

OPERATIONS RECORD BOOK

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I.
and in *RAF War Manual Pt. II*, chapter XX, and
notes in *RAF Pocket Book*.

OPERATIONS RECORD BOOK

of (Unit or Formation) 95 SQUADRON, R.A.F.

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month //

No. of pages used for day //

Place	Date	Time	Summary of Events	<u>SECRET</u>	References to Appendices
BATHURST, H.M. COLONY, GAMBIA.	January 1944		SQUADRON PERSONNEL as at 1st January, 1944. Establishment Posted strength Aircraft strength		
			Officers 33 37		
			Warrant Officers - 2 12		
			S.N.C.O.'s 78 111		
			Other Ranks 156 153		
			<u>267</u> <u>303</u>		
			<u>OPERATIONS AND AIRCRAFT MOVEMENT - GAMBIA</u>		
1st	0537		U-BOAT SEARCH. Sunderland M/95 searched for a U-Boat reported sighted by U.S. aircraft at 1500 hours the previous day. Patrol commenced at 0716 in posn. 11°40'N 19°00'W. The complete area of patrol was covered plus an extra leg of 20 miles ahead. Patrol finished at 1644 in posn. 14°42'N 19°00'W, no sighting being made. Aircraft waterborne at Bathurst 1750.	Narrative	
2nd	1400		SEARCH FOR LIFE BOAT. Sunderland A/95 commenced square search at 1708, area covered - 8°39'N 20°46'W, 9°10'N 21°24'W, 9°55'N 20°55'W, 9°22'N 22°09'W, visibility 5. The S.E. went u/s at 1552 and could not be used throughout search. Patrol ceased 1942 hours, no sighting made. Aircraft waterborne at Bathurst 2315.		
3rd	1448		CONVOY ESCORT. Z/95 met convoy at 1554 in posn. 12°20'N 18°04'W, comprising 15 MV's, 4 EV's course 002 degs. at 7 kts. Patrol Cobra until dark, then Adder, visibility 5. Many shoals of fish were seen. Message received from base at 1645 "645 U.S.A. Sighting" and passed to S.N.O. for instructions. Carried out 330 Python 40. At 1923 hours in posn. 12°44'N 17°54'W Portuguese MV "SOFALA", fully lighted, was sighted, this vessel continuing on course about 10 miles on starboard beam all night. At 1937 changed to Crocodile 15 to suit existing conditions. At 0015 hrs contact was made with 1 EV in posn. 12°26'N 18°39'W, probably Force F.E. The convoy was left at 1221 on a northerly course in posn. 13°38'N 18°04'W. Aircraft waterborne at Bathurst 0325.		
4th	0050		U-BOAT SEARCH. Sunderland J/95 commenced patrol at 0106 in posn. 10°50'N 21°24'W carrying out Creeping Line Ahead through 10°50'N 21°25'W - 9°58'N 20°22'W - 12°03'N 12°25'W - 11°40'N 19°24'W, visibility 7. It came off patrol at 1106 in posn. 12°15'N 17°55'W without making a sighting. S.E. was used throughout. Aircraft waterborne Bathurst 1225.		63

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Place	Date	Time	Summary of Events	<u>SECRET.</u>	References to Appendices
HALF DIE	January 4th		<u>COMMUNICATIONS.</u> Sunderland C/95 left Bathurst for Dakar at 1512 hours, arriving Dakar at 1630 hours. Returned at 1710, waterborne at Bathurst 1750.		Narrative
	5th	0516	<u>CONVOY ESCORT.</u> Sunderland M/95 met convoy 0624, comprising 2 MV's Neirbank and Lida, and 2 EV's in posn. 11°59'N 117°11'W course 184 degs at 8 knots; patrol Cobra 15-vis.4 was performed. At 1105 in posn. 11°00'N 117°11'W Spanish MV 'Castillo Madrigal' was sighted, course 342 degs, at 8 knots. The convoy was covered until 1605, when aircraft left it in posn. 10°45'N 16°47'W, course 125 degs, at 9 knots. Aircraft waterborne at Bathurst 1750.		
	5th	1552	<u>CONVOY ESCORT.</u> 2/95 met convoy, comprising 2 MV's, and 2 EV's on the same vessels as in earlier report of even date at 1732 in posn. 10°33'N 16°41'W, course 120 degs at 9 knots, and carried out Cobra 15, changed to Cobra 8 at 1911. No incident arose and no sighting was made and the convoy was left at 0105 in posn. 10°01'N 15°50'W, same composition, course and speed. Aircraft was waterborne at Bathurst at 0035.		"
	6th	0032	<u>CONVOY ESCORT AND MOVE TO P.E.</u> Sunderland A/95 met convoy S.L.145 comprising 14 MV's and 3 EV's at 0435 in posn. 29°29'N 18°10'W, course 360 degs, at 8 knots. Cobra 15 carried out till dawn, visibility 5. The convoy was left at 1242 in posn. 21°30'N 18°05'W, same composition, course and speed. At 1225 a Southbound convoy was sighted comprising 18 MV's and 4 EV's in posn. 21°15'N 17°44'W, course 170 degs, at 8 knots. Aircraft waterborne at Port Etienne 1332.		
	8th		<u>ARRIVAL.</u> R/95 arrived from Port Etienne at 1722 having swept track of convoy 0.62 en route. It took off from Port Etienne at 1305.		"
	8th	2049	<u>CONVOY ESCORT.</u> C/95 was over convoy 0.62 comprising 18 MV's and 2 EV's in posn. 12°55'N 17°39'W at 2126, course 177 degs at 8 knots. Cobra 15 patrol carried out, visibility was very bad considering it was full moon. At 0501/9 a M.L. in transit from Freetown was picked up on S.E. at 5 miles, position then being 11°50'N 17°17'W, course 350 degs at 10 knots. Portuguese MV 'MOUZINHO' was sighted at 1731 in posn. 10°59'N 17°39'W course 016 degs, at 10 knots. Convoy was left at 0825/9 in posn. 11°26'N 17°34'W, same composition, course and speed. Aircraft was waterborne at Bathurst at 0955.		"

(70885-9705) WL 24692-0322 1308 11/40 T.S. 760

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See instructions for use of this form in K.R. and A.C.L. Vols. 2349 and War Manual Pt. II, chapter XX, and notes in R.A.F. Pocket Book.

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of (Unit or Formation) 95 SQUADRON

No. of pages used for day *March 11*

Place	Date	Time	Summary of Events	<u>SECRET.</u>	References to Appendices
HALF DIE	January 10th	0740	A/S SWEEP. Sunderland G/95 left Bathurst to sweep track of convoy 0.62 in transit to J.U., where it was to pick up the retiring Air Vice-Marshal and convey him to U.K. Sweep commenced at 0951 in posn. 29°41'N 16°28'W and at 1001 in posn. 29°41'N 16°20'W.		Narrative

Convoy was sighted at 1751 in posn 10°59'N 17°52'W course 016 degs. at 10 knots. Convoy was left at 0825/9 in posn 11°26'N 17°34'W, same composition, course and speed. Aircraft was waterborne at Bathurst at 0955.

*10000-2304 Wt. 54022-2322 1900 12/42 T.S. 700

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Area 2304. Was issued. Pt. II. Chapter XX. and
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of (Unit or Formation) 95 SQUADRON

March 11
No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
HALF DUE	January 10th	0740	<u>A/S SWEEP</u> . Sunderland G/95 left Bathurst to sweep track of convoy Q.62 in transit to JU1, where it was to pick up the retiring Air Vice-Marshal and convey him to U.K. Sweep commenced at 0951 in posn 9°41'N 16°28'W and at 1001 in posn 9°56'N 16°32'W met the convoy comprising 11 MV's and 2 EV's, course 110 degs. at 7 knots. Sweep completed 1130. Aircraft waterborne at Ju1 1146.		Narrative
	10th		<u>ARRIVAL</u> . Sunderland S/95 arrived from Dakar at 1625 having been airborne at Dakar at 1517.		"
	11th	0744	<u>A/S SWEEP AND MOVE TO P.E.</u> Sunderland R/95 commenced patrol at 0846 in posn 15°04'N 18°00'W sweeping track of convoy Q.S.63, and came off patrol at 1130 in posn 19°42'N 18°07'W, no sighting or incident having arisen. Aircraft waterborne at Port Etienne 1253.		"
	11th		<u>COMMUNICATIONS</u> . Sunderland M/95 took off from Bathurst at 0753, landed at Dakar 0845. Took off from Dakar 1005 and landed at Port Etienne 1355. Group Captain Constable Roberts travelled from Dakar to Port Etienne.		"
	13th	1454	<u>CONVOY ESCORT</u> . Z/95 met convoy S.L.146, comprising 27 MV's and 5 EV's at posn 9°53'N 16°53'W, course 312 degs. at 7½ knots; carried out Adder Patrol followed by Cobra 15 at 1910 hours. Patrol finished at 0110/14 in posn 10°32'N 17°40'W, convoy on same course and speed. Aircraft waterborne at Bathurst 0325.		"
	13th		<u>COMMUNICATIONS</u> . S/95 left Dakar at 0935 and arrived at Bathurst at 1026 with Group Captain Constable Roberts on board.		"
	14th		<u>EXERCISE SIX</u> . Sunderland S/95 and J/95 took part in this exercise with a French submarine off Dakar. S/95 was airborne at 1041 and landed at Bathurst 1600. J/95 was airborne at 1041 and landed at Bathurst 1620. At completion of exercise S/95 landed to disembark a passenger at Dakar before returning to Bathurst. A copy of the report on the exercise is attached as Appendix 'A'.		"
	15th	0800	<u>CONVOY ESCORT</u> . Sunderland C/95 met convoy Q.S.63, comprising 16 MV's and 3 EV's in position 13°54'N 17°55'W, course 180 degs. at 9 knots. Cobra 15 Patrol carried out. At 0740 convoy was in posn 13°22'N 17°43'W, course 175 degs., same speed and same patrol continued. At 1233 a suspicious object was sighted which proved to be a shoal of fish. The convoy was left at 1505 in posn 12°16'N 17°40'W, same composition, course and speed. Photographs were taken of 2 vessels emitting smoke. Aircraft waterborne at Bathurst 1615.		"

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Place	Date	Time	Summary of Events	<u>SECRET.</u>	References to Appendices
HALF DIRE	January 15th	2327	<u>CONVOY ESCORT</u> . Sunderland B/95 met convoy O.S. 63 at 0107/16 in posn. 10°42'N 17°32'W and carried out Cobra 15 until dawn, when a number of ships detached in a disorderly manner. At 0721 aircraft was over convoy in posn. 9°49'N 17°11'W; convoy consisted of 9 MV's and 4 EV's course 105 degs. at 9 knots and 5 MV's, course 245 degs. same speed. Cobra 15 resumed. At 1009 convoy was left in posn. 9°01'N 16°40'W, composition 9 MV's and 4 EV's, course 105 degs. at 9 knots. Aircraft waterborne at Bathurst 1240.	Narrative	
	16th	0925	<u>ESCORT</u> . Sunderland B/95 met MV 'NEW NORTHLAND' with 2 EV's in position 13°32'N 16°51'W at 0937, course 265 degs at 9½ knots. Crocodile 40 patrol carried out. Convoy left at 1210 posn. 13°16'N 17°06'W, course 202 degs. at 9½ knots, the aircraft having swept 40 miles ahead engine trouble compelled return to base. Aircraft waterborne at Bathurst 1240.	"	
	19th	1252	<u>COMMUNICATIONS</u> . Sunderland B/95 took off from Bathurst on a communications trip to Port Etienne. The Sunderland was scheduled to call at Dakar to embark G/Capt. J.R. Constable Roberts and Mr. Samuel. On reaching Dakar at 1350, the aircraft remained there, Port Etienne having been reported as unfit for landing.	"	
	19th	0745	<u>A/S SWEEP TO PORT ETIENNE</u> . Sunderland C/95 took off from Bathurst and commenced patrol at 0747. The following sightings were made - at 0821 in posn. 14°27'N 17°14'W 1 U.S. Dakota aircraft - at 0833 in posn. 14°43'N 17°33'W 1 submarine with 3 EV's (Fr. Sub ATLANTIQUE) on a course of 340 degs at 6 knots - at 0941 in posn. 16°23'N 17°57'W 1 Portuguese MV JOAO BELO on a course of 180 degs at 8 knots. Photos were taken of the latter vessel. At 1035, message was received from Port Etienne instructing the aircraft to land at Bathurst on account of swell at P.E. At 1056, the aircraft swept from 18°40'N 18°04'W to 18°42'N 18°37'W. At 1243 an S/E contact was made and at 1249 in posn. 15°32'N 18°45'W the aircraft circled with S/E homing. At 1256 baiting procedure was adopted and at 1325 the aircraft returned to posn. 15°32'N 18°45'W and carried out square search of 12 miles at 1500 feet on a vis. of 3 miles. Nil report. At 1349, in posn. 15°31'N 18°40'W course was set for base and the aircraft was waterborne at Bathurst at 1540.	"	
	20th	1115	<u>COMMUNICATIONS</u> . Sunderland B/95 left Dakar to complete its journey to P.E. which was reached at 1446.		

(10086-9302) WL 34832-9322 150W 1114Z TS 700

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		18°45'W and carried out square search of 12 miles at 1500 feet on a vis. of 3 miles. Nil report. At 1349, in posn. 15°31'N 18°40'W course was set for base and the aircraft was waterborne at Bathurst at 1540.
20th	1115	<u>COMMUNICATIONS</u> . Sunderland B/95 left Dakar to complete its journey to P.E. which was reached at 1446.

(*26885-9202) Wt. 14602—9228 130W 12/42 T.S. 700

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Place	Date	Time	Summary of Events	<u>SECRET</u>	Reference to Appendices
HALF DIR	January 20th	1035	A/S SWEEP TO PORT ETIENNE. Sunderland C/95 took off from Bathurst and commenced patrol at 1037. At 1220 in posn. 16°48'N 16°58'W 2 MV's and 2 EV's were met on a course of 190 degs. at 8 knots. The aircraft came off patrol at 1448 and was waterborne at Port Etienne at 1506.	"	Narrative
	21st		<u>COMMUNICATIONS</u> . Sunderland B/95 arrived at Bathurst at 1408 from Port Etienne. Airborne at P.E. 0954.	"	"
	22nd	0748	MEDICAL FLIGHT. Sunderland Z/95 took off from Bathurst to convey supplies of Yellow Fever serum to the Cape Verde Islands for use of the Military Command there. The aircraft landed at Mindelo Bay at 1240, having taken photos of the islands. The aircraft left the Cape Verdes on the return journey at 1626 and at 1730 carried out a recon of SAL aerodrome. At 1736, course was set for base and the aircraft arrived safely at Bathurst at 2145. ³ See attachment 'B'.	"	"
	22nd		<u>COMMUNICATIONS</u> . Sunderland B/95 left for Dakar at 1445, arrived Dakar at 1540. Left Dakar at 1621 for Bathurst and arrived at base 1740.	"	"
	25th	0524	CONVOY ESCORT. Sunderland Z/95 took off from Bathurst and met the convoy in posn. 13°54'N 17°57'W at 0618. Cobra 15 carried out. At 0740 the convoy consisted of 21 MV's and 3 EV's on a course of 360 degs. at 7½ knots. Cobra 15 carried out. At 0915 Crocodile 15 carried out. At 1043, in posn. 14°40'N 17°44'W 2 MV's with 3 EV's were seen on a course of 270 degs. at 8 knots with a Wellington escorting, and at 1144 in posn. 14°34'N 17°43'W 1 MV with 1 EV was seen on a course of 280 degs. at 7 knots. The relief aircraft was sighted at 1305 and at 1308 in posn. 14°44'N 17°56'W 2 MV's and 2 EV's left the convoy and took a course of 100 degs. at 7 knots whilst 3 MV's joined the convoy. The S.L. 147 was finally left in posn. 14°44'N at 1309, composition 22 MV's and 3 EV's, course 360 degs., speed 7 knots. Z/95 was waterborne at Bathurst at 1435.	"	"
	26th	1316	A/S SWEEP AND MOVE TO PORT ETIENNE. Sunderland D/95 was detailed to sweep track of Convoy S.L. 147. Patrol was commenced at 1320 and the convoy, consisting of 22 MV's and 3 EV's, was met at 1621 in posn. 18°10'N 18°00'W, course 095 degs. at 7½ knots. The aircraft came off patrol at 1750 and landed at Port Etienne at 1830.	"	"
	27th	0640	ESCAPE. Sunderland Z/95 took off from Bathurst having been delayed by magneto trouble and met the convoy, consisting of 1 MV with 2 EV's at 0807 in posn. 10°53'N 17°17'W on a course of	"	"

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HALF DUE	January		302 degs at 11 knots. At 1300 the convoy was in position $11^{\circ}41'N$ $17^{\circ}29'W$ on a course of 357 degs at 11 knots and it was left at 1320 in posn. $11^{\circ}43'N$ $17^{\circ}26'W$ on the same course. The aircraft landed at Bathurst at 1430.	Narrative	
	28th		ARRIVAL. Sunderland A/95 arrived at Bathurst from Port Etienne at 1452 having escorted R.W. en route. A/95 took off from P.E. at 0700.	"	
	29th	1322	COMMUNICATIONS. Sunderland B/95 left for Jui and arrived there at 1644.	"	
	30th	1318	A/S SWEEP. Sunderland B/95 was detailed to sweep track of R.S. 14 from Jui to Bathurst. The aircraft was on patrol at 1330. At 1550 in posn. $10^{\circ}40'N$ $17^{\circ}30'W$, 3 ML's were sighted on a course of 213 degs at 10 knots and at 1644 in posn. $11^{\circ}20'N$ $17^{\circ}40'W$. 1 MV LUGANO was seen on a course of 180 degs at 12 knots. The patrol was completed at 1755 in posn. $11^{\circ}35'N$ $17^{\circ}55'W$, the track of the convoy having been swept with nil report. The Sunderland landed at Bathurst at 1842.	"	
	30th	2120	H-BOAT SEARCH. Sunderland S/95 commenced patrol at 2354 in posn. $16^{\circ}50'N$ $17^{\circ}35'W$ until 0032 when a message was received from base altering the area of patrol. At 0130 a Creeping Line Ahead N/S - was commenced in posn. $19^{\circ}10'N$ $17^{\circ}35'W$ to $19^{\circ}10'N$ $16^{\circ}55'W$ to $17^{\circ}30'N$ $16^{\circ}55'W$ - $17^{\circ}30'N$ $17^{\circ}35'W$. A number of S.E. contacts were made on aircraft and E.V.'s engaged on the search. At 0548 four fishing vessels, well lit up, were seen within 1 mile of $19^{\circ}04'N$ $16^{\circ}51'W$. The patrol was completed at 0554 in position $19^{\circ}10'N$ $16^{\circ}55'W$, nil report, and the aircraft was waterborne at Bathurst at 0855/31.	"	
	31st	0450	CONVOY ESCORT. Sunderland Z/95 met the convoy at 0550 in posn. $12^{\circ}01'N$ $17^{\circ}41'W$. Patrol COBRA 15 carried out. At 0708, one lighted MV was seen in posn. $11^{\circ}34'N$ $17^{\circ}30'W$ on a northerly course at 10 knots. At 0730, the aircraft was with the convoy in posn. $11^{\circ}40'N$ $17^{\circ}40'W$, the convoy consisting of 1 MV and 2 EV's on a course of 177 degs at 13 knots. Patrol CROCODILE 10 carried out. The aircraft proceeded at 0735 to investigate the MV sighted earlier and found it to be the Spanish MV ISLA DE TENERIFFE on a course of 360 degs, at 10 knots and the S.O. was informed. At 1000, the convoy was in posn. $10^{\circ}57'N$ $17^{\circ}35'W$ on a course of 178 degs at 14 knots. At 1400, 1 DR left the convoy in posn. $10^{\circ}12'N$ $17^{\circ}25'W$ and took a course of 360 degs at 15 knots. The relief aircraft was sighted at 1440 and Z/95 left the convoy at 1450 in posn. $10^{\circ}07'N$ $17^{\circ}20'W$, composition 1 MV and 1 EV, on a course of 112 degs at 14 knots. The aircraft was waterborne at Bathurst at 1655.	"	

(700000-0101) WL 34631-0222 130W 114E TS 700

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I. Serial 240, and War Manual Pt. II, chapter XX, and notes in R.A.F. Pocket Book.

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
HALF DUE	January		ARRIVAL. Sunderland P/95 arrived at Bathurst at 2347 having been diverted from escort of O.S. 65 on account of weather.		

carried out. The aircraft proceeded at 0735 to investigate the MV sighted earlier and found it to be the Spanish MV ISLA DE TENERIFFE on a course of 360 degs. at 10 knots and the S.O. was informed. At 1000, the convoy was in posn. 10°57'N 17°35'W on a course of 178 degs at 14 knots. At 1400, 1 DR left the convoy in posn. 10°12'N 17°25'W and took a course of 360 degs at 15 knots. The relief aircraft was sighted at 1440 and 2/95 left the convoy at 1450 in posn. 10°07'N 17°20'W, composition 1 MV and 1 EV, on a course of 112 degs at 14 knots. The aircraft was waterborne at Bathurst at 1655.

(400885-0205) Wk 31651-0212 1500 1742 T.S. 700

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
HALF DIB	January 31st		<u>ARRIVAL</u> . Sunderland P/95 arrived at Bathurst at 2347 having been diverted from escort of O.S. 65 on account of weather conditions at Port Etienne. The aircraft was airborne at P.E. at 1026.		
PRT ETIENNE	5th	0323	<u>DETAILS OF OPERATIONS BY 95 SQUADRON AIRCRAFT FROM PORT ETIENNE</u> Sunderland P/95 was airborne on escort to c/v O.S. 62. The c/v was met and the a/c was waterborne at 1522 hours.		EE/052/5/Jan
	1105		Sunderland T/95 was airborne on escort to O.S. 62. Eight minutes later the a/c was seen returning to base with smoke emitting from it, and losing height. The a/c failed to make a landing, exploded and crashed in the water just south of Canaado Point at 1115 hours. F/O Spinney (2nd Pilot) was the sole survivor. Apparently the starboard inner engine developed a fault and later caught fire filling the a/c with smoke and fumes thus making it impossible for the pilot to see. P/O Phillips (Controller) who was acting as WOP/AG in place of F/Sgt Douglass (on sick leave) was on board, as also was Cpl. Crate who volunteered to fly as a mechanic vice F/Sgt Lambourn who was ordered to return to Bathurst for posting to H.E.		EE/057/5/Jan
	6th	0725	Sunderland S/95 was airborne on c/v escort to O.S. 62. The c/v was met and the a/c was waterborne at 1900 hours.		
	1332		Sunderland A/95 was waterborne from Bathurst having escorted S.L. 145 on its northward journey. Four of the crew of the crashed Sunderland T/95 (F/O Royer, P/O Phillips, Sgt Ewen, Cpl. Crate) were buried in the European Cemetery. The service was conducted by Padre Maula Johnstone.		
	7th	0720	Sunderland A/95 airborne on escort to S.L. 145. Met and waterborne at 1820 hours.		EE/062/7/Jan
8th	1405		Sunderland S/95 airborne on escort to S.L. 145. Met and waterborne at 0035/8.		EE/068/8/Jan
8th	1305		P/O Mallett was buried. Sunderland R/95 was airborne on A/S patrol and move to Bathurst. 'R' was waterborne at 1750 hours. Passengers were W/Cdr. Hatfield and S/Ldr. Frame.		No orange from Bathurst
9th	1306		Sunderland S/95 was airborne on a coastal recce to Dakar, it was waterborne there at 1656 hours.		No orange from Dakar
11th	1235		Arrival Sunderland R/95 on move from Bathurst, completing A/S sweep en route.		<i>CP</i>

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PORT ETIENNE	11th	1335	Arrival Sunderland M/95 on move from Bathurst, stopping at Dakar. Passengers were G/Capt. Constable-Roberts, O.C. 295 Wing and W/Odr. Pippett, O.C. R.A.F. Bathurst.		
	12th	0952	Sunderland M/95 was airborne on c/v escort to O.S. 63. The c/v was met and escorted without incident and the aircraft was waterborne at 2223 hrs.		EE/067/12/Jan
		1408	Sunderland M/95 was airborne on A/S patrol along the track of O.S. 63, landing at Dakar. Passengers included G/Capt. Constable-Roberts, and W/Odr. Pippett. The a/c arrived at Dakar at 1709 hours.		Dak/031/12/Jan
	13th	1635	Sunderland R/95 airborne on escort to O.S. 63. Met. Waterborne at 0535/14.		EE/070/14/Jan
	16th	2215	Sunderland A/95 airborne on escort to c/v S.L. 146. Met. Waterborne at 0405/17		EE/075/17/Jan
	18th	0038	Sunderland R/95 met and escorted c/v S.L. 146 and was waterborne at 1221 hours.		EE/077/18/Jan
	20th	0922	Sunderland R/95 was airborne on escort to Convoy O.S. 64, met. Sortie was curtailed owing to aircraft developing engine trouble and the aircraft was safely waterborne at 1609		EE/084/20/Jan
		1506	Sunderland R/95 arrived from Dakar. S/Ldr. Raben Captain.		
	21st	0951	Sunderland B/95 was airborne in transit to Bathurst arriving there at 1408 hours.		
	23rd	1455	Arrival Sunderland G/95, in transit for U.K. The passenger was Air Vice Marshal Cole-Hamilton, ex A.O.C. West African Command.		
	24th	0715	Sunderland G/95 left for Gibraltar and U.K. carrying the A.V.M. as a passenger.		
	26th	0515	Sunderland C/95 was airborne on escort to convoy O.T. 12. Aircraft was waterborne at 1705		EE/091/26/Jan
		1830	Arrival Sunderland D/95 on move from Bathurst, sweeping track of S.L. 147 en route.		
	27th	0730	Sunderland C/95 was airborne to investigate a possible U-Boat thought to be patrolling near the convoy route. An extensive search was made but nothing was seen and the aircraft was waterborne at 1845 hours.		EE/098/27/Jan
		2040	Sunderland P/95 was waterborne from Bathurst. On its northward journey it escorted c/v S.L. 147 without incident. The c/v was left early owing to the aircraft developing instrument trouble.		
	28th	0325	Sunderland D/95 airborne on escort to R.S. 14. Met. and waterborne at 1505 hours.		EE/0101/28/Jan
		0655	Sunderland A/95 airborne on escort to MV E.W. Sinclair and move to Bathurst. Not met.		Bath/041/28/Jan
		1140	Sunderland C/95 airborne on escort to c/v R.S. 14. The c/v was met and escorted but the aircraft had to return early owing to engine trouble, and after jettisoning its depth charges, waterborne 1956.		EE/0104/28/Jan

(701085-0205) WL 24852-0312 130W 1114S TS 700

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.L. Form 2949, and War Manual, Pt. II, chapter XX, and notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

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of (Unit or Formation) No 95 SQUADRON

No. of pages used for day 11

Answers

Place	Date	Time	Summary of Events	<u>SECRET.</u>	References to Appendices
PORT ETIENNE	26th	0555	Sunderland P/95 was airborne at 0555 hours to escort R.S. 14. The convoy was met and escorted without incident and was waterborne at 1704.		

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.L.
com. 2349, and War Manual, Pt. II, chapter XX, and
notes in R.A.F. Pilot's Book.

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No. of pages used for day //

Place	Date	Time	Summary of Events	SECRET.	References to Appendices		
PORT ETIENNE	29th	0555	Sunderland P/95 was airborne at 0555 hours to escort R.S. 14. The convoy was met and escorted without incident and was waterborne at 1701 hours.		EB/0107/29/Jan		
	30th	0715	Sunderland D/95 was airborne to carry out a S.L.A. Search for a U-Boat, nothing was sighted however and the a/c was waterborne at 1835 hours.		EB/0108/30/Jan		
	31st	1015	Sunderland P/95 airborne on escort to O.S. 65. The a/c was met and escorted but owing to the weather at base the aircraft had to be diverted to Bathurst where it landed at 2344 hours.		Bath/10/1/2		
			<u>ANALYSIS OF OPERATIONS</u>	HALF DIE GAMBIA			
			Sorties	A/S Patrol	Recon	Total	
			Sorties	11	8	2	21
			Flying hours	134.20	67.12	20.13	218.45
) Grand total of Flying hours
			PORT ETIENNE, FRENCH WEST AFRICA				429.32
			Sorties	15	5	1	21
			Flying hours	153.37	43.20	5.50	200.47
			<u>AIRCRAFT SERVICEABILITY</u>	Bathurst 1+1	Port Etienne 1+5	Total 2+6	
			Note : Average additional aircraft available at Bathurst for training :- 2+2.				
			<u>WEATHER SUMMARY</u>				
BATHURST GAMBIA			1st - 10th January. Hazy. No low cloud. Small amounts of medium and high cloud. Visibility 3-6 miles. Light to moderate NW'ly winds by day. Light to moderate NW'ly at night.				
			11th to 31st January. Fair to cloudy with Harmattan haze. No low cloud. Varying amounts of medium and high cloud increasing to 8/10-10/10 occasionally. Visibility 3-6 miles decreasing to 1-2 miles in Harmattan haze on the 21st. NW'ly light winds by day. NE light to moderate at night.				
PORT ETIENNE FRENCH WEST AFRICA			The outstanding feature has been the persistency of haze; for three days during the middle of the month the visibility was around two miles; this thick haze again occurred during the last two days of the month. The number of three hourly observations of visibility around two miles was three times as great as for January, 1943. On January 18th a moderate sandstorm developed and at 1900 hours the visibility fell to 1600 yds; dust storms again occurred at the end of the month, but visibility was seldom below 2 miles. Surface winds during the month have been strong, generally, and at 0000 midnight on January 31st the wind gusts reached over 40 mph.				

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Place	Date	Time	Summary of Events						<u>SECRET.</u>	References to Appendices	
<u>APPOINTMENTS AND PROMOTIONS</u>											
			P/O D.A.T. Jackson	Appointed to commissioned rank w.e.f. 28.4.43							
			P/O E.L. May	" " " "						23.8.43	
			P/O A.A. Miller	" " " "						23.9.43	
			P/O A. Lawson	" " " "						7.10.43	
			P/O A/P/L L.W. SILBURN	Promoted to Temporary Flight Lieutenant w.e.f. 8.11.43							
<u>POSTINGS - OFFICERS</u>											
			P/O A.L. Beard	Left this unit by air on posting to H.E. w.e.f. 10.1.44							
			P/O A/P/L C.G. Rodgers	" " " " "						10.1.44	
			P/O P.J. Christopher	" " " " "						20.1.44 (for Captains Course)	
			P/O G.I. R.Read	Arrived this unit by sea on posting from H.E. w.e.f. 15.1.44							
<u>ADMISSION TO AND DISCHARGE FROM HOSPITAL</u>											
			P/O I.K.J. Spinney	Admitted S.S.Q., Port Etienne on 5.1.44. Discharged on 12.1.44							
<u>CASUALTIES</u>											
			P/O K.C. Mullett	Killed in flying accident to T/95 at Port Etienne on 5.1.44							
			P/O D.A. Roper	" " " " "							
			Sgt. T.W. Swan	" " " " "							
			P/S T.W. Sadleir	'Missing believed killed'	" " " " "						
			Sgt. G.E. Norris	" " " " "							
			Sgt. D.M. Campbell	" " " " "							
			Sgt. G.G. Gibson	" " " " "							
<u>CENTRALISED MAINTENANCE</u>											
			A directive by Air Headquarters on the above subject was received from Bathurst on 5th January, giving details of the technical organisation. The plan was expected to be put into effect early in the month. This directive was referred to in the letter copied on Form 540 for November, 1943. It is held on file 955/S.501/5(Org., enc.3B), and will be forwarded for inclusion with this instalment when no longer required in the unit.								

(70000-300) Wk 50/31-312 1944 T.S. 700

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.L. para. 2349, and War Manual, Pt. II, Chapter XX, and notes in R.A.F. Pocket Book.

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No. of pages used for day //

Place	Date	Time	Summary of Events						<u>SECRET.</u>	References to Appendices
<u>SQUADRON PERSONNEL AS AT 31st JANUARY 1944</u>										
			Officers	Establishment.	Posted Strength.	Aircraft strength				

Sgt G.C.Gibson

CENTRALISED MAINTENANCE

A directive by Air Headquarters on the above subject was received from Bathurst on 5th January, giving details of the technical organisation. The plan was expected to be put into effect early in the month. This directive was referred to in the letter copied on Form 540 for November, 1943. It is held on file 95S/S.501/5/Org., enc. 51B, and will be forwarded for inclusion with this instalment when no longer required in the unit.

(20080—530) Wk. 24/01—25/01 1944 T.R. 700

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I. Form 2149 and War Manual Pt. II, chapter XX, and notes in R.A.F. Pocket Book.

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No. of pages used for day " "

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
			<u>SQUADRON PERSONNEL AS AT 31st JANUARY 1944.</u>		
			Officers Establishment.	Posted Strength.	Aircraft strength
			Officers 34	35	
			Warrant Officers —	—	
			Senior N.C.O's. 78	94	
			Other ranks 155	147	
			TOTAL 267	276	10
				P.R. Mayfield	
				Wing Commander, Commanding, No 95 Squadron. R.A.F.	
			95 Squadron letter 95S/S.43/1/AIR dated 18th JANUARY, 1944.	Appendix "A"	
			95 Squadron Letter 95S/S.2/AIR dated 24th JANUARY, 1944.	Appendix "B"	
			FORMS 541 - 95 SQUADRON - JANUARY, 1944.	Appendix "C"	
			NARRATIVE OF OPERATIONS - 95 SQUADRON - JANUARY 1944.	—	Appendix "D"
			FORMS 755A - 95 SQUADRON - JANUARY, 1944.	—	Appendix "E"

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