

SECRET

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) No 95 Squadron

Page No. 1

No. of pages used for 8 month 8 day

Place	Date	Time	Summary of Events	References to Appendices		
BATHURST	8th	0530	<u>C.I.A. SEARCH</u> . Sunderland S/95 was on patrol from 0853 until 1534 and was waterborne at 1840.	Narrative		
		0606	<u>C.I.A. SEARCH</u> . Sunderland H/95 completed the patrol and was waterborne at 1809.			
		2145	<u>C.I.A. SEARCH</u> . Sunderland E/95 was on patrol from 0001/9th to 0732 and was waterborne at 1005/9th.			
	9th	1650	<u>C.I.A. SEARCH</u> . Sunderland S/95 entered patrol area at 1730. At 2141 an S/E contact was made and investigated with nil results. The patrol ended at 0557/10th and S/95 was waterborne at 0625/10th.			
			10th		0112	<u>C.I.A. SEARCH</u> . Sunderland C/95 experienced engine trouble at 0245. D.O's were jettisoned and 500 gallons of fuel and course set for base. Aircraft was waterborne at 0418, the search not having been completed.
			0143		<u>C.I.A. SEARCH</u> . Sunderland E/95 was on patrol from 0418 to 1138 and was waterborne at 1333.	
	11th	1703	0705		<u>C.I.A. SEARCH</u> . Sunderland E/95 was on patrol from 0705 to 1740 and was waterborne at 2100.	
			2255		<u>C.I.A. SEARCH</u> . Sunderland S/95 was on patrol from 0151/11th to 0918 and was waterborne at 1215/11th.	
			1208		<u>CROSSOVER PATROL</u> . Sunderland H/95 completed the patrol and was waterborne at 2358.	
			1703		<u>C.I.A. SEARCH</u> . Sunderland E/95 was on patrol from 1841 to 0206/12th and was waterborne at 0417/12th.	
			1715		<u>C.I.A. SEARCH</u> . Sunderland Z/95 was on patrol at 1855. Heavy cloud and limited supply of flame floats necessitated climbing to 2500 feet, to enable the navigator to use astro. Patrol was completed at 0541/12th. The aircraft was diverted to Dakar owing to risk of thunderstorms at base. On arriving there it was found that a storm was about to break and there was no flare path laid on. The aircraft therefore attempted to fly round the storm and get to Bathurst. Owing to shortage of petrol and impossibility of avoiding storm a successful forced landing was made at 0552/12th, 23 miles south of Dakar. No damage was sustained by the aircraft or crew. Preparations were made for approaching storm, which aircraft weathered successfully. At 0809 Sunderland A/95 was overhead. At 1105 A.S.P. Boat was sighted and at 1153 it took aircraft in tow. The tow line broke at 1202. It was then decided to attempt to fly to Dakar and aircraft was airborne at 1240 and safely waterborne at 1304. After refuelling, Z/95 took off for base at 1715 and was waterborne at Bathurst at 1810/12th.	
			1715		<u>C.I.A. SEARCH</u> . Sunderland Z/95 was on patrol at 1855. Heavy cloud and limited supply of flame floats necessitated climbing to 2500 feet, to enable the navigator to use astro. Patrol was completed at 0541/12th. The aircraft was diverted to Dakar owing to risk of thunderstorms at base. On arriving there it was found that a storm was about to break and there was no flare path laid on. The aircraft therefore attempted to fly round the storm and get to Bathurst. Owing to shortage of petrol and impossibility of avoiding storm a successful forced landing was made at 0552/12th, 23 miles south of Dakar. No damage was sustained by the aircraft or crew. Preparations were made for approaching storm, which aircraft weathered successfully. At 0809 Sunderland A/95 was overhead. At 1105 A.S.P. Boat was sighted and at 1153 it took aircraft in tow. The tow line broke at 1202. It was then decided to attempt to fly to Dakar and aircraft was airborne at 1240 and safely waterborne at 1304. After refuelling, Z/95 took off for base at 1715 and was waterborne at Bathurst at 1810/12th.	

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References to Appendices

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Reference:-

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
BATHURST	11th	2356	C.I.A. SEARCH. Sunderland C/95 was on patrol from 0300/12th to 0832 and was waterborne at 1145.		Narrative
	12th	0705	C.I.A. SEARCH. Sunderland G/95 was on patrol from 0946 to 1726 and was waterborne at 2005.		
		0725	A.S.R. FOR Z/95. Sunderland A/95 was over Z/95 at 0812. At 1025 Pinnacle P 396 was seen and was holed to aircraft. At 1200 Z/95 was taken in tow. Tow rope broke and at 1241 Z/95 was airborne for Dakar. A/95 set course for base, investigating S/E contact en route and was waterborne at 1605.		
		0748	A.S.R. FOR E/343. Sunderland H/95 was over E/343 at 1029. At 1415 a French E/V had E/343 in tow. H/95 remained in area until 1823 and then set course for base being waterborne at 1938.		
		1020	C.I.A. SEARCH. Sunderland E/95 reached patrol area at 1208. Patrol was finished at 2045 and aircraft was waterborne at 2308.		
	13th	0830	C.I.A. SEARCH. Sunderland S/95 completed patrol and was waterborne at 2040.		
		1040	ESCORT TO CONVOY S.L. 164. Sunderland E/95 met the convoy and was waterborne at 2227.		
		1321	C.I.A. SEARCH. Sunderland H/95 completed patrol and was waterborne at 0126/14th.		
		1737	C.I.A. SEARCH. Sunderland G/95 completed patrol and was waterborne at 0510/14th.		
	14th	0147	C.I.A. SEARCH. Sunderland F/95 had engine trouble shortly after take-off. Fuel was jettisoned and aircraft was safely waterborne at 0200.		
		1135	A.S.R. FOR SUNDERLAND P/490. Sunderland C/95 searched area from 1335 until 1820 with nil result. At 1830 W/204, which was also searching, advised dinghy with seven occupants had been located. Dinghy was later sighted and on arrival of third aircraft course was set for base owing to engine trouble. The aircraft was safely waterborne at 2224.		
		1922	A.S.R. for P/490. Sunderland A/95 was over dinghy at 2040 and was recalled to base at 2330. A/95 was waterborne at 0148/15th.		
		1945	C.I.A. SEARCH. Sunderland G/95 completed patrol and was waterborne at 0625/15th.		
	15th	0902	C.I.A. SEARCH. Sunderland H/95 completed patrol and was waterborne at 1305.		
	18th	0432	A.S.R. FOR M.L. 855. Sunderland A/95 located survivors of transit aircraft M.L. 855 at 0740. At 0755 a Corvette was seen off shore. At 0910 a motor boat was launched and survivors were transferred from the shore to the boat. A/95 was waterborne at base at 1322.		

(\*2086-2102) Wk. 1453-2333 150W 22/47 T.S. 708

RAF Form 540

See instructions for use of this form in K.R. and A.C.L. para. 2949 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 day 8.

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
			ESCORT TO CONVOY S.R. 15 AND MOVE TO PORT BRITAIN		

	1945	<u>C.I.A. SEARCH</u> . Sunderland G/95 completed patrol and was waterborne at 0625/15th.
15th	0802	<u>C.I.A. SEARCH</u> . Sunderland H/95 completed patrol and was waterborne at 1305.
18th	0432	<u>A.S.R. FOR M.L. 855</u> . Sunderland A/95 located survivors of transit aircraft ML 855 at 0740. At 0755 a Corvette was seen off shore. At 0910 a motor boat was launched and survivors were transferred from the shore to the boat. A/95 was waterborne at base at 1322.

(P2086-2305) Wt. 5452-2322 1304 11/48 U.S. 700

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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

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of (Unit or Formation) 95 SQUADRON

No. of pages used for day 8

Place	Date	Time	Summary of Events	<b>SECRET.</b>	References to Appendices
BATHURST	19th	0507	<u>ESCORT TO CONVOY S.L. 15 AND MOVE TO PORT ETIENNE</u> . Sunderland R/95 met the Convoy and was waterborne at Port Etienne at 1614.		Narrative
	23rd	0425	<u>ESCORT TO CONVOY S.L. 165</u> . Sunderland A/95 met the convoy and was waterborne at base at 1450.		
	24th	0430	<u>ESCORT TO CONVOY S.L. 165 AND MOVE TO PORT ETIENNE</u> . Sunderland B/95 met the Convoy and was waterborne at Port Etienne at 1512.		
	27th	0654	<u>LOCATE FLEET TENDER</u> . Sunderland D/95 commenced search for fleet tender, which was due to join meet Convoy S.L. 165, at 0750. The patrol ended at 1542 and nothing was seen of the Fleet tender and the S.N.O. was so informed. The aircraft was waterborne at Port Etienne at 1803.		
	29th	0150	<u>C.I.A. PATROL AND MOVE TO PORT ETIENNE</u> . Sunderland S/95 commenced patrol and at 0316 two contacts were obtained. At 0856 a bad oil leak was discovered and course was set for base. The aircraft was waterborne at Port Etienne at 1115.		
		1225	<u>C.I.A. PATROL</u> . Sunderland E/95 commenced patrol at 1600, en route for Port Etienne. A message was received from Port Etienne advising the aircraft to land at Bathurst and not at P.E. The patrol ended at 2142 and the aircraft was waterborne at Bathurst with nothing to report at 0042/30.		
	31st	0431	<u>ESCORT TO CONVOY C.S. 83</u> . The Convoy was met and Sunderland J/95 was waterborne at base at 1700.		
		1530	<u>ESCORT TO CONVOY C.S. 83</u> . Sunderland G/95 met the Convoy at 1607. At 1906 base was advised that engine trouble had developed. After jettisoning D.C's the aircraft was safely waterborne at base at 1950.		
			<u>DETAILS OF OPERATIONS CARRIED OUT BY 95 SQUADRON DETACHMENT, JUL</u>		
	1st	0641	<u>A/S SWEEP</u> . Sunderland J/95 began patrol in sighting area at 0930. Off patrol at 1609, and waterborne at 1831.		
		1412	<u>A/S SWEEP</u> . Sunderland H/95 was on patrol in area of sighting from 1653 to 2150. On return ran into pronounced line squall and was waterborne at 0010/5th.		
	5th	1130	<u>A/S SWEEP</u> . Sunderland A/95 was on patrol from 1404 to 1927. At 2055 Convoy I.T.S. was sighted. Frequent squalls were encountered; aircraft was waterborne at Jul at 2225.		69

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
JUL	5th	1756	<u>A/S SWEEP</u> . Sunderland R/95 was on patrol at 1953 until 0352. Weather conditions were bad and at 0405 engine trouble developed. Aircraft was safely waterborne at Jul at 0557.		Narrative
		1815	<u>A/S SWEEP</u> . Sunderland Z/95 was on patrol at 2013. Heavy rain rendered intercom. and S/E temporarily u/s. Aircraft was off patrol at 0303/6th. and ran through more bad weather to be waterborne at 0545/6th.		
	6th	0630	<u>A/S SWEEP</u> . Sunderland R/95 was airborne at 0630 having been held up since 0130 due to bad weather. At 1500 storms covered entire patrol area, not possible to continue search. Waterborne at 1725.		
		1457	<u>A/S SWEEP AND MOVE TO BATHURST</u> . Sunderland J/95 was on patrol from 1537 to 2236 and was waterborne at Bathurst at 0238/7th.		
	7th	0511	<u>A/S SWEEP AND MOVE TO HAMBURST</u> . Sunderland E/95 encountered bad weather conditions which severely interfered with W/T. Waterborne at Bathurst at 1635.		
		1150	<u>A/S SWEEP AND DIVERSION TO BATHURST</u> . Sunderland R/95 was on patrol from 1429 to 1718 and was waterborne at Bathurst at 1940.		
	10th	1335	<u>A/S SWEEP AND RETURN TO BATHURST</u> . Sunderland Z/95 swept track of Convoy O.S.81 and was waterborne at Bathurst at 1824.		
		1340	<u>A/S SWEEP AND RETURN TO BATHURST</u> . Sunderland A/95 met a Convoy of 17 MT's and 4 EV's during the sweep and was waterborne at Bathurst at 1908.		
	18th	0925	<u>ESCORT TO CONVOY S.R.15 AND RETURN TO BATHURST</u> . Sunderland D/95 met the convoy and was waterborne at Bathurst at 1939.		
<u>RECORD OF OPERATIONS BY 95 SQUADRON DETACHMENT AT PORT ETIENNE</u>					
PORT ETIENNE.	1st	1435	<u>TRANSIT</u> . Sunderland G/95 was airborne in transit to Bathurst and was waterborne there at 1607.		
	14th	1511	<u>ARRIVAL</u> . Sunderland J/95 arrived in transit from Bathurst, being airborne at 1001.		
	15th	1025	<u>ESCORT TO CONVOY S.L.164</u> . Sunderland J/95 met the Convoy and was waterborne at base at 1920.		
	18th	0217	<u>ESCORT TO CONVOY O.S.82 AND MOVE TO BATHURST</u> . Sunderland J/95 met convoy and was waterborne at Bathurst at 1252.		
	19th	1614	<u>ARRIVAL</u> . Sunderland R/95 was waterborne, having escorted convoy S.R.15 on route. Airborne at Bathurst at 0507.		

(Form 540-3305) Wt. 240g-237g 150m 121g T.S. 700

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### OPERATIONS RECORD BOOK

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of (Unit or Formation) 95 SQUADRON

month No. of pages used for 8

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
			<u>BOAT SEARCH</u> . Sunderland R/95 completed task with nil result and returned early owing to		

14th	1511	<u>ARRIVAL.</u> Sunderland J/95 arrived in transit from Bathurst, being airborne at 1001.
15th	1025	<u>ESCORT TO CONVOY S.L.164.</u> Sunderland J/95 met the Convoy and was waterborne at base at 1920.
18th	0217	<u>ESCORT TO CONVOY O.S.82 AND MOVE TO BATHURST.</u> Sunderland J/95 met convoy and was waterborne at Bathurst at 1252.
19th	1614	<u>ARRIVAL.</u> Sunderland R/95 was waterborne, having escorted convoy S.R.15 en route. Airborne at Bathurst at 0507.

(Form 540) W.L. 34651-5222 1300 1247 T.S. 700

R.A.F. Form 540

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OPERATIONS RECORD BOOK

Page No. 5

of (Unit or Formation) 95 SQUADRON

No. of pages used for month 8

Place	Date	Time	Summary of Events	References to Appendices
PORT ETIENNE	23rd	1140	<u>U-BOAT SEARCH.</u> Sunderland R/95 completed task with nil result and returned early owing to oil leak. Waterborne at 2142.	
	24th	1512	<u>ARRIVAL.</u> Sunderland B/95 was waterborne from escort to Convoy S.L.165 having been airborne at Bathurst at 0403.	
	27th	0641	<u>ESCORT TO CONVOY O.S.83.</u> Sunderland B/95 met Convoy and was waterborne at 1830.	
		1803	<u>ARRIVAL.</u> Sunderland D/95 was waterborne, having been airborne at Bathurst at 0654 to locate Fleet Tender L.	
	28th	0320	<u>ESCORT TO CONVOY O.S.83.</u> Sunderland B/95 met convoy and was waterborne at 1522.	
		1412	<u>ESCORT TO CONVOY O.S.83.</u> Sunderland B/95 met convoy and was waterborne at 0216/29th.	
	29th	1115	<u>ARRIVAL.</u> Sunderland S/95 was waterborne, having been airborne at Bathurst at 0150 to carry out C.I.A. Search.	
	30th	0256	<u>ESCORT TO CONVOY R.S.19.</u> Sunderland B/95 met Convoy and was waterborne at 1440.	
		1500	<u>ESCORT TO CONVOY R.S.19.</u> Sunderland B/95 met Convoy. Aircraft was diverted to Bathurst and was waterborne there at 0305/31st.	
<u>WEATHER SUMMARY.</u>				
<p><u>BATHURST.</u> Weather was mainly fair with thunderstorms on July 5, 11, 12, 16, 18, 24 and 27, and with appreciable amounts of rain but no thunder on July 6 and 23. Surface wind was mainly W to SW moderate to light except in Easterly squalls of 30-40 m.p.h. which occurred on July 5, 6, 11, 24 and 27. Apart from rain, visibility was mainly over 15 miles except on July 9 and 10 when it was 5-10 miles. Rainfall total was 6 inches which is about 4 inches below the average for July. Maximum day temperature was 94°F and minimum night temperature 71°F. The dew point was 76°F or 79°F on the afternoons of July 1, 10, 12, 19, 22, 23, 24.</p> <p><u>PORT ETIENNE.</u> Conditions throughout the month presented few difficulties until the last four days during which very low cloud persisted and was the cause of diversions. The rest of the month was mainly fine with moderately strong winds and low visibilities were rare. Wind direction was almost wholly in the N.-NW sector.</p> <p>July 1st to 27th. Generally fine with small amounts medium and high cloud. Stratus occurred at varying heights between 500-1000 feet on several mornings but only persisted after 1000 hours</p>				

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Place	Date	Time	Summary of Events	<b>SECRET.</b>	References to Appendices	
			<p>on the 12th. Hazy during the first few days, mainly good visibility later but often falling to 2-4 miles or less in afternoons. Wind generally N 15 - 20 m.p.h. falling calm occasionally at dawn and in mornings becoming NNW 25 - 50 m.p.h. in afternoons. Winds were considerably stronger on the 2nd, 13th and 18th reaching 35-40 m.p.h. in afternoons and remaining strong at night.</p> <p><u>July 28th to 31st.</u> Marked by large amounts stratus, clearing finely on the morning of 31st. Wind NW to NNW 10-20 m.p.h. in mornings and 25-35 m.p.h. in afternoons backing Nly on 31st. Visibility moderate becoming poor in afternoons. Stratus was 10/10 at 1000 feet 01.00 to 12.00 on 26th, dispersing 14.00 - 20.00 hours, then becoming 10/10 until 08.00 hours on 30th. Variable amounts existed all day on 30th and throughout the night. General base varied between 300 - 500 feet, but fell to 150 feet at times on 29th and 30th.</p> <p>Visibility fell below 2000 yards on the following occasions:-</p> <p>July 2nd. 15.00 - 18.00. 600 - 1000 yards.                      12th 07.00 - 08.00 2000 yards                      30th 13.00 - 14.00 1300 yards.</p>			
<b>ANALYSIS OF OPERATIONS.</b>						
			Escort.	A/S Patrol.	A.S.R.	Total.
<u>Half Die, Gambia</u>						
Sorties			7	22	5	34
Flying hours			71.59	291.41	46.37	410.17
<u>Jui, Sierra Leone</u>						
Sorties			1	11	-	12
Flying Hours			10.14	108.21	-	118.35
<u>Port Etienne, French West Africa</u>						
Sorties			7	1	-	8
Flying Hours			78.56	10.02	-	88.58
<u>GRAND TOTAL OF FLYING HOURS.</u>			Operations	617.50		
			Training	34.00		
			Communication	26.45		
			Total	678.35.		

(\*70880-5305) Wt. 14.82g-2374 150W 11143 T.S. 700

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## OPERATIONS RECORD BOOK

of (Unit or Formation) 95 SQUADRON

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month

No. of pages used for day 8

Place	Date	Time	Summary of Events	<b>SECRET.</b>	References to Appendices

COMMUNICATIONS

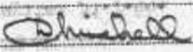


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Place	Date	Time	Summary of Events	<b>SECRET.</b>	References to Appendices																				
			<u>CHANGE OF COMMAND</u>																						
			The Officer Commanding No 95 Squadron, Wing Commander D. Michell proceeded to Jui on 2nd July to take over command of No 95 Squadron Detachment there, returning to Bathurst July 10th. Squadron Leader S. G. Baggott, D.F.C. assumed command of the Squadron during W/Cdr Michell's absence.																						
			<u>SQUADRON PERSONNEL AS AT 31ST JULY, 1944</u>																						
			<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 60%;"></th> <th style="width: 15%;">Establishment</th> <th style="width: 15%;">Total posted Strength</th> <th style="width: 10%;">Aircraft Strength</th> </tr> </thead> <tbody> <tr> <td>Officers</td> <td style="text-align: center;">26</td> <td style="text-align: center;">41</td> <td style="text-align: center;">12</td> </tr> <tr> <td>Warrant Officers</td> <td style="text-align: center;">-</td> <td style="text-align: center;">8</td> <td></td> </tr> <tr> <td>Senior N.C.O's</td> <td style="text-align: center;">69</td> <td style="text-align: center;">99</td> <td></td> </tr> <tr> <td>Other Ranks</td> <td style="text-align: center;">12</td> <td style="text-align: center;">24</td> <td></td> </tr> </tbody> </table>		Establishment	Total posted Strength	Aircraft Strength	Officers	26	41	12	Warrant Officers	-	8		Senior N.C.O's	69	99		Other Ranks	12	24			
	Establishment	Total posted Strength	Aircraft Strength																						
Officers	26	41	12																						
Warrant Officers	-	8																							
Senior N.C.O's	69	99																							
Other Ranks	12	24																							
			 Wing Commander, Commanding, No 95 Squadron, R.A.F.																						

(\*20850-9396) W.L. 5452-2312 150M 12/42 T.S. 700

**OPERATIONS RECORD BOOK**

DETAIL OF WORK CARRIED OUT

By NO 95 SQUADRON  
 FOR THE MONTH OF JULY 1944

**SECRET**

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
8th	JM 677	F/O H.A.B. Doughty	C.I.A. SEARCH	0530	1840	C.I.A. Search.	

Catalogue Reference: AIR/27/762