Police Inspector to allow the crane to come over and return to Beachley. A Police escort was arranged and everyone concerned were sincerely grateful to them.

When the gun arrived at the Apprentice College, the apprentices undertook to do any repair work that was needed on the gun, before it could be brought back to Chepstow and re-sited near the Cenotaph, where it can be found today.

To re-site the gun it was necessary to have a steel ring made to place the gun on. The Commandant gave Mr. John Huntley a template of the base of the gun, and he took the template to Llanwern Steelworks and had the ring made in the Engineering Workshops.

The ring, together with the holding down bolts, were then brought back to Chepstow for the installation of the gun in its new position, near the Cenotaph. When the ring was in position with the holding bolts projecting upwards, it was then bedded in with concrete, ready for the gun to be placed onto it.

On completion of the ground work, the Gun was returned and placed onto the projecting bolts and bolted down.

The Gun is a reminder to the townspeople of Chepstow and all of Wales and Great Britain, of the gallantry of:

William Charles Williams V.C.

who was awarded his Victoria Cross for his bravery at Gallipoli in 1915.

Mr. John Huntley would like to acknowledge the efforts of The Chepstow Royal Naval Association, The Beachley Army Apprentices College, The Local Police Inspector and The Chepstow Urban District Council.

Mr. John Huntley is the Chairman of the Welsh Branch of the Submariner's Association and National Vice President of the National Submariner's Association.

Note: Page 39. When the gun was unveiled it pointed towards the Cenotaph. Probably it was swivelled round to face the Arch after the unveiling.

Copy

An AGREEMENT made this NINTH day of JUNE One thousand nine hundred and twenty one BETWEEN BARCLAYS BANK LIMITED whose registered office is situate at 54, Lombard Street, in the City of London (hereinafter called "the Bank") of the one part and THE URBAN DISTRICT COUNCIL OF CHEPSTOW in the County of Monmouth (hereinafter called "the Council") of the other part WHEREAS the Council have applied to the Bank for permission to place on land belonging to the Bank fronting High Street aforesaid a Gun as a War Memorial AND WHEREAS the Bank have agreed to grant permission to the Council to erect and place such Gun on their property subject to the following conditions Now IT IS HEREBY MUTUALLY agreed between the Bank and the Council as follows:-

1. The Gun shall be place in such position and shall be mounted in such manner as shall be agreed by the Bank's Architect and the Surveyor of the Cou8ncil and shall be in accordance with the plans submitted to and approved by the Bank.

2. The Council in consideration of the aforesaid permission and indulgence shall pay to the Bank their Successors and assigns an annual acknowledgement rent or sum of one Shilling on the Ninth day of JUNE in every year.

3. If the Bank shall at any time hereafter require the said Gun and Mounting to be removed from their property and shall give to the Council notice thereof in writing the Council shall within six calendar months from the date of such notice at their own expense remove the said gun and Mounting from the property of the Bank and shall make good all damage done to the property of the Bank to the satisfaction of the Bank or their Architect.

4. The Council shall keep the said Gun properly cleaned and painted and for this purpose shall have access to the said premises at all reasonable times.

IN WITNESS whereof the Bank and the Council have caused their respective common Seals to be hereunto affixed the day and year before written.

(Copy agreement found at County Records Office, Cwmbran.)

©Courtesy of Gwent Records Office, Cwmbran.

I would like to thank Ms. Anne Rainsbury, Curator of Chepstow Museum, for her help and Guidance with this project.

Extracts Taken from Documents and Newspaper Cuttings held at Chepstow Museum.

Strikingly impressive and imposing were the ceremonies attending the unveiling at Chepstow on Sunday of permanent memorials to the 83 local men who made the supreme sacrifice in the Great War, and to Seaman William Charles Williams, a Chepstow boy, upon whom the V.C. was conferred for an heroic deed during the landings at the Dardanelles.

Mrs. Smith, sister of the V.C. and whose first husband was lost in the war, having entered the forecourt to unveil the Gun, Captain Unwin V.C. led her back to the Memorial steps. Then facing the greatest concourse of people ever brought together at Chepstow, he told in plain and simple terms the story of how Williams gained the coveted distinction.

The crowd must have exceeded 5.000 people.

At the conclusion of the ceremonies the Officers passed along the lines and inspected The Guard of Honour, V.A.D.'s and Girl Guides.

Captain Unwin unveiled the painting of **The River Clyde** in St. Mary's Church at a ceremony after the unveiling of the Monument and German Naval Gun.

19th March, 1921. The Clerk read a letter from the Royal Naval Authorities offering the Council a 105mm Naval Gun, with mountings, provided they pay the cost of transport.
The offer was accepted and it was noted that the Naval Gun was newer than the German Gun which was sent to Chepstow some time ago.

May 1921. The Surveyor reported the arrival of the Naval Gun and asked for instructions. Several; suggestions were made and it was accepted that the G.W.R. be asked for the Gun to remain at the Station for a few days to give the members an opportunity of assessing it before coming to a decision as to the most suitable site for it. If a suitable site could not be found immediately Mr. Proctor said the Gun could be placed in his yard.

From letters shown to me it appears that money came in quickly for the Gun Memorial, but the Cenotaph Memorial fund was in debt, and it wasn't until late in 1923 before these debts were cleared.

© South Wales Argus and Chepstow Museum.

Research Papers from City of Swansea Reference Library. Extracts taken from Newspaper Cuttings.

The Herald, Saturday, January 4th. 1919 – page 4.

A good deal of interest was attached to the arrival in Swansea on Monday afternoon of the German Submarine UB 91, nearly 400 people assembling at the quayside of the North Dock Basin. She arrived at about 4 o'clock from Cardiff, having been delayed by heavy weather in the Channel and getting into collision with a collier. Happily neither craft suffered any damage from the mishap, but a small fire on board UB 91 was quickly extinguished.

The report then goes on to describe the submarine and Lt. Brookes again tells the crowd that UB 91 sank The President Lincoln and a Russian craft on charter to Messrs. Stone and Rolfe..

Ten at a time were allowed on board at a charge of 6d, the money going to Naval Charities.

The submarine made her own way from Cardiff to Swansea with two torpedoes still in her forward tubes. The two periscopes are still in working order and visitors were allowed to see through them at what the crew might see when she was submerged.

©Courtesy of The Herald

South Wales Evening Post, Tuesday December 31st, 1918 – page 3

The Submarine UB 91 arrived late at Swansea at 4pm and the opening ceremony was postponed until Tuesday when the Mayor performed the opening ceremony.

The submarine is berthed at the North Dock Basin at Ferryside, and her coming into the dock was witnessed by hundreds of people.

Again Lt. Brookes described the submarine, and said that in the submarine were many of the latest devices, new to submarine warfare.

The submarine will be open for inspection from 10.00 to 1pm and 2 to 4.30 pm each day she is at Swansea.

South Wales Evening Post, December31st., 1918 – page 4

Swansea Shipping movements. Arrivals North Dock. Submarine UB 91.

South Wales Evening Post, Friday, January 3rd 1919 – page 4.

Been on the U-Boat Yet?

The ex-German submarine at Swansea took £17 on Thursday – total to date £33. Tickets sales had to be suspended at 2.15 p.m. on Thursday afternoon owing to the crush and the time it takes to inspect the craft.
The last day of inspection will be the 8th. Inst. The submarine is open for inspection daily – mornings and afternoons.

The Cambrian, 10th January, 1919 – page 2.

"U" Boat's Lifebuoy – presented to Swansea Corporation.

Lieut. Brookes, in charge of the ex-German submarine at Swansea, has presented one of the submarines lifebuoys, marked **"Underderseeboot U.B. 91"** to Swansea, and it is now in the Guildhall.

The submarine leaves Swansea on Thursday for Newport, after which it visits Port Talbot and Llanelly.

Efforts are being made for the submarine to return to Swansea after the local ports have been visited. It has been suggested that if it can visit again, perhaps it might stay for a month.

South Wales Evening Post January 13th, 1919 – page 4.

Swansea Shipping Movements – Monday January 13th, 1919.

North Dock: H.M. Submarine UB91, Newport.

© By kind permission of Swansea Reference Library, The South Wales Evening Post and The Cambrian.

Chepstow received two guns during 1920/1921, to commemorate the bravery of William Charles Williams.

One a German Field Gun and the other a Naval Submarine Gun, which is now by The Cenotaph in Beaufort Square.

Both guns, said "Col. Evill could be kept in The Drill Hall Yard until the local Council decided what to do with them"

The question now arises : –

What happened to the German Field Gun when it was finally decided to place the Naval Submarine Gun in Beaufort Square?

The people who would have known have now died and much of the old information, held by local firms of solicitors, has been shredded, due to moves to new offices etc.

Perhaps one day someone will come across an old photograph or slip of paper giving us a clue to what happened 87 years ago.

I have spent many hours on the internet trying to find out if any other town or city in the U.K. has a German Gun as a War Memorial.

It appears that Chepstow is the only town in this country to have a Gun as a War memorial.

The only other place, where Guns are used as War Memorials, is Australia.

At this moment in time I have found no evidence that the Submarine gun came from UB 91, but the circumstantial evidence to me is clear.

Other Submarines were broken up in Rochester and Barrow - In - Furness in 1921.

The various Dockyards and Records Offices have been contacted but they have no information.
All the other submarines were broken-up in 1922.

Therefore I am convinced that the Gun came from the break-up in 1921 of UB 91 at Briton Ferry.

Acknowledgements.

Mr. Trevor Williams, Rogiet.
Mr. Jorn Ankersen Jensen, Denmark.
Submarine Forum.
Ms. Anne Rainsbury, Curator, Chepstow Museum.
Mr. Henry Hodges, Chepstow Society.
Haverfordwest Reference Library.
Swansea Reference Library.
Pembrokeshire Community Web Pages.
Briton Ferry Community Web Pages.
P.R.O. Kew.
Mr. John Huntley, Chepstow.
County Records Office, Cwmbran.
Newport Reference Library.
Mr. Tony Markes, Tenby.
Rev. Roger Jones, Lamphey, Pembrokeshire.
Chepstow Collectables, Chepstow.
The Forest Review.
The Chepstow Free Press.
The Western Telegraph.
The South Wales Daily Post/ Evening Post.
The Swansea Herald.
The Cambrian.
The South Wales Argus.
The Chepstow Town Council.
The Forest of Dean Local History Society.
Tony, Newport.
Mr. Roy Evans, Neath.
Mr. John Mullen, Gwent F.H.S.
Neath Antiquarian Society.
Cllr. Hugh James

Last Updated: Wednesday, March 28, 2007