

NIGHT 24TH/25TH APRIL.

4. *General Disposition.*—Ships had been detailed to embark troops at Nauplia and Raptis as shown in paragraph 2 above.

5. *Bombing of GLENEARN.*—At 1745 on 24th April, whilst on passage to Nauplia, H.M.S. GLENEARN was attacked by two Heinkel bombers and was hit on the fore-castle. The anchor and cable gear were destroyed and a fire started forward. The fire was extinguished and the ship proceeded at 1845.

6. *ULSTER PRINCE — Grounding.*—H.M.S. ULSTER PRINCE in attempting to go alongside the quay ran ashore and, although every endeavour was made to get her off by towing, it was not possible to do so in the time available. The following day she was heavily bombed and gutted. Apart from the loss of the ship which was severely felt during the rest of the operation, this had an unfortunate effect in that she was a physical obstruction to destroyers and corvettes going alongside, thus slowing down the rate of embarkation at Nauplia on that and other nights. I agree with the Commanding Officer of H.M.S. ULSTER PRINCE that it was unwise to attempt to put her alongside when the information as to water, etc., was so meagre.

7. *Embarkation at Nauplia.*—It is estimated that the following numbers were embarked:—

PHOEBE ... ..	1,131
GLENEARN ... ..	5,100
VOYAGER ... ..	340
STUART ... ..	1
HYACINTH ... ..	113
Total ... ..	6,685

8. *Embarkation at Raptis.*—Despite a slow start owing to lack of troops ready to embark, things went smoothly and about 5,000 were embarked in GLENGYLE and 700 in H.M.S. CALCUTTA.

25TH APRIL.

9. *Convoy to Alexandria—Diversion.*—H.M.S. ORION arrived Suda at 1845. H.M. Ships GRIMSBY and VOYAGER with certain ships from Suda were then leaving harbour for Alexandria. It was explained to the Naval Officer-in-Charge, Suda, that the contents of several of the ships which had just sailed would be urgently required at Suda, e.g. food and coal. GRIMSBY was therefore ordered to return to Suda with THEMONI, ROCOS, ZEALAND and KIRKLAND, and VOYAGER to continue with the remainder comprising CHERRYLEAF and some Greek ships.

10. *General Situation.*—The military situation in Greece was obscure. The numbers to be evacuated were given in F.O.A.M.'s\* 1813 of 24th and 2025 of 24th as:—

25th-26th April ... ..	5,000 from Megara area.
26th-27th April ... ..	27,000.
27th-28th April ... ..	Nil.
28th-29th April ... ..	4,000 from Githion and Monemvasia.
29th-30th April ... ..	4,000 from Kalamata, Githion and Monemvasia.

*Admiralty footnote:—*

\* F.O.A.M.—Flag Officer Attached Middle East.

11. *Disposition for night's embarkation.*—F.O.A.M.'s programme provided for embarkation at Megara in PENNLAND, THURLAND CASTLE, COVENTRY, WRYNECK, DIAMOND and GRIFFIN commencing at 2200. I also despatched WATERHEN and VENDETTA, on their arrival at Suda with A.N.29, to assist. DECOY, HASTY and HAVOCK were detached to Nauplia to investigate the situation there as regards troops and the ULSTER PRINCE and were ordered to embark any troops available and convey them to Suda.

12. *S.S. PENNLAND.*—During the afternoon the PENNLAND was bombed and damaged. H.M.S. GRIFFIN was ordered to stand by till dark. Later the PENNLAND was again attacked and damaged and eventually sank. H.M.S. GRIFFIN picked up the survivors and returned to Suda. I therefore diverted DECOY, HASTY and HAVOCK from Nauplia to Megara to embark PENNLAND's quota as far as possible.

13. On my arrival at Suda I conferred with the Naval Officer-in-Charge and later took H.M. Ships ORION, PERTH, PHOEBE and DEFENDER to sea for the night.

During the whole of this time I was in constant anxiety with regard to fuel. There was none at Suda and R.F.A. BRAMBLE-LEAF was not arriving until a.m. 26th April.

NIGHT OF 25TH/26TH APRIL.

14. *Embarkation.*—At Megara, THURLAND CASTLE, COVENTRY, WRYNECK, DIAMOND and GRIFFIN embarked 4,600 army personnel. DECOY, HASTY and HAVOCK embarked 1,300. Owing to the breakdown of a L.C.T., 250 were left ashore.

After H.M.S. GLENROY had grounded at Alexandria six of her L.C.A. and a beach party were embarked in THURLAND CASTLE and were of the utmost value.

26TH APRIL.

15. *Disposition for embarkation 26th/27th April.*—The following embarkation arrangements were made for the night of 26th/27th April:—

*Raphina* — GLENGYLE, NUBIAN, DECOY, HASTY.

*Raptis*—SALWEEN, CARLISLE, KANDAHAR, KINGSTON.

*Nauplia*—SLAMAT, KHEDIVE ISMAIL, CALCUTTA, ISIS, HOTSPUR.

*Tolon* — GLENEARN, DIAMOND, GRIFFIN, HAVOCK.

*Kalamata*—DILWARA, CITY OF LONDON, COSTA RICA, PHOEBE, DEFENDER, FLAMINGO, HERO, HEReward.

In addition, NUBIAN was detailed to embark 600 men, reported at Port St. Nikolo, Zea Island, and then return to escort GLENGYLE. HAVOCK was detailed to embark the G.O.C., his Staff, and F.O.A.M. and Staff at Myli opposite Nauplia. These dispositions were made in response to F.O.A.M.'s 1336 of 25th.

16. *H.M.S. GLENEARN — Damage.*—H.M.S. GLENEARN was bombed and hit in the engine-room p.m. on 26th April. GRIFFIN took her in tow to Suda Bay and she was