

ENCLOSURE No. 11 TO DOVER LETTER OF 27th July 1940 A14/0/1326

Return to M 0147 93/40

Subject....Report of Proceedings.

From.....The Commanding Officer, H.M.S. Verity

Date.....May 27th, 1940. No.4/66.RP.

To.....The Flag Officer, Commanding Dover.
Copy to:- Captain (D), 19th D.F.
 Captain (D), Plymouth.

Herewith REPORT OF PROCEEDINGS of
H.M. Ship under my command during operations
carried out on 22nd to 23rd May, 1940.

E. L. Jones
Lieutenant. R.N.

for
Lieutenant Commander. R.N.
Wounded.



(2).

with any Military Authority. Stores and cars had been abandoned on the Jetty. This party was subjected to occasional sniping, but returned without casualty. A few rounds of shell fire and occasional bombings were heard at times.

0155.

Reported to V.A. Dover by signal.

'French appear to be retiring in Calais, no stormy resistance in Boulogne, except isolated units. Situation appears critical'.

0210.

The advance guard of G.H.Q. passed along road in view of ship, but were not fired on as they were considered to be British.

0215.

G.H.Q. approached along the Jetty, being covered and indented.

0230.

Lieutenant-General Brownrigg, and Major-General Lloyd boarded, and about 150 troops were embarked.

General Brownrigg requested that he be conveyed to Dover with surplus personnel, and that a Destroyer be made available for him to command the ports from her, as all communications except from Destroyer had gone. He stated situation was critical.

By this time refugees had found the ship, also odd parties of soldiers of various nationalities endeavoured to board, these were repressed.

In view of the approaching daylight, and the early possibility of being shelled and bombed in Verity's berth, I slipped at 0310, leaving about 200 fighting troops still on the Jetty. These men were left on the orders of the General.

The return passage to Dover was without incident. One French Destroyer on patrol being challenged off 'K' buoy.

Verity secured alongside Admiralty Pier at 0450, and G.H.Q. and troops were disembarked.

Verity remained at immediate notice, and accommodated several Staff Officers of G.H.Q., until future policy had been made.

1917.

Proceeded to No.1. buoy, Raised steam for full speed in readiness to take General McNaughton to France.

ENCLOSURE No. 12 TO DOVER LETTER OF 27 July 1940. *AM/01327*

Return to No 14793/40

Subject....Report of Proceedings.

From.....The Commanding Officer, H.M.S. Verity

Date.....May 27th, 1940. No.5/66.RP.

To.....The Flag Officer, Commanding Dover.

Copy to:- Captain (D) 19th D.F.
Captain (D) Plymouth.

Herewith REPORT OF PROCEEDINGS of
H.M. Ship under my command during operations
carried out on May 23rd to May 25th, 1940.

E. L. Jones.
Lieutenant. R.N.



for Lieutenant Commander. R.N.
Wounded.

SUBMITTED:-

I have the honour to forward the following
REPORT OF PROCEEDINGS of H.M.S. Verity, for Thursday
May 23rd to Saturday May 25th.

- 2140/23. Slipped from No.1. Buoy, Dover, with General
McNaughton, and Canadian Staff on board, and
proceeded to Calais.
2236. One Magnetic Mine dropped, No.1. Buoy Calais
in seached channel. This aircraft was not
engaged, as it could only be seen through glasses
and evasion was considered more important.
2255. Entered Calais Harbour, where no navigation
lights were burning. As there was no berth
available I landed General McNaughton in Yacht
'GULZAR', who came alongside for provisions.
Hospital Ship 'PARIS' slipped a $\frac{1}{4}$ hour after,
and Verity took her berth when she cleared, bows
out.
- 0137/24. General McNaughton re-embarked and Verity
slipped and proceeded to Dunkirk along swept
channel.
0247. Bombed and machine gunned, by single aircraft
who approached up moon, one close miss caused a
small hole aft, 2 feet above waterline. One
slight casualty from machine gun fire.
0327. Entered Dunkirk and secured to 'QUAI FELIX
FAURE'. Situation quiet, although heavy bombing
had taken place.
- 0500 General McNaughton landed, stating he hoped to
be about 2 hours,
- 0700 As tide was falling, and no communication had
been received from the General, I decided to ~~leave~~
my motor boat in harbour, whilst Verity patrolled
outside.
0820. Hospital Ship 'St Julian' entered Dunkirk, and
proceed ~~up~~ harbour.
0850. Heavy bombing of Dunkirk and local aerodrome to
westward, one salvo falling close to Verity.
0917. 'St Julian' left harbour empty.
0943. Dunkirk again heavily bombed, missing Verity's
motor boat by about 50 yards.
1035. General McNaughton returned to Motor Boat, which
proceeded out of harbour.
1055. Motor boat hoisted with General and Staff, one
Captain from G.H.Q., two soldiers, and 2 refugees.
Proceeded to Dover at best speed.
1120. Engaged two float planes with barrage and ~~prom~~
pom fire. One shot down.
1206. Shelled by shore batteries, about 6", off
Calais. Salvo fell about 200 yards astern.
1255. Entered Dover Harbour and secured to oiler.
1300. Disembarked General and Staff, and evacuees.
1430. Slipped from Oiler and secured to No.9. buoy
and reverted to $\frac{1}{4}$ hours notice.
1726. Slipped and proceeded alongside Admiralty Pier
to embark Military ammunition.

(2).

1914. Slipped and proceeded to salvage, or sink
H.M.S. Wessex, abandoned off Calais.
1937. Wessex was reported sunk, returned to Dover.
1950. Proceeded to assistance of Polish Destroyer
'BURZA', damaged by bombs returning to Dover, and
escorted her in.
2050. Re-entered Dover and secured to Admiralty Pier.
2120. Instructions from War Office to disembark
ammunition.
2127. Ordered by V.A. Dover, to embark ammunition
and 80 Royal Marines.
2230. Vice Admiral Sommerville embarked for passage
2320. 76 Royal Marines embarked with ammunition and
stores.
2335. Slipped and proceeded to Calais.
0050./25. Entered Calais and proceeded alongside 'GARE
MARITIME'.
0105. Whilst securing, was heavily shelled by shore
battery to westward. These shells were estimated, from
shrapnell found on board, to be of 6" calibre. Ship
straddled; minor shrapnel damage, but no direct hit.
0120. I immediately slipped, abandoning wires, and
secured alongside 'QUAI DE MAREE', ahead of Wolfhound.
Personnel, stores and ammunition were landed
without casualty.
0200. AS I could not contact Admiral Sommerville, and
had been ordered to leave harbour on completion of
disembarkation, I informed Wolfhound that I was leaving.
0215. Slipped and proceed out of harbour stern first,
and returned to Dover.
0415. Entered Harbour and secured to No.9. Buoy,
reverting to $\frac{1}{2}$ hours notice.