

instructed to send landing craft to Monemvasia, since they could not reach Nauplia in time for that night's evacuation.

In consequence ORION, PERTH and STUART proceeded to Nauplia to assist in the embarkation.

All ships were instructed that if the weather delayed embarkation, they were to take what troops they were able and leave at 0300.

17. *SCOTTISH PRINCE*. — R.F.A. BRAMBLELEAF arrived safely at Suda a.m. The SCOTTISH PRINCE on passage from Smyrna to Suda was bombed and damaged south of Milo at about noon. H.M.S. GRIMSBY was sent by the Naval Officer-in-Charge, Suda, to assist. The Senior Officer of convoy G.A.15 detached H.M.A.S. VAMPIRE to her assistance. She was not sinking and her crew was put on board again and with the aid of some naval ratings from the GRIMSBY she eventually reached Suda.

18. At 1547 information was received from the Naval Officer-in-Charge, Suda, of a Greek vessel with British troops on board, bombed and requiring medical assistance off Milo. The Naval Officer-in-Charge, Suda, was instructed to send GRIMSBY if sufficient information became available.

NIGHT OF 26TH/27TH APRIL.

19. F.O.A.M. had signalled on 25th that position C (Raphina) and T (Tolon) must each be worked by one Glen ship and this had been arranged. But, during the afternoon of 28th April, I received F.O.A.M.'s 1103/26th asking for a Glen ship to go to S (Nauplia) instead of to T (Tolon). I accordingly asked F.O.A.M. to communicate direct with CALCUTTA if he required any change, but shortly after this GLENEARN was bombed and disabled and reported that she had sent all her landing craft down the coast to Monemvasia.

20. *Nauplia and Tolon*.—I took ORION, PERTH and STUART to Nauplia to do what was possible to embark GLENEARN's quota. On arrival I detached STUART to see what was the position at Tolon while ORION and PERTH went to Nauplia where CALCUTTA, SLAMAT, KHEDIVE ISMAIL and four destroyers were already anchored.

At Nauplia there was only one motor caique transporting troops to SLAMAT. Apart from this, the warships' boats did what they could. KHEDIVE ISMAIL received no troops at all owing to the lack of any craft to transport them to her.

Meanwhile STUART reported at Tolon there was a large number of troops, and a L.C.T., and she (STUART) was already full. I ordered STUART alongside ORION to embark the 600 troops she had on board from Tolon and sent PERTH and STUART back to Tolon to continue the embarkation there.

In the end the ships had to sail with 4,527 troops, having left ashore a number variously reported as 2,500 and 6,000. This very unsatisfactory outcome is solely due to the bombing of GLENEARN and the absence of her boats. All available craft and the L.C.T. were fully employed throughout the available hours.

21. The ultimate fate of the L.C.T. is not known. The motor caique is known to have embarked 19 military staff officers and their batmen, and beachmaster and some naval ratings and reached Monemvasia in time for the final embarkation there.

22. The following numbers were embarked during the night:—

Raphina and Raphtis.

GLENGYLE	...	3,500
SALWEEN	...	2,000
CARLISLE	...	1,310
KINGSTON	...	850
KANDAHAR	...	560
NUBIAN	...	3

(500 men were left at Raphina)

Nauplia.

ORION	...	600
SLAMAT	...	500 (estimated)
CALCUTTA	...	960
ISIS	...	408
HOTSPUR	...	500
KHEDIVE ISMAIL	...	Nil
DIAMOND	...	Nil

Tolon.

ORION	...	600
PERTH	...	850
STUART	...	109

Kalamata.

DILWARA	...	2,400
CITY OF LONDON	...	3,500
COSTA RICA	...	2,500
DEFENDER	...	250 and Yugo-Slav Crown jewels in cases.

PHOEBE, FLAM- INGO, HERO and HEREWARD	...	Nil
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23. *Zea Island*.—NUBIAN reported that troops on Zea Island had left Port Nikolo for embarkation elsewhere.

The L.C.T. working nightly at Raphtis is believed to have hidden at Zea each day. It is fairly certain that this party returned in the L.C.T. to Raphtis on the evening of 27th April and were embarked in AJAX or destroyers.

24. H.M.S. HAVOCK embarked F.O.A.M. and the combined H.Q. Staff. F.O.A.M. was landed at Monemvasia.

27TH APRIL.

25. *Sinking of S.S. SLAMAT*. — The SLAMAT did not sail from Nauplia until 0415 although repeatedly told to do so at 0300. At 0715 she was bombed and set on fire in position 37° 01' N. 23° 10' E. DIAMOND was ordered by CALCUTTA to go alongside to take off her troops, the convoy proceeding meanwhile. I had ordered WRYNECK, WATERHEN and VENDETTA from Suda to join the convoy to relieve ISIS and HOTSPUR, so that they could go ahead to Suda to disembark their troops. WRYNECK, WATERHEN and VENDETTA joined at 0910 and CALCUTTA immediately despatched WRYNECK to the assistance of DIAMOND, who had, at 0815, called for help in picking up survivors from the SLAMAT, reporting that she was being constantly dive bombed while doing so. At 0925 DIAMOND reported that she had picked up most of the survivors and was proceeding to Suda Bay. At 1025 WRYNECK made a request for fighter protection.