

Alfred James Henry Taylor

1911 census, Little Whitcombe, Carisbrooke, Isle Of Wight

James Henry Taylor	Head	33	Married	Under Gardener Domestic	Carisbrooke
Edith Taylor	Wife	25	Married (7y)		Carisbrooke
<i>Alfred James Henry Taylor Son</i>		<i>6</i>		<i>School</i>	<i>Carisbrooke</i>
Ellen Mary Frances Taylor	Daughter	4y4m			Carisbrooke
Frank St John Taylor	Son	3			Carisbrooke

Isle of Wight County Press – 13 July 1929

Island Sailor Lost in H47.

There is seldom a naval disaster in which an Isle of Wight man is not included amongst the victims, and this was unhappily the case in the sinking of the submarine H47 in the Irish Sea on Tuesday. One of the 24 men who lost their lives was Wireless Telegraphist Alfred James Henry Taylor, aged 24, eldest son of Mr. and Mrs. J.H. Taylor, of The Valleys, Whitcombe, Carisbrooke, an old boy of the Carisbrooke Council and Newport Secondary schools, and a young man showing every promise of a successful naval career. After leaving the Secondary School he studied at the naval schools at Devonport and Shotley and passed out as a fully qualified telegraphist. He served on H.M.S. Marlborough at Malta for two years, and then for three years on H.M.S. Furious before joining the submarine service about 15 months ago. In May last year he was married at Carisbrooke Church to Miss Williams, a former member of the nursing staff of the I.W. Infirmary, Parkhurst, and they had made their home at Weymouth.

Hartlepool Northern Daily Mail – 9 July 1929

SUBMARINE SUNK.

Disaster off the Coast of South Wales.

TWO SURVIVORS.

One Man Lost from Other Vessel Involved.

The Secretary of the Admiralty announces that submarine H47 was sunk by submarine L12 in position 52 degrees 04 minute North 5 degrees 32 minutes West.

There are two survivors of the H47. One man is missing from the L12.

The spot where the disaster occurred is off the Pembroke coast, to the West of Fishguard.

The First Lord of the Admiralty, in the Commons, this afternoon, said no hope could entertained of the remainder of the crew of H47 being rescued alive.

The First Lord added that the salvage of H47 in deep water was most improbable. The best diving apparatus available had been dispatched.

The L12 submarine belongs to the second L series, which were all begun under the emergency war programme of 1916.

The L12 was completed in 1918. It is of the Admiralty saddle-tank type. The equipment of this boat is expensive.

She has six torpedo tubes and other armament, is fitted with refrigerating machinery for storage batteries, directional hydroplanes, and three periscopes.

Her length is 229 feet and displacement 890 tons.

Of the L second series, three of the sister ships to the L12 were lost. The L24 was rammed off Portland in January 1924. L10 was a war loss, and L9 foundered in a typhoon off Hong Kong in 1923, but was salvaged.

THE SUNKEN CRAFT.

The H47 was also built under the war emergency programme, and was completed in 1918. A smaller vessel than the L12, she has a displacement of 440 tons. Her length 164½ feet, and carries four torpedo tubes.

A sister ship to the H47, the H29, sank in dock at Devonport in August, 1926, and was in consequence placed upon the disposal list.

The H47 has a usual complement of 23 men and the L12 a complement of 41 men. She was attached to the Sixth Submarine Flotilla.

According to the latest Navy list the following were the chief officers of the H47, Lieutenant in command R.J. Gardner, Lieut. R. W. Moir, Sub Lieut. (R.N.R) K. G Cronin.

OFFICIAL STATEMENT.

The following further Admiralty statement was made this afternoon:-

The Secretary of the Admiralty regrets to announce that H.M. Submarine H47 was sunk after collision with H M. Submarine L12 in the Irish Sea this morning, about 22 miles to the Northward of the Smalls lighthouse and about 20 miles due West from Fishguard.

The commanding officer of H47, Lieut. R J. Gardner R.N., and Petty Officer Telegraphist Sydney Cleburne. J-29296 Devonport Division, have been saved.

Leading signalman Charles Edward Bull, J40963, Devonport, Port Division, of L12. is missing, and the condition of Able Seaman Arthur E. R. Sampson, J46212, Portsmouth Port Division, of L12, is critical.

No further details have yet been received, but relatives will be informed as soon as further information becomes available.

Arrangements are being made with all dispatch to attempt the salvage of H47, which lies in about 50 fathoms of water.

INVOLVED IN A PREVIOUS MISHAP.

The H47 was on December 7, 1926, in collision with H32 during submarine excises off Portland, but on that occasion both ships returned to harbour safely, and the report of the naval authorities was that it was only a bump.

The exact position of the present collision was 15 miles west of Strumble Head and 12 miles north of St. David's Head.

On the news being received at Portsmouth, the two dockyard tugs Resolve and Grappler were hurriedly coaled and provisioned for sea with salvage gear.

As soon as the news of the disaster reached the Commander-in-Chief of the Atlantic Fleet, at present in Torbay, he sent the Captain of the Fleet ashore to interview the Mayor, who had arranged a naval ball at the Town Hall this evening, at which provision had been made for over 300 guests. The ball was cancelled, as also were all dances arranged by various ships, which were to have taken place during the week.

A Press Association reporter, who met the Torquay express at Paddington Station this afternoon, was the first to break the news of the disaster to Mr. A. V. Alexander, the First Lord of the Admiralty, on his return from inspecting the Atlantic Fleet in Torbay. Mr. Alexander was deeply shocked.

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<https://www.foncc.org.uk>

More details of disaster and Court Martial - <https://www.rnsubmusfriends.org.uk/mothership/wp-content/uploads/2016/03/H47-submarine-disaster.pdf>