

SECRET

RAF Form 540

See instructions for use of this form in K.R. and A.C.I. para. 2549, and War Manual, Pt. II, chapter XX, and notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

Page No. 1

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

No. of pages used for day 10

Place	Date	Time	Summary of Events	Establishment	Posted Strength	Aircraft Strength	References to Appendices	
BATHURST H.M. COLONY, CAMBIA.	February 1944.		SQUADRON PERSONNEL as at 1st February, 1944.					
			Officers	34	35			
			Warrant Officers	-	-			
			Senior N.C.O.'s	78	94			
			Other Ranks	155	147			
			Total	267	276	10		
			<u>OPERATIONS AND AIRCRAFT MOVEMENTS - CAMBIA</u>					
	1st.	0942	<u>A/S SWEEP AND MOVE TO PORT ETIENNE.</u> Sunderland B/95 had task of sweeping track of Convoy O.S. 65; patrol commenced at 1035. A contact was made on S.E. at 1101 on port beam at 25 miles and investigated. It proved to be Spanish MV 'Isla de Tenerife'. Visibility was only 1 1/2 miles. Aircraft came off patrol at 1325 and was waterborne at Port Etienne at 1410.				Narrative	
	2nd	1700	<u>ARRIVAL.</u> Sunderland B/95 arrived at Bathurst at 2100 from Port Etienne having swept track of Convoy O.S. 65 en route. (P.E. narrative).				"	
	3rd	1206	<u>AIR SEA RESCUE.</u> Sunderland S/95 set out to search for survivors of a crashed French Wellington T/344. At 1440 a square search commenced until 1634. This was then changed to Creeping Line Ahead and maintained until 2157. At 2320 on homeward run trouble developed with S.O. engine. Aircraft was waterborne at Bathurst at 2349, no sightings having been made.				"	
		1559	<u>CONVOY ESCORT.</u> Sunderland M/95 left to carry out escort to Convoy S.L. 148 which it met at 1740. The Convoy consisted of 17 MV's and 5 EV's. The patrol was without incident and aircraft returned to base at 1520/4.				"	
	4th	1300	<u>CONVOY ESCORT.</u> Sunderland P/95 had the task of escorting ships breaking away from Convoy O.S. 65. Patrol commenced at 1404; Creeping Line Ahead being carried out. Altogether 5 MV's were contacted during the patrol which terminated without incident at 2150; aircraft waterborne at Bathurst 0115/5.				"	
		1705	<u>CONVOY ESCORT.</u> Sunderland M/95 acted as escort to Convoy O.S. 65 which was met at 1848. Patrols were carried out until 0504 when aircraft returned to base being waterborne at Bathurst at 0745/5. No incidents occurred.				" 1A	

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Place	Date	Time	Summary of Events	<b>SECRET.</b>	References to Appendices
HALP DIE	5th	1145	<u>ESCORT.</u> Sunderland S/95 was allocated the task of escorting ESSO ROCHESTER, which was met at 1457, 5 miles south of estimated position, course 091°, speed 12 knots. Photographs were taken, visibility being under 1 mile. By 1526 conditions had worsened, visibility deteriorated and conditions bumpy. At 1735 aircraft was recalled to base and left tanker on same course and speed, being waterborne at Bathurst at 2045.		Narrative
	6th	0326	<u>A/S SWEEP AND MOVE TO PORT ETIENNE.</u> Sunderland P/95 was escort to convoy S.L.148 which it met at 0505. The Convoy was escorted until 0938 when it was left, aircraft being waterborne at Port Etienne at 1132. No sighting was made.		"
	7th	0507	<u>A/S SEARCH.</u> Sunderland M/95 carried out Creeping Line Ahead search. Weather conditions were poor throughout, cloud 10/10, squalls and bumpy conditions at all heights, visibility 5 miles. No sightings were made and aircraft proceeded to Port Etienne where it was waterborne at 1823.		"
	8th	1301	<u>ARRIVAL.</u> Sunderland M/95 left Port Etienne to carry out A/S Sweep of track of Convoy S.L.148 en route to Bathurst. At 3000' the aircraft swept down 18.00W. Nothing was seen and the aircraft was waterborne at Bathurst at 1820 after an uneventful patrol.		P.E. Narrative
		1818	<u>ESCORT.</u> Sunderland Z/95 left Bathurst as escort to MV CANADA and 2 EV's. At 1956 an S.E. contact was made at 7 miles and convoy was sighted 3 minutes later. The moon was full; patrol Cobra 15 was carried out. The trip was uneventful in pleasant conditions, convoy being left at 0610/9 and waterborne Bathurst 0730.		"
	9th	0450	<u>ESCORT.</u> Sunderland S/95 continued the escort to MV CANADA which was met at 0551. Adder patrol being carried out. At 1800 without any incident having occurred, the aircraft came off patrol and set course for base, leaving convoy leaving Convoy 20 miles south of Dakar to which it was proceeding. Aircraft was waterborne at Bathurst at 1855.		Narrative
	10th	0430	<u>A/S SWEEP AND MOVE TO PORT ETIENNE.</u> Sunderland A/95 commenced patrol at 0440, came off at 0830 and was waterborne at Port Etienne at 0833.		"
	12th	0915	<u>ARRIVAL.</u> Sunderland D/95 escorted Convoy O.S.66 en route from Port Etienne to Bathurst. It was waterborne at base at 1440.		P.E. Narrative

(\*10816-9399) Wt. 2485g-4312 1900 12/4: I.S. 700

RAF Form 540

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

**OPERATIONS RECORD BOOK**

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

No. of pages used for day 10

Place	Date	Time	Summary of Events	<b>SECRET.</b>	References to Appendices
HALP DIE	13th	0153	<u>CONVOY ESCORT.</u> Sunderland M/95 was allotted the task of escort to Convoy S.L.149. The convoy was picked up at 0317 on S.E.; at 0335 convoy was 15 miles ahead and first leg of Cobra 15 commenced till first light when S.N.C. ordered Cobra with Adder group 2 hours. At 1205		Narrative

0830 and was waterborne at Port Etienne at 0833.  
 12th 0915 ARRIVAL. Sunderland D/95 escorted Convoy O.S.66 en route from Port Etienne to Bathurst. It was waterborne at base at 1440. P.E. Narrative

(\*) 2085-2385 W/L 5481-5372 1308 11/51 T.S. 708

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See instructions for use of this form in K.R. and A.C.I. para. 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. R.A.F.

No. of pages used for day 10

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
HALP DIE	13th	0153	CONVOY ESCORT. Sunderland M/95 was allotted the task of escort to Convoy S.L.149. The convoy was picked up at 0317 on S.E.; at 0335 convoy was 15 miles ahead and first leg of Cobra 15 commenced till first light when S.N.O. ordered Cobra with Adder every 2 hours. At 1225 aircraft returned to convoy to obtain pinpoint. Relief (J/95) was sighted at 1225 and course set for base which was reached at 1440. Aircraft waterborne at 1455.		Narrative
		1050	CONVOY ESCORT. Sunderland J/95 continued escort to Convoy S.L.149 which was picked up on S.E. at 50 miles at 1159 and sighted at 1225. M/95 was sighted about to leave the convoy. Cobra patrol was carried out followed by Adder. At 1250 one straggler was 2 miles behind the convoy. At 1815 the convoy was asked for pinpoint. At 1855 the straggler was 5 miles astern. The artificial horizon went w/s at 1917 and it was decided to return to base, which was reached and aircraft waterborne at 2110.		"
		2120	CONVOY ESCORT. Sunderland S/95 as escort to Convoy S.L.149 met convoy at 2239. Patrol Cobra 15 was carried out; at 0220/14 this was changed to Cobra 10 on account of confusion with southbound convoy O.S.66, until 0840 when Cobra 15 resumed. At 09.30 MV 'OLABURGH' straggling from convoy was investigated and photographed. By 1000 hours when the convoy was left, it was 15 miles astern. Aircraft waterborne at Bathurst at 1100 hours.		"
		1335	ARRIVAL. Sunderland C/95 arrived at Bathurst at 1735 from Port Etienne, having carried out A/S Sweep en route.		P.E. Narrative
	14th	0725	CONVOY ESCORT. Sunderland M/95 was detailed as escort to Convoy O.S.66, which was met at 0905. No reply was received to signal to S.N.O. and aircraft commenced Cobra 15, using S.E. visibility 1-2 miles. At 1040 it was observed that the convoy was dispersing and investigation showed that the S.N.O. had detached 5 vessels to S. America, neither Bathurst nor C.O. being aware of this. This information was then passed on resulting in Jui carrying out an extended patrol. M/95 carried out Adder patrol until relieved by D/204 at 1437 and aircraft was waterborne at Bathurst at 1657 hours.		Narrative
		1610	A/S SWEEP AND MOVE TO PORT ETIENNE. The task was to sweep track of Convoy S.L.149. The first move was to Dakar, reached at 1712, where a night stop was made. At 1230/15 aircraft was air borne and commenced patrol at 1240, contact with convoy being established at 1348. MV MONTE JATA seen at 1503. Patrol completed at 1617, aircraft waterborne P.E. at 1655.		"

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
HALF DIE	15th		<u>COMMUNICATIONS.</u> Sunderland D/95 left Bathurst for Dakar at 1110 arriving at 1215. Return trip commenced 1430 arriving Bathurst at 1525 hours.		Narrative
	16th	2045	<u>CONVOY ESCORT AND MOVE TO PORT ETIENNE.</u> Sunderland D/95 acting as escort to Convoy S.L. 149 met Convoy at 0044/17, escorted it until 0805, when aircraft came off patrol and was waterborne at Port Etienne at 0848.		"
	18th	1137	<u>ARRIVAL.</u> Sunderland P/95 returned from Port Etienne having carried out A/S Sweep en route and was waterborne at Bathurst at 1619 hours.		P.E. Narrative
	19th	0448	<u>A/S SWEEP.</u> Sunderland M/95 was allotted the task of sweeping waters ahead of and track of TOURS group. Creeping Line Ahead patrol was carried out, S.E. being used at first and visual search from daylight. This finished at 1401 and aircraft then swept up track of of convoy which was met at 1514. Aircraft returned to Bathurst at 1700 without sighting submarines.		Narrative
	20th	1023	<u>CONVOY ESCORT.</u> Sunderland M/95 as escort to S.R. 10 met convoy at 1158. Crocodile 10 patrol was performed until 1900. At 1910 this was changed to Cobra 5. At 1945 aircraft was over a MV with full lights, believed to be Portuguese FOCA. Convoy was left at 2037 and aircraft landed at Bathurst at 2132 without further sightings.		"
	22nd	1120	<u>ARRIVAL.</u> Sunderland R/95 left Port Etienne to carry out Coastal Recon en route to Bathurst and was waterborne at 1515.		P.E. Narrative
	23rd	0830	<u>ARRIVAL.</u> Sunderland D/95 left Port Etienne to carry out Coastal Recon en route to Bathurst and was waterborne at 1235.		P.E. Narrative
		0436	<u>CONVOY ESCORT.</u> Sunderland S/95 left Bathurst as escort to S.L. 150. No contact having been made at 0643 in expected position of convoy, a 360° turn was made and S.E. contact was made at once, 25 miles ahead; when distance was reduced to 15 miles, Cobra 15 was commenced. At first light the S.H.C. was contacted, who instructed Cobra 15 followed by Adder 20. Visibility was 15 miles - better than of late. At 1010 the convoy dropped white smoke float and crew took up action stations, but it proved to be a signal to the convoy to alter the course. Two detached MV's were sighted at 1245 and pin point was obtained. At 1316 the aircraft set course for base which was reached at 1505; aircraft was waterborne at Bathurst at 1510.		Narrative.

(12085-930) W/L 3451-2322 1308 1242 T.S. 700

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See instructions for use of this form in K.R. and A.C.I. para. 2345 and War Manual, Pt. II, chapter XX, and notes in RAF. Pocket Book.

OPERATIONS RECORD BOOK

Page No. 5

of (Unit or Formation) No 95 SQUADRON, R.A.F.

No. of pages used for day 10

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
HALF DIE	23rd	1116	<u>CONVOY ESCORT.</u> Sunderland P/95 was detailed as escort to Convoy S.L. 150, and met it at 1256. Adder Patrol carried out. At 1325 photographs of a suspicious rusty discoloration in the water were taken. Contact with Convoy S.L. 150 was lost at 1400.		Narrative.

Catalogue Reference: AIR/27/762

was 15 miles - better than of late. At 1010 the convoy dropped anchor...  
 took up action stations, but it proved to be a signal to the convoy to alter the course. Two  
 detached MV's were sighted at 1245 and pin point was obtained. At 1316 the aircraft set course  
 for base which was reached at 1505; aircraft was waterborne at Bathurst at 1510.

(\*2085-2105) W/L 2462-2521 1300 11/41 T.S. 700

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See instructions for use of this form in K.R. and A.C.L.  
 para. 249, and War Manual, Pt. II, chapter XX, and  
 notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

Page No. 5

of (Unit or Formation) No 95 SQUADRON, R.A.F.

No. of pages used for day 10

Place	Date	Time	Summary of Events	SECRET	References to Appendices
HALF DIE	23rd	1116	CONVOY ESCORT. Sunderland P/95 was detailed as escort to Convoy S.L.150, and met it at 1256. Adder Patrol carried out. At 1325 photographs of a suspicious rusty discoloration in the water were taken. Contact with Convoy O.S.67 was made at 2044, at which time S.L.150 was left and course set for base, which was reached at 2202 without further incident.		Narrative.
	24th	0515	CONVOY ESCORT. Sunderland D/95 continued the escorting of Convoy S.L.150 which was met at 0610 and Cobra 15 Patrol commenced which was changed to Adder at 0738, visibility then being 15 miles. 2 MV's and 2 EV's detached at 0920. At 1239 yellow brown streaks were seen in the water and photographed. One streak was 1 mile long and 5 yards wide and several patches. The S.H.O. was informed, visibility at this time was 20 miles, a moderate swell on the sea and little wind. Relief aircraft was sighted at 1257; the convoy was left at 1330 and the aircraft was waterborne at Bathurst at 1430 without further incident.		"
	25th	1123	CONVOY ESCORT. Sunderland S/95 was detailed as escort to New Northland Group. Patrol commenced at 1235, the task having sailed late from Bathurst. Adder was first performed followed by Cobra. At 1830, 2 MV's and 1 EV were sighted. Patrol ceased at 2032 and course set for base, aircraft being waterborne at Bathurst at 2130.		"
	26th	0246	CONVOY ESCORT. Sunderland P/95 took off to escort Convoy S.L.150, but mechanical trouble developed and at 0310 a signal was sent to base that it was returning. 800 gallons of fuel and 8 D.C.'s were jettisoned at 0316; aircraft was waterborne at Bathurst at 0412.		"
		0552	CONVOY ESCORT. Sunderland C/95 continued as escort to New Northland Group which was met at 0706 and Cobra patrol commenced. The EV 'Air France' was sighted at 1057. The Convoy was left at 1458 and the aircraft was waterborne Bathurst at 1720.		"
		1444	A/S SWEEP AND MOVE. Sunderland R/95 swept track of Convoy S.L.150 en route for Port Etienne. No incident occurred and aircraft was waterborne at Port Etienne at 1910.		"
	27th	1348	A/S SWEEP AND MOVE. Sunderland R/95 swept track of Convoy O.S.68 en route to Port Etienne. The aircraft landed at Dakar at 1438 to disembark passengers and freight; took off again at 1528 and recommenced patrol at 1556. Three stationary trawlers were seen at 1716. The aircraft ceased patrol at 1908 and was water borne at Port Etienne at 1932.		"
	29th	1138	ARRIVAL. Sunderland A/95 returned to Bathurst from Port Etienne at 1524, having swept track of Convoy O.S.68 en route.		P.E. Narrative.

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
<u>DETAILS OF OPERATIONS BY 95 SQUADRON AIRCRAFT FROM PORT ETIENNE</u>					
PORT ETIENNE	1st	0545	Sunderland D/95 was airborne on escort to convoy O.S.65. The convoy was met and the aircraft was waterborne at 1450 hours.		P.E. Narrative
		1410	Sunderland B/95 arrived from Bathurst after sweeping the track of O.S.65.		"
	2nd	1700	Sunderland B/95 was airborne to sweep the track of O.S.65, landing at Bathurst at 2100 hours. The aircraft was scheduled to take off at 1200 hours but developed engine trouble. A pre dawn take off was laid on to cover O.S.65 but bad weather made this impossible.		"
	6th	1132	Sunderland P/95 was waterborne having escorted convoy S.L.148 on its Northward journey from Bathurst.		"
		2015	Sunderland D/95 was airborne on continued escort to S.L.148. The convoy was met and the aircraft was waterborne at 0815/7.		"
	7th	1825	Sunderland M/95 arrived from Bathurst. C.I.A. Search for suspected U-Boat was completed en route.		"
	8th	1301	Sunderland M/95 was airborne on A/S Sweep and move to Bathurst. The aircraft was waterborne at Bathurst at 1820 hours.		"
		1345	Sunderland D/95 continued the escort to S.L.148. It was waterborne at 0230 hours with nothing to report.		"
			Sunderland P/95 was briefed to take off at 2215 hours to escort S.L.148 but the aircraft was unserviceable and as no other aircraft was available the sortie was cancelled.		"
	10th	0834	Sunderland A/95 arrived as reinforcement aircraft from Bathurst after completing an A/S patrol on its Northward journey.		"
		1535	Sunderland D/95 continued the escort on O.S.66. The convoy was met and escorted without incident and was waterborne at 0415/11.		"
	11th	0040	Sunderland A/95 was airborne on escort to O.S.66. The convoy was met and the aircraft was waterborne at 1320 hours.		"
		1205	Sunderland P/95 was airborne to relieve A/95 on the O.S.66. The Convoy was met and escorted without incident and the aircraft was waterborne at 0050/12.		"
			Sunderland D/95 was detailed as escort to O.S. 66 to relieve K/343 which had to return owing to engine trouble, but D/95 experienced plug trouble and when the plugs were changed, a sea fog enveloped Port Etienne prohibiting take-off.		"

(\*1086-930) Wt. 5485-2512 1200 12/42 T.S. 700

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

**OPERATIONS RECORD BOOK**

of (Unit or Formation) 95 SQUADRON

No. of pages used for <sup>month</sup> 10 <sub>day</sub>

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
PORT ETIENNE	12th	0915	Sunderland D/95 was airborne to escort O.S.66. The Convoy was met and the aircraft was waterborne at Bathurst at 1440 hours.		P.E. Narrative

waterborne at 1320 hours.

1205 Sunderland P/95 was airborne to relieve A/95 on the O.S. 66. The Convoy was met and escorted without incident and the aircraft was waterborne at 0050/12.

Sunderland D/95 was detailed as escort to O.S. 66 to relieve K/343 which had to return owing to engine trouble, but D/95 experienced plug trouble and when the plugs were changed, a sea fog enveloped Port Etienne prohibiting take-off.

(P2086-9705) Wt. 2485-4324 1510W 12/42 T.S. 700

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OPERATIONS RECORD BOOK

Page No. 7

of (Unit or Formation) 95 SQUADRON

No. of pages used for <sup>month</sup> day 10

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
PORT ETIENNE	12th	0915	Sunderland D/95 was airborne to escort O.S. 66. The Convoy was met and the aircraft was waterborne at Bathurst at 1440 hours.		P.E. Narrative
	13th	1335	Sunderland C/95 was airborne on A/S patrol, landing at Bathurst. Nothing was sighted and the aircraft was waterborne at 1735 hours.		"
	15th	1655	Sunderland J/95 arrived from Dakar, on an A/S Sweep and move to Port Etienne. A/S sweep completed. The aircraft was airborne at Dakar at 1230 hours.		"
	16th	0930	Sunderland A/95 was airborne on escort to S.L. 149. The convoy was met and the aircraft was waterborne at 2113 hours.		"
	17th	0715	Sunderland J/95 was airborne on escort to S.L. 149. The convoy was met and the aircraft was waterborne at 1555 hrs.		"
		0848	Sunderland D/95 arrived as a reinforcement aircraft from Bathurst. Convoy S.L. 149 was met and escorted on the Northward journey.		"
	18th	0022	Sunderland A/95 was airborne to escort Convoy S.L. 149. The convoy was met and the aircraft was waterborne at 1313 hours. Group Captain Brill was aboard the aircraft.		"
		1035	Sunderland D/95 was airborne to escort Convoy S.L. 149. The convoy was met and the aircraft was waterborne at 2320.		"
		1137	Sunderland P/95 was airborne on an A/S Sweep and move to Bathurst. Waterborne Bathurst 1619.		"
	20th	0555	Sunderland J/95 was airborne to escort Convoy O.S. 67. The convoy was met and the aircraft was waterborne at 1455.		"
	21st	0542	Sunderland A/95 was airborne to escort Convoy O.S. 67. The convoy was met and the aircraft was waterborne at 1807.		"
	22nd	1120	Sunderland R/95 was airborne on Coastal Recce and move to Bathurst. Completed.		"
		1225	Sunderland D/95 was airborne on escort to Convoy R.S. 10. The convoy was met and escorted until 1723 when the aircraft developed engine trouble. 'D' set course for base and was safely waterborne at 1835.		"
	23rd	0530	Sunderland A/95 was airborne on escort to Convoy S.R. 10. The convoy was met and the aircraft was waterborne at 1528 hours.		"
		0830	Sunderland D/95 left on a coastal recce and move to Bathurst, arriving there at 1235.		"

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
PORT ETIENNE	23rd	1120	Sunderland J/95 was airborne on continued escort to convoy S.R.10. The convoy was met, but at 1600 hours the visibility was so bad that the aircraft could not see the convoy when flying at 400 feet. At 1815 hours it was decided to return to base and the aircraft was waterborne at 1935.		P.E. Narrative
	26th	1250	Sunderland A/95 was airborne to escort S.L.150 and the convoy was met. The aircraft was waterborne at 2115.		"
		1010	Sunderland R/95 arrived as reinforcement aircraft from Bathurst, having swept the track of convoy S.L.150 on its Northward journey.		"
	27th	0635	Sunderland J/95 was airborne to escort Convoy S.L.150, which was met. The aircraft was waterborne at 1535.		"
		1315	Sunderland R/95 was airborne to locate and sweep track of Convoy O.S.68. The convoy was met and the aircraft was waterborne at 2345.		"
		1932	Sunderland P/95 arrived from Bathurst, having swept track of Convoy O.S.68. The aircraft was airborne Bathurst at 1348 hours.		"
	28th	0355	Sunderland J/95 was airborne as escort to Convoy O.S.68, which was met and aircraft waterborne at 1616 hours.		"
	0408	0408	Sunderland A/95 airborne as escort to convoy S.L.150. Convoy was met and the aircraft was waterborne at 1645 hours.		"
		1053	Sunderland P/95 airborne as escort to Convoy S.L.150. Convoy met and aircraft waterborne 2254.		"
	29th	0509	Sunderland R/95 was airborne as escort to Convoy O.S.68. The Convoy was met and the aircraft was waterborne at 1409 hours.		"
		1138	Sunderland A/95 was airborne to sweep the track of Convoy O.S.68. The task was completed and the aircraft was waterborne at Bathurst at 1834 hours.		"
		1230	Sunderland J/95 was airborne to escort to Convoy O.S.68. The convoy was met and the aircraft was waterborne at 2123 hours.		"

(\*1088-1205) W/L 5451-5511 1500 11/41 T.S. 700

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OPERATIONS RECORD BOOK

of (Unit or Formation) 95 SQUADRON

No. of pages used for <sup>initial</sup> day 10

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
			ANALYSIS OF OPERATIONS		
			HALF DIE. GAMBIA		
			Escort. A/S Patrol. Recce. Total.		
			Sorties 18 9 1 28 )		

was waterborne at 2125 hours.

(Form 540) W.L. 5452-2524 1908 11/42 T.S. 700

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R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I. para. 2849, and War Manual, Pt. II, chapter XX, and notes in R.A.F. Pocket Book.

of (Unit or Formation) 95 SQUADRON

No. of pages used for <sup>month</sup> day 10

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
			<u>ANALYSIS OF OPERATIONS</u>		
			<u>HALF DTR. GAMBIA</u>		
			<u>Escort. A/S Patrol. Recce. Total.</u>		
			Sorties 18 9 1 28		Grand total of Flying hours -
			Flying Hours 197.55 60.38 9.43 268.16		
			<u>PORT ETIENNE, FRENCH WEST AFRICA</u>		555.31
			Sorties 23 6 2 31		
			Flying Hours 243.45 35.30 8.00 287.15		
			<u>AIRCRAFT SERVICEABILITY</u> : Bathurst: 2.34; Port Etienne: 1.79 Total: 4.13		
			Note: Average additional aircraft available at Bathurst for training: .8		
			<u>WEATHER SUMMARY.</u>		
<u>BATHURST, GAMBIA.</u>			Fine. No low cloud. Variable, mainly small amounts of high and medium cloud. Visibility mainly moderate to good, improving to excellent at times towards end of month.		
			Surface wind light to moderate N'ly at night, backing to NW'ly during the day.		
			<u>APPOINTMENTS AND PROMOTIONS</u>		
			P/O J.R. WEBSTER Appointed to commissioned rank w.e.f. 23.9.43		
			P/O H.P. KIRK " " " " " " 10.10.43		
			P/O A/P/L J.A. SHIELD Promoted to War Substantive rank of Flight Lieutenant w.e.f. 26.11.43		
			P/O A/P/L R.A. RUSSELL " " " " " " " " 2.12.43		
			<u>POSTINGS - OFFICERS</u>		
			P/O D.A.T. JACKSON Left this unit by air on posting to U.K. for Captain's Course on 23.2.44		
			<u>ADMISSIONS TO AND DISCHARGES FROM HOSPITAL</u>		
			P/L K.G. BOWKER Admitted 55th General Hospital on 25.2.44.		
			A/P/L J.E. ROBERTS " " " " " " 27.2.44.		
			<u>COLLECTION OF A NEW SUNDERLAND FROM U.K.</u>		
			On 25.1.44, P/L L.W. Silburn left this unit by air for U.K., taking his Sunderland crew, including P/O C.E. Onley, to bring back a new Sunderland aircraft for delivery to No. 270 Squadron. They returned safely with the aircraft on 15.2.44, spent two days in Bathurst for minor adjustments and then continued their journey to Accra. After about a week waiting about in Transit Camp, they returned by air on 26.2.44 to carry on with normal duties.		18

Reference:- PUBLIC RECORD OFFICE

1	2	3	4	5	6
AIR 27 / 762			1	2	

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Reference:- **AIR 27 / 762**

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Place	Date	Time	Summary of Events	<b>SECRET.</b>	References to Appendices																								
			<u>SQUADRON PERSONNEL AS AT 29TH FEBRUARY, 1944.</u>																										
			<table border="1"> <thead> <tr> <th></th> <th>Establishment</th> <th>Posted Strength</th> <th>Aircraft Strength</th> </tr> </thead> <tbody> <tr> <td>Officers</td> <td>34</td> <td>36</td> <td></td> </tr> <tr> <td>Warrant Officers</td> <td>-</td> <td>2</td> <td></td> </tr> <tr> <td>Senior N.C.O's.</td> <td>78</td> <td>92</td> <td></td> </tr> <tr> <td>Other Ranks</td> <td>155</td> <td>158</td> <td></td> </tr> <tr> <td>Total</td> <td>267</td> <td>288</td> <td>10</td> </tr> </tbody> </table>		Establishment	Posted Strength	Aircraft Strength	Officers	34	36		Warrant Officers	-	2		Senior N.C.O's.	78	92		Other Ranks	155	158		Total	267	288	10		
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			<p><i>A.P. Hasfield</i>                      Wing Commander, Commanding,                      No 95 Squadron. R.A.F.</p>																										
			APPENDIX "A" - FORMS 541.																										
			APPENDIX "B" - NARRATIVE OF OPERATIONS.																										
			APPENDIX "C" - FORMS 765A.																										

(\*2088-3305) WL 34651-3313 150W 12/41 T.S. 700

DETAIL OF WORK CARRIED OUT

By No 95 (SUNDERLAND) SQUADRON. R.A.F.

**SECRET**

(7472) WL 34229/1650. 180W 8/40. P.I. 51-7751.

FOR THE MONTH of February, 1944, 19

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES.
				UP	DOWN P.E.		
1st	DV 963	S/L Raban F/O Catip F/O Cogan F/O Heckman F/O Miller Sgt Rodgers	A/S SWEEP & MOVE	0942	1410	A/S Sweep and move to Port Etienne	