

O.B.E., R.N.); H.M.S. "Pegasus," Seaplane Carrier (Commander O. M. F. Stokes, D.S.O., R.N.); River Gunboats "Moth" and "Mantis"; Monitors, "Humber," "M.24," "M.26," "M.27," "M.31," "M.33"; "Erebus" (Captain J. A. Moreton, D.S.O., R.N.); and in addition numerous and miscellaneous Auxiliaries and Hospital Carriers.

4. During the winter months no Naval operations were possible except the arduous and difficult work of keeping up communications between Murmansk and Archangel by passing various troops and Storeships under escort of the Ice-breakers through the ice, and also in preparing the Monitors and Gunboats for the summer campaign.

5. The U.S. Navy was represented by Rear-Admiral Newton A. McCully, U.S.N., who lived ashore at Murmansk till March, 1919, when he transferred his flag and was accommodated on board U.S. Yacht "Yankton."

In June, 1919, U.S. Cruiser "Des Moines" (Captain Zachariah H. Maddison, U.S.N.), U.S. Cruiser "Sacramento," and 3 Eagle boats arrived, Rear-Admiral McCully returned to England in "Sacramento" in July.

U.S. Cruiser "Des Moines" remained at Archangel until all the U.S. troops had left in September.

6. With the clearing of the ice at the end of April, 1919, Naval operations on the River Dwina were commenced. Captain Altham, who had been appointed by the Admiralty as S.N.O., River Expedition, narrates their exploits in the attached report.

7. During the summer months of 1919 the water in the River Dwina ran very low. Water transport, which was the only means of carrying troops and stores, &c., for the expedition, therefore became most difficult, and strained to the utmost the capabilities and resources of the Naval Transport Service, which was working under Commodore R. Hyde, C.B.E., M.V.O., R.N. Every sort of local craft that was of light draught was commandeered for use either as a troop, store, or hospital carrier. The transport difficulties inseparable from such operations were most successfully undertaken by Commodore Hyde and his staff.

8. The medical arrangements for the transport afloat of the sick and wounded, both naval and military, British or otherwise, were carried out entirely by the Navy under the very able organisation of Surgeon Commander D. W. Hewitt, C.M.G., M.B., F.R.C.S., R.N., with much success and the greatest credit to all under his orders.

9. In July it was decided to withdraw all Allied troops from North Russia before the arrival of the winter.

During the summer monitors and gunboats were operating in the White Sea in conjunction with the military, for which purpose the "Nairana" was based on Kem and the "Pegasus" at Archangel.

On 25th July "M.26" (Lieutenant-Commander A. C. Fawcett, R.N.) rescued the small British garrison at Onega, which was in the hands of Russian troops who had mutinied and joined the Bolsheviks.

On 1st August "M.26," "M.24," H.M. Auxiliary "Walton Belle" and a small Russian steamer carrying a mixed force of Russians, supported by British Gunners, en-

tered the Onega River to retake Onega, but after a hot engagement failed to do so.

Onega was shelled by "Erebus" (Captain J. A. Moreton, D.S.O., R.N.), assisted by "Nairana" with her seaplanes on 28th August, and the town was re-occupied by the Russians.

10. The final evacuation of Archangel took place on 27th September, when some 8,000 British troops were embarked without a hitch.

"Erebus," "Nairana" and "M.23" operated from Kem and in the Gulf of Kandalaska during the time troops were being evacuated from the Murmansk front.

The final evacuation of troops from North Russia took place from Murmansk on 12th October, when I left for England in the "Glory."

11. The Naval transport arrangements generally, under the abnormal conditions obtaining in North Russian Waters and on the Dwina River, and the organisation for evacuation reflect the greatest credit on Commodore Hyde and all concerned under him.

12. H.M.S. "Glory" was the depôt ship at Murmansk during 1917-'18-'19, and her presence there was essential both as an armed support for the military and for the safety of the town. The repair work, administration, &c., of all the many small craft, both those permanently attached to her and those visiting the port, was undertaken by "Glory," and her officers and men deserve high commendation for their valuable work, which was carried out continuously throughout the hardships and discomforts of a rigorous Arctic winter.

H.M.S. "Cyclops," acting as repair ship at Archangel during the summer of 1919, rendered invaluable service by the efficiency with which her staff performed the repairs, &c., required by the vessels employed on the expedition.

13. I wish to place on record the very cordial relations which always existed between the Naval and Military Services, without which good feeling all these varied operations could not have been successfully undertaken.

14. I wish to make mention of the following Officers:—

Commodore R. Hyde, C.B.E., M.V.O., P.N.T.O. at Archangel.

Captain A. C. Bruce, D.S.O., R.N., H.M.S. "Cyclops," repair ship, who acted as S.N.O. at Archangel during my absence from that port.

Capt. J. F. Warton, C.M.G., H.M.S. "Glory," my Chief of Staff.

Captain E. Altham, R.N., S.N.O., River Expedition.

Engineer Captain R. W. Skelton, D.S.O., R.N., on my staff. Acting at Archangel.

Surgeon Commander D. W. Hewitt, C.M.G., M.B., F.R.C.S., R.N., S.M.O., in charge of medical arrangements on Dwina River.

Tempy. Hon. T. Major W. C. T. Hammond, R.M. In charge of Naval stores.

A list of the Officers and men whose services were considered specially deserving of recognition has already been submitted to Their Lordships.

I also desire to endorse Captain Altham's commendations of the work of the various officers and personnel mentioned by him in the accompanying report, with which I concur.