

CONFIDENTIAL

10th MAY 1940.

Submitted:-

H.M.S. Verity was on North Goodwin Patrol abreast 'S' buoy; about twenty enemy bombers passed over-head, the majority at a good height.

0508. Opened fire with Barrage and Pom-pom on one enemy aircraft, flying low, who altered to avoid us.
0510. Opened fire on three enemy aircraft proceeding towards French coast.
0618. Verity was recalled with all despatch and secured alongside oiler 'War Sepoy' and completed with fuel.
Demolition stores were embarked and preparations made for conveying special personnel for operation XD. Landed Confidential Books and S.P's.
1045. All stores and personnel embarked and Verity ready to proceed.
1151. Slipped and proceeded through Downs at 28 knots, followed by 'Whitshed', 'Brilliant', and 'Wild Swan'.
1238. North Goodwin Light Vessel abeam, increased to 30 knots.
1357. Whitshed and Wild Swan proceed to North Eastward and Verity and Brilliant towards Wandelaar Light Vessel. When Wandelaar Light Vessel was abeam, I reduced to 25 knots and observed bombing attacks being carried out on Zeebrugge, and dive bombing attacks on Flushing.
No Pilot Vessel was found at Wielingen Buoy but shortly afterwards communication was established with Dutch Warship 'Johon Manite' and at 1520 Flushing Pilot was embarked 5 miles E.N.E. (mag) from Zeebrugge Mole.
1530. Three Aircraft were observed bombing Flushing (damage subsequently proved to be slight, with no casualties). The Pilot on boarding informed me that Ostgat had been mined by six German Magnetic Mines, and also the centre of Wielingen Channel. Three rows of Dutch contact mines were also laid across this Channel.
By keeping just South of the Nieuwe Sluis Leading Lights and then keeping very close to the Southern Shore, Verity followed by Brilliant proceed into Flushing at 15 knots.
Dutch Cruiser 'Sumatra', which was anchored off Flushing gave us both a hearty cheer on our passing. This was lustily returned.
1620. I ordered Brilliant to part company and entered Baiten Haven, securing alongside quay, bows out.
This Quay was admirably suitable for this purpose being a floating pontoon, the same height as a Destroyers deck. Demolition stores and two electrically fired depth charges were landed at once, and the special party proceed ashore, being accomodated in a Gynasium, near Dutch Guardship, inside the Basin.

Soon after.....

Soon after our arrival calls were exchanged between Dutch Naval and Military Authorities and ourselves.

The Harbour master co-operated in supplying telephone communication and in offering Harbour services

Flushing was quiet although an attempt to capture the ~~Ka~~erodrome had been made, which was frustrated by obstruction of runways with motor vehicles.

Whilst we were alongside a steady stream of French mechanised troops was being landed by ferry. A party of 60 vehicles arriving every half hour.

Two Dutch Submarines passed through Flushing Roads at about 2145.

At about 1800 Commander Cazalet returned and stated he has been well catered for, but that no demolition was to be undertaken under the conditions then prevailing.

Before dark at 2045, Verity slipped from jetty, with pilot on board, and anchored in six fathoms in Flushing Roads, having a clear arc of H.A. Fire.

Aircraft activity commenced at dusk, and at 2145 a parachute mine was observed to fall in position 068° Nieuvre Sluis Light 2.6 miles. At frequent intervals between 2145 and 2225 enemy aircraft were engaged with Pom-Pom and Lewis Guns. These aircraft were also engaged by Dutch Warships and Shore Batteries.

French Destroyers and small craft entered and left Harbour at intervals.

I had previously arranged with Commander Cazalet that he would communicate with me at about 0430/11 (Report attached).

This report arrived alongside at 0540, and Verity proceed 0545 via Wielingen Channel.

Wireless silence was broken when clear of Flushing, and on our normal North Goodwin Patrol line.

A. de K. de K.

Lieutenant Commander R.N.
COMMANDING OFFICER H.M.S. VERITY.