

squalls frequent, X.10 secured alongside the shore with her grapnel, considering the risk of detection negligible with shore and craft covered with snow. The opportunity was taken to get some rest and try to make good some of the defects.

84. At 1100Z on 23rd September after the light in the projector compass had been replaced and with the periscope lashed in the "up" position, X.10 proceeded out of Smalfjord and dived towards the southern end of the minefield. Surfacing at 1800Z, she crossed the declared area at full speed on the engines towards the recovery position, where it was hoped a submarine would be encountered.

85. Recovery position F.B. was reached about 2300Z on 23rd September and a search was carried out. X.10 patrolled in the vicinity of the recovery position all day 24th September, spending some time on the surface in the hope of being sighted; and that night she carried out a further search. At 0430Z on 25th September, when no contact had been made, X.10 set course for Sandoy Fiord, on the northern coast of Soroy Island. This was reached at 1200Z and by 1525Z X.10 was secured alongside the beach in Ytre Reppafjord, on the northwest of Sandoy Fiord. This bay was completely deserted and here the crew got some much needed rest.

86. X.10 remained in Ytre Reppafjord until the morning of 27th September, when Lieutenant Hudspeth decided to move to O Fiord, which it was expected a submarine would close that night. O Fiord was reached at 1550Z on 27th September and a search was carried out across the entrance after dark.

87. At 0100 on 28th September contact was made with STUBBORN, and at 0150 X.10 was in tow. It was by this time too late for her crew to be taken on board STUBBORN and the weather was none too good for the transfer, and it was not until 2200Z on the following day that the crew were taken off and the passage crew from X.7 took over X.10. By this time the crew of X.10 had been on board their craft for almost exactly ten days. They had been subjected to much hardship and disappointment, but were none the worse for their experience.

88. Apart from the sighting of the three vessels mentioned, two of which (since they were burning navigation lights) may have been fishing vessels or small coasting craft, no patrol activity was encountered either on the inward passage up the fiords or, after the attack, on the way out; nor, apparently, was there any A/S activity or counter-measures in Alten Fiord directly subsequent to the attack.

89. X.10 also reports that all shore navigation lights were burning normally and showing normal characteristics, and that the weather on the 22nd September was ideal for X-craft attack, with the sky dull and overcast and a fresh breeze raising white horses to assist an unseen approach.

90. From these facts there appears to be no reason to doubt that other X-craft, free from defects, should have experienced no difficulty in making the passage to the entrance to Kaafjord.

91. X.10 also reports that before diving in the vicinity of Tommerholm Island at 0215Z on the 22nd September, and again on surfacing that evening at 1800Z, lights were observed in

the entrance to Kaafjord which appeared to be of the nature of low powered flood lights, possibly for illuminating the net across the entrance to the fiord.

92. The Commanding Officer expresses the highest opinion of all his crew throughout the whole time they were on board. They worked long and arduously in the face of ever-growing disappointment, and at no time did their zeal or enthusiasm fail. I consider that the Commanding Officer himself showed determination and high qualities of leadership in a gallant attempt to reach his objective. He was frustrated by defects for which he was in no way responsible and which he made every endeavour to overcome. He showed good judgment in coming to his decision to abandon the attack, thereby enabling the craft to be recovered and bringing back valuable information.

Movements of Submarines after Slipping X-craft.

20th September

93. After slipping X-craft to proceed to the attack, THRASHER, TRUCULENT, STUBBORN and SCEPTRE withdrew within their patrol sectors and assumed patrol. SYRTIS remained on patrol within her sector, and SEANYMPH was patrolling in the vicinity of 70° 25' N. 17° 16' E.

21st September

94. I had decided to order SEANYMPH to patrol off Andoy in order to intercept any main units endeavouring to escape to the southward, and in my signal at 1205—which could be read by all submarines taking part—I ordered SEANYMPH to patrol in the vicinity of position 69° 11' N. 15° 27' E., proceeding so as to arrive after dark on 22nd September, her object being to attack main units proceeding from Alten to Narvik. I also informed all submarines taking part that X 8 had had to be sunk.

SEANYMPH proceeded towards her patrol area at 1856Z, 22nd September.

22nd September

95. As no reports had been received, other than SEANYMPH's, to indicate that any X-craft apart from X.8 were out of the running, it was assumed that the remaining five had proceeded according to plan. It was therefore confidently hoped that some would be attacking in the early hours of the 22nd September and that the "bang" would occur about 0830Z.

96. Senior British Naval Officer, North Russia, had been asked to fly a P.R. over the area p.m. on 22nd September if possible. LUTZOW at least was not likely to have become a casualty: with the loss of X.8 she was not liable to attack: and it was possible that this reconnaissance might show signs of a move of main units southwards, having been "flushed" by the attack. In anticipation of such a movement I ordered SCEPTRE to leave her patrol sector and proceed to patrol in position 69° 44' N. 17° 43' E. to arrive as soon as possible after daylight on 23rd September.

97. I also decided that should sufficient information of a major movement be received in time I would send one of the "T" class submarines into Soroy Sound, accepting the risk of crossing the declared mined area. I therefore ordered THRASHER to close to the south-east of her area, and to charge her batteries full out after dark. For the same reason I ordered TRUCULENT to proceed from Sector