

imposed, searches for arms were carried out with productive results and a number of Egyptians detained. Some further Allied casualties were also suffered including the kidnapping of a British Officer.

On 15 December provocation reached its peak with 17 separate incidents in which three British and a number of Egyptians were wounded. A special cordon and search of part of ARAB TOWN was carried out during which a quantity of arms was discovered and some 300 Egyptians detained. During the following night and the next day the Egyptians intensified their efforts and in one ambush an officer of the Royal Scots was killed.

The next stage in the withdrawal consisted of all British troops, who now numbered some 7,000 with 600 vehicles, being concentrated in an inner perimeter preparatory to the final stage of embarkation. This was carried out smoothly and resulted in a cessation of further incidents.

On 13 December the final day of embarkation was fixed for 22 December but there was still no decision on the future of the Allied Salvage Fleet. This continued to cause Vice-Admiral DURNFORD-SLATER and myself the liveliest concern up to the very last minute. Not only was this fleet carrying out its task of clearing PORT SAID Harbour and the entrance to the CANAL with greatest efficiency but it was extremely doubtful whether the United Nations would be able to collect a comparable fleet even after prolonged delay.

It was very disappointing that in the end the best agreement that could be reached was that a limited number of ships should remain under United Nations Flag after our final withdrawal. The fact that the Egyptians had placed over 40 obstructions in an International Waterway seemed, when viewed from PORT SAID, to carry little weight with the United Nations.

One encouraging piece of news received on 18 December was that the Egyptians had agreed to hand over the British employees of the Suez Contractors who had been interned since the start of operations. At that time it was believed that Lieutenant MOORHOUSE, the kidnapped British officer, was still alive and that he would also be handed over: unfortunately this proved to be untrue. The contractors duly arrived in PORT SAID on 21 December and the next day they disembarked in CYPRUS en route for ENGLAND. At the same time all Egyptian prisoners of war and detainees were handed over.

On 22 December, the final day of embarkation, all went smoothly and the last troops were on board by 1710 hours GMT leaving PORT SAID in charge of the United Nations Emergency Force. By 1930 hours GMT the last ship was clear of the harbour thus bringing the operation to a close.

ELEVEN

ACKNOWLEDGEMENTS

1. *Allied Command*

I would like, firstly, to pay a tribute to all the French forces engaged on this operation. In many ways they had a more difficult task

than had the British forces, perhaps mainly administratively.

But from my Deputy, Admiral BARJOT and his three Land, Naval and Air Commanders, General BEAUFRE, Admiral LANCELOT and General BROHON down to their experienced parachutists, commandos, airmen and sailors, they displayed skill, comradeship and gallantry of the highest order.

Seldom before can such intricate operations have taken place with more friendship and understanding at all levels.

2. *British Commanders and Staffs*

This operation demanded the hurried formation of new headquarters, new command channels and many unusual problems in which all services and many civilians were concerned.

It is not possible to name the many hundreds of officers, and others in the Service Ministries, in all operational Headquarters and in the Headquarters of the MIDDLE EAST, who did outstanding work; but in particular I would pay a tribute to Lieutenant-General STOCKWELL, Land Task Force Commander, Vice Admiral DURNFORD-SLATER, who commanded the Naval force, and Air Marshal BARNETT who commanded the Air Forces. Of my own staff Major General HOBBS and Air Vice Marshal HUDLESTON did outstanding work on the operational side, Major General BUCKLE and Brigadier LUCAS on the administrative side and Vice Admiral RICHMOND as my personal link in LONDON with the Chiefs of Staff.

PRESS

In modern days world public opinion is a most important weapon of war. This was fully appreciated at the outset by myself and my staff but regrettably the short notice which we had before the operation started resulted in shortcomings in Press communications and arrangements which we never managed to rectify in time.

I am therefore most grateful to those members of the Press, and especially those among the accredited correspondents, because they had the most exasperating time, who reported accurately and objectively and who were cheerful and uncomplaining throughout some difficult and often dangerous days.

THE BRITISH SAILOR, SOLDIER AND AIRMAN

Finally, in case the events which followed the SUEZ operations should have obscured the straight military success achieved I should like to record my admiration and gratitude to the sailors, soldiers and airmen who achieved all the military objectives given to them.

The skill and gallantry required, particularly of parachutists, commandos and pilots was equal to that demanded in any operation of war and it is they more than anyone else who deserve praise.

(Signed) CHARLES KEIGHTLEY, General,
Commander-in-Chief, Allied Forces.

10th June, 1957.

LONDON

Printed and published by HER MAJESTY'S STATIONERY OFFICE: 1957

Price 1s. 3d. net