

## BOAC SERVICES: HORSESHOE AND MADAGASCAR ROUTES, CHINA

bold items are additions, not in the original ledgers. Red S indicates classification Secret

Information was entered into ledgers in manuscript in the Air Ministry Civil Aviation Department Intelligence Section from signals, memos, news items in magazines and minutes of meetings.

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|-----------------|---|--|
| 18/01/41        | Flying boats now going by way of Lake Deneys near Vereeniging on southbound journey between Lourenco Marques and Durban (Vaalbank Dam).   | Modern Transport   |
| 13/02/41        | QEA flying boats calling at Delhi, 1 trip in 4; ie 1 fortnightly as a stop gap until a regular landplane service can be operated.   | Encl 96A cypher cable on S R589 and Min 97 25/2/41                         |
| 12/03/41        | Owing to need for pilots for Trans Atlantic ferry, Horseshoe route to be reduced to 1 weekly. Discussions by representative of AM, Admiralty, War Office, CO, DO, FO, IO, PO, MEW, Mofl, on payloads, etc.                              | Notes of meeting at AM on reduction in frequency on Durban-Sydney IC S 312 |
| 17/02/41        | Rangoon has been substituted for Bangkok as a night stop on eastbound service from 15/4.  | TNW Durban/3   |
| 03/05/41        | Westbound aircraft recalled from Bahrein, regular service temporarily operating with Karachi as western terminal and will extend to Basra or beyond when practicable. Investigation with RAF of possible diversion via Muscat or Aden.  | IC S 396 from AHQ India  |
| 03/05/41        | After discussion with DGCA and BOAC the Regional Manager Cairo instructed to regulate movements of flying boats East of Cairo and west of Bahrein. Possibility of operation by alternative routes, avoiding Habbaniyah, to be examined. | IC S 398 Min. From DOCA  |
| 06/05/41        | Service temporarily interrupted owing to fighting in Iraq, until further notice no air mails will be accepted for destination west of Basra.  | S CIT965 from Simla  |
| 07/05/41        | Considering alternative route taking mails via Khartoum   | S CIT966 from Sydney   |
| 09/05/41        | BOAC and KLM discontinued services owing to hostilities. Iraqi telegraph suspended 7/5/41, no confirmation  | IC S 413   |
| 10/05/41        | Ordinary air traffic can now be accepted for Iraq.  | IC S 412 from Signals Whitehall  |
| <b>10/05/41</b> | Ordinary traffic can now be accepted for Iraq, with abbreviation of phraseology   | IC S 444 from D of Signals   |

- 08/05/41 As a special arrangement, owing to the disturbances in Iraq, the Corporation gave instructions for a 1 weekly service Basra-Singapore and 2 weekly Singapore and Sydney. A number of flying boats to be withdrawn to equip them with extra tanks, so that Basra-Palestine section can be flown non-stop. Tiberias-Basra to be flown by "Cassiopeia" (**G-ADUX**) (which already has extra tanks) at night with daylight landings. 9 other S23 will have extra tanks fitted, with a view to resuming through flights and discontinuing shuttle flights as soon as possible. "Cassiopeia" to leave Cairo for Basra 15/5/41. IC S 421 Min. From DOCA to DDGCA
- 10/05/41 Cairo-Basra section of Horeshoe route suspended. Non-stop shuttle Basra-Tiberias to start 15/5, flying at night. Withdrawal of boats to be fitted with extra tanks has necessitated a reduction in frequency of Basra-Singapore section to 1 weekly. Air Ministry Notice
- 17/05/41 Normal shuttle operations which will now be in daylight, 2 weekly from 18/5, with restricted payload. IC48221 to BOAC from Cairo
- 19/05/41 Cairo-Basra shuttle commenced 19/5 will be flown by daylight. Now a once weekly Durban-Karachi and once weekly Durban-Sydney. IC S 456 letter from BOAC to DOCA
- 17/05/41 Owing to situation in Iraq, Egypt to east service suspended while an alternative route was examined. Once weekly service was resumed on 12/5/41 Modern Transport
- 09/06/41 Tiberias not usable from 9/6, Akaba available, fuel and personnel in position. Normal landing resumed at Habbaniyah. IC S 516 Min from ADCO S R775
- 13/06/41 QEA calls at Delhi once a fortnight since 17/1/41. Aeroplane
- 18/06/41 During emergency in M.E. 2 services a week were maintained between Cairo and Durban and 2 between Basra and Karachi, one of which proceeded through Singapore. Iraq stage operated by long range flying boats on shuttle twice a week at first and later 4 a week. copy letter from DOCA to DO
- 04/07/41 Vaalbank Dam has been call between L. Marques and Durban on inbound service to Durban since 8/1/41. Aeroplane
- 04/08/41 Letter from Mr Burkett to Colonial Office stating alternative route round Bangkok. 1st phase avoid a night stop at Bangkok. 2nd phase Avoid Bangkok and use Mergui. 3rd phase. Route would follow Andaman Islands, the Nicobars and thence to Penang and Singapore. 4th phase. The route would be Andaman Islands, the Nicobars and thence to the west (or N.E.) coast of Sumatra. Port Blair-Penang direct is being considered. Also Sabang and Padang in Sumatra are being considered. S R846 letter

16/08/41	The last of the Cairo/Basra shuttle services was Cairo/Basra 28/7 and Basra/Cairo 29/7.	IC S 875
02/09/41	Durban-Sydney is operated twice weekly. The same flying boats are used throughout but the crews change at Singapore. Qantas (Australia) do Singapore-Sydney.	BOAC by phone
20/09/41	Runciman thinks Horseshoe route will be able to continue twice weekly.	CIT1503 from Runciman to BOAC
06/10/41	Calls are to be made at Dili on service leaving Sydney every other Thursday and on the service leaving Singapore alternate Mondays. From 16/1/41 Dili was called at instead of Koepang on alternate services.	IC49422 Circular no 149 and Summary 123
10/10/41	Night stops at Bangkok will be omitted in west and eastbound services from the service which leaves Singapore 10/10/41. Day stops will continue. Rangoon is used as the alternative night stop. This has applied eastbound since 15/4	IC S 1138 to Bangkok from Foreign Office
19/09/41	Qantas have been asked about the shortage of BOAC pilots and assistance has been offered. Maybe this would mean providing crews on Horseshoe as far as Karachi from Sydney (went to Singapore before) or else they might loan some pilots. This would mean present frequency of 2 weekly could be kept up.	IC49521 from DGCA to PUS
23/05/41	In case link with India is interrupted a reserve route has been surveyed:- Karachi-Jiwani-Muscat-Salah-Riyan-Aden = 1920 miles.	S R782 and IC S 1432 28/11/41
<b>01/10/41</b>	Empire reserve route Mombasa-Seychelles-Chagos-Cocos Keeling-Onslow (Australia)	INA Gazette Oct 1941
25/10/41	Air mail from Burma to UK to be accepted	Foreign Commerce Weekly
01/10/41	Now that call made at Rangoon both ways it connects Burma and Strait Settlements? Where PAA connect therefore Burma mail can go to USA and also to South Africa and the UK.	American Aviation
22/12/41	BOAC reserve routes:- 1) Karachi-Bombay Trincomalee-Sibolga. 2) Karachi-Bombay-Trincomalee-Cocos Island-Batavia or Western Australia. 3) Mombasa-Seychelles-Diego Garcia-Cocos Island-Western Australia. S23s and S30s would probably be used.	IC S 1571 from DOCA to DOSI
05/02/42	Letter from Massey. Extra service operated (= flight) to Singapore on 22/12/41. This involved the stopping of one flight on the Cairo-Lagos service due to leave Cairo on 30/12/41. Extra service by Qantas between 12th and 20/12/41 Sydney-Singapore because of Xmas mail. Cassiopeia operated the service.	S R718 (date given is 5/2/41 - an error)

- 04/08/41 Breakdown of Horseshoe route after Rangoon. Talk of reserve routes ie Ceylon-Port Hedland (W. Australia) with a stop at Cocos Islands. Possible use of Catalinas. S R846
- 10/01/42 Horseshoe route does not call at Singapore because of Japanese threat. Daily Digest
- 21/01/42 As from ? Service leaves Sydney 19/1 and Durban 13/1. The BOAC shuttle service between Batavia and Singapore is reduced from 4 to 2 weekly. The service may in the future be Sibolga-Singapore-Batavia. Actually between Rangoon and Batavia night stops are made at one or two places where at the time enemy activity is least. KLM shuttle 3 times weekly. Mr Rosenberg
- 19/01/42 No longer an airmail service between Australia and Britain. Daily Digest
- 22/01/42 Should Horseshoe break down beyond Rangoon -12 flying boats would be left this side, which would be insufficient for 2 weekly Durban-Rangoon, therefore a boat could be taken from the Trans Africas. If SABENA charter were extended to Cairo we could release that flying boat. Progress Meeting
- 06/02/42 Horseshoe has broken down east of Burma. No mail has been carried east of Cairo for 2 weeks - maybe military freight has been carried on from there. BOAC vague report re suspension of services west of Batavia. - Mr Rosenberg
- 30/01/42 Roosevelt instructed Arnold to investigate Natal-Ascension Island-Leopoldville-Mombasa-Seychelles-Cocos-Australia. Australia thinks flying boats should not be used between Batavia and Singapore. It is hoped on 5/2 to start Darwin-Broome-Sourabaya. Prospect of continuing operations Batavia-Rangoon via Sumatra = dangerous - and is a matter for day to day decision by ABDA Command until arrangements can be made for Batavia-Trincomalee. S R846 4/8/41
- 04/02/42 Possibility of reserve route down west coast of India - ie Karachi-Ceylon-Bombay, difficulty in monsoon period. Mr Runciman's notes on his overseas tour
- 10/02/42 Qantas pilots operated from Karachi eastwards. Local arrangements however when route is cut. Letter from Runciman to Riddock
- 08/02/42 D (Darwin)-Broome-Sourabaya 10/2 -they hope. IC S 2003 from PM Australia
- 17/02/42 Six flying boats on eastern section, 11 west of Calcutta. Not sufficient to maintain Durban-Calcutta twice weekly therefore Cairo-Juba and Cairo-Khartoum shuttle services temporarily suspended. To be resumed if another 2C2 class boat can be transferred from eastern to western section. S R946 Encl 125A

<p>19/02/42 Long range Catalinas to be used between Ceylon and Australia via NEI (if still available). Cocos Islands and Diego Garcia to be regarded as reserves for NEI. Route from Calcutta to Ceylon via Bombay and Cochin. When monsoon breaks refuelling stops may have to be made at Kundla, Baroda and even Goa. Merits of Trincomalee, Koggala, Bangalore being weighrd.</p>	<p>S R946 Encl 136D and IC56473 dated 18/2/42 on S R1011</p>
<p>16/02/42 6 flying boats east of Batavia. Branckner to investigate possibility of delivering 2 of these aircraft to India.</p>	<p>IC50447 from Massey to Burkett</p>
<p>17/02/42 Kallia to be substituted for Tiberias end of February. Advantages = 1) serves better needs of Palestine. 2) Reduces distance Cairo to Habbaniya. 3) Weather conditions better. Moorings will be retained on Tiberias for emergency refuelling.</p>	<p>S R718 from High Command Palestine to SofS Colonies</p>
<p>05/03/42 With loss of "Corinna" (G-AEUC) 3/3 only 4 flying boats left in Australia. RAAF want one and will take over all 4 if left. Best policy to let QEA have them for Government work. Arrange for possibility of Catalinas arriving on W. Coast.</p>	<p>C</p>
<p>05/03/42 BOAC proceeding with plan for operating flying boats along west coast of India to connect with Catalinas which will fly from Ceylon to Australia (Cocos idea abandoned because bombed.</p>	<p>35th Progress Meeting</p>
<p>14/03/42 A Catalina service from Ceylon to Australia will be irregular and as only small loads will be carried the loads from N. India to Ceylon will be carried by rail. 4 Catalinas for this service, 3 have already arrived in India.</p>	<p>S R846</p>
<p>12/03/42 Ref. To telegram from India which says communications with Australia impossible. Because Catalinas would be engaged on military duties and also because their range and payload was inadequate. DCA India didn't think this operation practical either.</p>	<p>Progress Meeting</p>
<p>19/03/42 For Catalinas, flights from Kogalla (Ceylon) to Port Headland (Australia) within range of Catalinas. Port Headland nearest point but Norwegian Bay also being considered.</p>	<p>37th Progress Meeting</p>
<p>29/01/42 Services from Cairo onwards interrupted for military traffic, ie no normal freight carried. Resumed normal freight 3/2. Karachi a stopover of 1 day for maintenance.</p>	<p>S R718 Jones to GPO</p>
<p>05/04/42 Announced from New Delhi that air mail to unoccupied Burma has been resumed.</p>	<p>Daily Digest</p>
<p>09/04/42 Mails for UK from India 30/12/41 have been delivered here</p>	<p>Daily Digest</p>

<p>18/04/42 BOAC to produce an extra service from Cairo-Karachi. This will be achieved by using training aircraft and cutting down maintenance turn round at Durban. The arrival of "Cordelia" (<b>G-AEUD</b>) in Africa will enable resumption of training and maintenance. Due to leave Durban 7/7/42 - Cairo-Karachi eastbound on Sunday and westbound on Thursday.</p>	<p>IC50882 from Jones</p>
<p>10/04/42 The Qantas boats "Cooee" and "Carpentaria" (<b>G-AFBL and G-AFBJ</b>) are believed to have been in India when the Horseshoe broke down. BOAC probably have 2 or 3 flying boats in Australia operating for the Australian Government.</p>	<p>Aeroplane</p>
<p>19/04/42 Reserve route across India to Far East, Karachi-Bombay-Cochin-Trincomalee. Possible monsoon alternative, Kandla-Baroda-Bhaonagar-Goa-Bangalore. Australian Catalinas to operate on from Trincomalee.</p>	<p>IC50954 from Shelmerdine</p>
<p>06/05/42 Inhambone last used Jan 1939, Kosti last used 30/9/40</p>	<p>BOAC Rashbrooke by phone</p>
<p>05/05/42 Cairo-Karachi extra weekly flying boat service proposed</p>	<p>IC S 4277 from Newport to Hildred</p>
<p>06/05/42 Cairo-Karachi service started 23/4, once weekly</p>	<p>Circular no 168</p>
<p>07/05/42 A suggestion that India services should turn round at Karachi, as Karachi-Calcutta part of route often not fully loaded.</p>	<p>42 Progress Meeting</p>
<p>03/07/42 12 Short S23 are based at Durban for the Horseshoe route are now flying at the rate of 20,800 hours a year which is roughly 3,000,000 miles or an average of 250,000 per flying boat.</p>	<p>Aeroplane</p>
<p>25/07/42 British Airways prepared to take Russian couriers to South Africa. BOAC passages once a fortnight free of charge. Lease Lend spirit.</p>	<p>IC S 4837 to Tehran from Min of State Cairo</p>
<p>07/09/42 Initial preparations to be put in hand for institution of series of flights between Ceylon-Australia. Steps to be taken are:- 1) Maintenance facilities in Australia. 2) Request Australia to provide connections. 3) A survey flight. Service to be operated by RAF (Catalinas?).</p>	<p>R S 1138 from Hildred to DO Ops</p>
<p>14/09/42 In so far as traffic to and from Ceylon will be handled by BOAC, the service could be described as a quasi civilian one. RAF to operate Ceylon-Australia with Catalinas when possible. BOAC will take over service if and when Catalinas are released.</p>	<p>C S 13360 from Hildred to DO Ops</p>
<p>17/09/42 Proposed service Ceylon-Australia with Catalinas early in 1943. Approximate frequency 1 return flight per fortnight. Proposed to organise maintenance facilities in Western Australia.</p>	<p>51st Progress Meeting</p>

15/10/42 "Caledonia" ( <b>G-ADHM</b> ) picked up RAF crew which landed in difficulties in P.E.A., as a result P.E.A. Authorities have prohibited flights by BOAC across their territory. "Canopus" ( <b>G-ADHL</b> ) has made first service via Madagascar.	Minute from Stallibrass IC S 5202
22/10/42 Re "Caledonia" ( <b>G-ADHM</b> ) incident in Horseshoe service. Rescuing RAF crew 55 miles from Lorenzo Marques in Portuguese East Africa.	R S 1250 from Lisbon to FO
29/10/42 Australian Air Board have agreed to prepare facilities in W. Australia for proposed RAF Catalina service from Ceylon.	53rd Progress Meeting
11/08/42 Re carriage and charges for Soviet courier and mails from Africa to Russia	IC S 5309 to Min of State Cairo from Tehran
24/11/42 Necessity for military reasons of a service Mombasa-Lindi-Diego Suarez with flying boats once a week. Air Min. Agree possible start soon.	IC S 5491 to AM Whitchurch from RAF ME
26/11/42 Mombasa-Lindi-Diego Suarez proposed and arrangements made. This service to operate at expense of Congo service which would be 3 fortnightly instead of 4. Possibility of extending this to island of Mauritius later. Re Ceylon-Australia AOC in C India says survey flight to start soon and he thinks 4 flying boats necessary - possible Mark III Catalinas (amphibians).	55th Progress Meeting
05/12/42 Te service to Madagascar has started, difficulty in keeping up once weekly frequency, especially after recent loss of a flying boat. Possible reduction of Congo flying boat service, has to be reduced from 2 to once weekly.	R S 1281 from Hildred to Bigg Colonial Office
10/12/42 DG suggests that S30 should go to Africa to help with the Congo service. Runciman said that if the two S30s did not go to help out the flying boats in Africa soon the frequency of the Congo and Madagascar or Horseshoe services would suffer. A survey flight over Ceylon-Australia route scheduled for 16/12/42.	56th Progress Meeting
27/12/42 Catalina returned Ceylon 23/12/42 having successfully completed survey flight. This presumably means RAF flight Ceylon-Australia	IC52290 Action copy DDO II
31/12/42 "Champion" ( <b>G-AFCT</b> ) S30 on way to Congo to supplement Congo service while present congestion on Trans African lasted. "Cathay" ( <b>G-AFKZ</b> ) may be delivered to Africa via Mediterranean carrying a load to Malta.	57th Progress Meeting
31/12/42 As soon as "Champion" ready for Horseshoe and Congo service the Madagascar service will start. Will then operate Durban-Calcutta 2 weekly. When "Cathay" arrives, there will be one flying boat for training and for emergency.	DA885/O/JP decoded cypher
31/12/42 Suggestion that BOAC survey route Mauritius-Seychelles, fleet thought insufficient.	DA 832/JP

14/01/43	Ceylon-Australia hoped to be flown by 4 Catalinas manned by Qantas crews. Might even transfer the two new BOAC Catalinas to this service.	58th Progress Meeting
18/01/43	QEA to be responsible for Ceylon-Australia service (it is hoped), if not Catalinas then Coronados to be used.	IC S 5864 Planning Committee
11/02/43	RAF Catalinas to continue occasional flights Ceylon-Australia until establishment of a service on a civil basis. Proposal BOAC should be responsible for service with Qantas as operators.	IC S 5934 to H. Commissioner Australia from Dom. Office
17/02/43	Possibility of reasonably good service Ceylon-Australia but payload will be small. Route of survey flight was Ceylon-Exmouth Gulf-Crawley Bay, on return journey a call was made at Cocos. Because of insufficient flying boats at present, we intend to send out the 2 BOAC Catalinas (which are on loan from RAF) to Ceylon which RAF will operate. As soon as flying boat position satisfactory 2 more Catalinas will be sent out then all 4 Catalinas will be operated as a civil air transport service	IC S 5957 to UK High Comm from Dominion Office
04/01/43	Allegation that BOAC pilots are carrying letters to India and posting them there to oblige friends	CIL7189 In fortnightly summary covering Indian troops
30/01/43	RAF to inaugurate China-India service pending BOACs delivery of Dakotas. (Dinjang-Kunming). Hope to start service soon.	S R628 from Handover to Burkett
11/02/43	Dinjang-Kunming subject to extension to Chungking anon.	IC S 5949 to India from AM Whitchurch
19/02/43	Re carriage of Persian Royal family to Union of South Africa. No reason for giving them priority on Horseshoe service which has already reached saturation as regards traffic requirements.	IC S 5969 to HM Ammbassador Cairo from UK High Comm S Africa
19/02/43	Request to extend Madagascar service to Mauritius (Port Louis) once weekly or fortnightly. Survey flight to be undertaken soon.	CIL7258 from BOAC to RDNE Cairo
08/02/43	Mica is to be carried from India to the UK	IC52458 to Burkett from Wimbush
25/02/43	Use of Clippers a possibility on Ceylon-Australia service, Cocos stop for refuelling would be necessary. This is a US authoroities in India proposal. DG stated release of our two Catalinas for this service dependent on Sunderland service via Port Etienne starting.	60th Progress Meeting
19/02/43	Re use of Cocos Islands, Admiral Sommerville deprecated use of same as this would draw attention of Japanese to them and therefore deny their use to us as a cable and DF station.	IC S 6001 44th Meeting of Chiefs of Staff Committee
05/03/43	Re services Ceylon-Australia	IC S 6024 to Dom. Off. From UK High Comm Australia

06/03/43	It is expected that later this year BOAC will operate between India and/or Burma and China.	IC S 6036 from CA1 to A.I.2(b)
09/03/43	Re operations over India-China route, also possibility now of acquiring substantial interest in capital and operation of "Eurasia".	IC S 6076 from BOAC
26/01/43	Re Ceylon-Australia survey flight 16/12/42 - Route being China Bay (Trincomalee)-Exmouth Gulf-Crawley Bay (Perth) and returned via Cocos.	Branch folder X 36 Wing Cdr Fox's report on Survey Flight
09/03/43	Possibility that after the war RAF will use Drigh Road and leave Mauripur Road for civil use - at Karachi (move to take place end of April probably)	IC S 6076 from BOAC; IC52743 from BOAC 9/4/43
15/03/43	Possibility that China willing to sell British Government a share, possibly controlling share in "Eurasia". We have been permitted to fly Rangoon or Akyab -Kunming and to extend to Hong Kong and Shanghai.	IC S 6067 5th Planning Committee
29/03/43	Survey flight to Mauritius from Madagascar took place 24/25th/3/43 by "Champion" (G-AFCT).	BOAC by phone
15/03/43	The 2 BOAC Catalinas are to be sent out to operate Ceylon-Australia. 2 Catalinas being fitted for Ceylon-Australia flights (by RAF). 2 further Catalinas expected for BOAC's operation of the service anon. Re survey flight to Mauritius - difficulties involved if regular service suggested, eg base-refuelling, etc. No further action therefore at moment.	IC S 6067 5th Planning Committee; 6th Planning Committee 29/3/43
01/04/43	Delivery of Catalinas to India by BOAC crews for Ceylon-Australia service. Catalinas to have RAF markings. Suggested route UK-Gib-Cairo, etc, speed preferred to carriage of loads.	IC S 6158 from Sq Ldr Woodward and from ADOCA 3/4/43
<b>31/03/43</b>	Captain Sorsbie's report on survey flight to Mauritius.	IC52695 from Capt. Sorsbie to Campbell-Orde March 1943
18/04/43	US of S for Foreign Affairs:- provision of transport aircraft for China at moment a US worry. Every effort being made to develop land routes to China including via Iran.	Modern Transport
19/04/43	Re 2 Catalinas under RAF command - leaving UK for Gib. En route for Ceylon.	IC S 6183 from Coastal Command
23/01/43	Re exchange of notes between UK and China:- 1) 27/3/42 Chungking-Calcutta via Kunming, Lashio, Chittagong and for via Kunming, Lashio, Rangoon and Chittagong. 2) 21/5/42 Yunnanyi-Majitkyima and also Sichung-Saduja. CAAC will probably start these services first but full reciprocal rights reserved for British service over same routes. CAAC using DC3 for job - 10 Dakotas allocated to BOAC for operations India-China.	S R628 from DOCA to Handover

20/04/43	American ATC will now make available to British Authorities sufficient loads on India-China route for needs of RAF and British Embassy in China.	S R628 to India from AM Whitchurch
28/04/43	BOAC discussed with Fysh aspects of proposed Ceylon-Australia service. RAF to use 2 Catalinas on the way out now. 2 more to be delivered in June and all 4 then to be handed over to BOAC. Service to be operated very probably by Qantas as agents of BOAC. Frequency should be not less than one return flight per week. Separate agreement called for for this service. (for proposed agreement see folder).	IC S 6280 to Gov. Of Australia from Dom. Office
03/05/43	RAF M.E. Agreed to withdraw request for service to Mauritius.	8th Planning Committee
11/05/43	If unable arrange Crawley Bay then Trincomalee as main base and Exmouth Gulf turn round point only.	JP528 SN no 1 from Hudson Fysh
04/05/43	Aim in Ceylon-Australia service is that QEA take over once weekly service on 1/7/43 and increase to 2 weekly before 1/10. Planning for Crawley Bay as main base. "Guba" (G-AGBJ) could be used for training crews.	JP518/SN n0 8 from Fysh
04/05/43	QEA not required to make any capital outlay and will be protected against loss.	JP520/SN no 10 from Fysh
06/04/43	BOAC pilot says "our trips on flying boats usually last about 30 days"	CIL7643 from van Heerden Asmara
09/04/43	Possibility of trouble in Palestine after war. Inconvenient to overfly Palestine.	CIOL7646 from BOAC Cairo to BOAC Baltimore
24/05/43	3/5/43 RAF commenced service Trincomalee-Perth with Catalinas. Frequency once weekly. Will be taken over anon by QEA as BOAC agents.	ADOCA by phone
17/05/43	Advice requested as to possibility of 2 weekly service Ceylon-Australia or at least 3 fortnightly increasing to 3 weekly in July when 4 Catalinas available - chiefly mail. QEA = agents to be reimbursed operating costs.	IC S 6339 to Dom. Office from Gov. Of Australia
25/05/43	Experimental mail to be sent by this route leaving UK 26/5. Comparison of this route to Australia as against Pacific route.	IC S 6358 to Gov. Of Australia from Dom. Office
24/05/43	2 Catalinas to have extra tankage for Ceylon-Australia run. Proposal for surcharged mail service from Australia to UK	9th Planning Committee
24/05/43	The service to Mauritius impracticable but aerodrome being built which will be finished by August. Possibility of BOAC operating a landplane service to Mauritius.	9TH Planning Committee and Planning Committee 22/6/43

<p>05/06/43 Hudson Fysh and BOAC consider a once weekly frequency is all that's possible at outset. 2 weekly is greatest possible frequency likely to be maintained. Capacity must be reserved for high priority passengers, official correspondence and airgraphs. Provisional target date 1/7/43. Expected time from Perth-London is 10-12 days via Trincomalee-Karachi-Basra-Cairo-Fez or Gibraltar. This service may link up with New Zealand.</p>	<p>IC S 6402 To Gov. Of Australia from Domin. Office (On Branch folder X36)</p>
<p>26/05/43 Ceylon-Australia. RAF will hand over service to BOAC when they and QEA ready. Service for official travel and airgraphs.</p>	<p>Transport Integration Policy Committee</p>
<p>24/06/43 Confirming date of commencement of Ceylon-Australia service - July 1st -by Qantas as agents of BOAC.</p>	<p>IC S 6475, etc from Dom. Office to Govt. of NZ (on Branch folder X36)</p>
<p>24/06/43 2 Catalinas being operated by RAF on Ceylon-Australia. 2 more to be added shortly and all 4 will be handed over to BOAC for operation by Qantas as their agents.</p>	<p>IC S 6495 from Dom. Office</p>
<p>22/06/43 RAF being instructed hand over service to Qantas 1/7.</p>	<p>Planning Committee and cable JP582/SN from BOAC Sydney to Hudson Fysh 24/6/43</p>
<p>21/06/43 No priority on Ceylon-Australia service, Gov. Officials to get special consideration however.</p>	<p>IC S 6468 to Dom. Office from UK High Commiss. Australia</p>
<p>17/06/43 Twice weekly frquency for Ceylon-Australia service should be possible with prospect of better frequency still. Unable to carry air mails.</p>	<p>IC S 6450 to Dom. Office from Gov. Of Australia</p>
<p>29/06/43 Ceylon-Australia capacity for surcharged air mail as soon as possible</p>	<p>IC S 6513 to Gov. Of Australia from Dom. Office</p>
<p>22/06/43 Major overhauls to be undertaken at Ceylon if possible.</p>	<p>Planning Committee and IC S 6524 from Gov. Of Australia 2/7/43</p>
<p>21/06/43 QEA to take over Ceylon-Australia route from RAF 21 or 22/6/43</p>	<p>Cypher message from Fysh MD29/JP579</p>
<p>22/06/43 Ensigns to be based on Cairo for use Cairo-Calcutta. Possibility of BOAC using Dakotas to link up Horseshoe with Ceylon for Ceylon-Australia service.</p>	<p>Planning Committee</p>
<p>07/07/43 Experimental air mail not yet arrived.</p>	<p>IC S 6548 to Dom. Office from Gov. Of Australia</p>
<p>09/07/43 Tasman Empire Airways Ltd is an associated company of BOAC as BOAC have financial holding. Qantas is also an associated company and also a "joint" company as Qantas and BOAC operate a service jointly. Corporation interest in Tasman and fact that 38% of subsidy payable to company on account of operation of trans-Tasman service is payable from United Kingdom funds compels inclusion in Civil Aviation Annual Report of statistics of operations of the company.</p>	<p>File A. 30657 Min. 50 by Boxall</p>

- 10/07/43 2 Catalinas should leave before end of month  
 24/06/43 Estimates. See Qantas Important reports in Australian Gazetteer.  
 06/07/43 Eastbound services will be called 1Q. Westbound 2Q. Schedules Ceylon-Australia subject confirmation. QEA eastbound services depart Ceylon Monday. Westbound services arrive Ceylon Thursdays. Kogalla selected Ceylon base.  
 17/07/43 Qantas Ceylon-Australia service. First eastbound arrived Crawley July 11th 1943, first westbound scheduled for July 14th but postponed until July 21st as RAF trip expected to depart July 14th. Qantas proposed schedule providing departures Perth Wednesday or later, departures Kogalla Mondays or later subject to review and maintenance.
- Cypher message to Karachi JP396/KC  
 Cypher message from Sydney MD33/J580  
 Cypher message from Karachi KC 154/N/JP  
 IC S 6581 Gov. of Australia
- 01/07/43** Proposed formation of a Sino-British Company to operate services between China and India and within China and BOAC interest in Eurasia. Proposed RAF service Calcutta-Kunming (see proposal sheet) S R891 no date
- 01/07/43** Ceylon-Australia service. Qantas for BOAC. Following sums in £ sterling. Charges for Perth-Ceylon air service. Passenger fare £180, freight or excess baggage 26 shillings per kg. Diplomatic bags and official correspondence, charges on a zonal basis. Perth-Ceylon 59 shillings per kg; Perth-India 70 shillings per kg; Perth-Iraq 86 shillings per kg; Perth-Palestine 94 shillings per kg; Perth-Egypt-UK 97 shillings per kg.
- IC S 6661 Dominions Office to Govts. of Australia and NZ (no date)
- 17/07/43 Perth service by QEA. Maintenance facilities at Perth. RAAF provide all spares, etc. Australian Govt. Agreeable to provide facilities for our use at estimated cost of £2500, they are in favour of overhaul at Perth in preference to sending BOAC engineers to Ceylon. Decision left to British Govt. Charge to be made against QEA as part of cost of service or alternatively credited against payments due by Australia to British Govt. Lloyd Taylor has installed Kogalla British Airways Station Supt. and Assistant. BOAC have installed their own Station Engineer at Kogalla and if overhaul agreed will send two additional engineers.
- BOAC cypher message MD47JP,610
- 17/08/43 Perth service by QEA. 5 flights in less than 5 weeks eastbound, westbound flights not yet known, it is assumed they are the same as eastbound. Estimated frequency at start was one service per week in each direction. BPAC are cabling for details of westbound flights.
- IC53508 Major Jones

- 01/06/43** 1942-43 operations on Congo and Horseshoe routes. Statistics for the 12 months to March 31st 1943 on the Congo and Horseshoe route operated with "C" Class flying boats. Trade & Engineering June 1943, p 36
- 30/07/43** Kogalla-Crawley Bay (Perth) service rates. Fare and rates on the above service. Passenger fare £130. Excess baggage and freight rate 100th passenger fare namely £1 6 shillings per kg. Free baggage allowance 20 kgs and first 20 kgs of any excess will be carried at one half of full excess baggage rate namely 13 shillings per kg. Diplomatic mail rate Crawley Bay to Kogalla 59 shillings per kg; to India 70 shillings; to Bahrein 75 shillings; to Iraq 86 shillings; to Palestine 94 shillings; to Egypt and ports beyond 97 shillings which is maximum rate. BOAC Cypher message JP624/SN
- 23/08/43** Fares and freight charges to be collected by QEA for credit of BOAC. IC S 6745 Dom. Office to Govt. Of Australia
- 12/08/43** PAA possible routes 1) New York-Australasia. 2) Europe-Australasia. President suggests that all Pacific states should cooperate in securing information on commercial air landing places in the Pacific, his idea is that landing places throughout the World should be free to all, he is sending Admiral Byrd with civilian surveyors to survey possible route between New York and Australasia and Europe and Australasia. Route 1) will probably be via Acapulco, Clipperton Islands and Marquesas Islands, route 2) Azores, West Indies, Galapagos Islands and Tuamotu Islands. A further route to be surveyed ie Chile and Australasia via San Juan Fernandez, Easter Islands and Pitcairn Islands. S 36563/III enc 239A Sir R I Campbell
- 24/08/43** Madagascar route. Gurney states unofficially that loads carried on Diego Suarez service do not justify continuance of service. A.M. Have signalled North for his view on this. BOAC Cypher message L0004/N/NA
- 10/08/43** Cairo-Calcutta. Additional flying boat service Cairo-Karachi owing to receipt of about 18 Sunderlands. Estimates have been drawn up for the introduction between November next and June 1944 of from seven to fourteen flying boats each way each week between Cairo and Calcutta. CIL8013 Regional Director Cairo

- 31/08/43 Kogalla-Perth service by QEA. Seven trips have been made in either direction and the agreement between BOAC and QEA is expected to be signed shortly. Further aircraft will be required in due course, question of whether the situation could be met by the allocation of some of the 36 Coronadoes which the Americans had placed at our disposal. BOAC state that Coronadoes are not suitable. Suggestion of Cocos Islands as a staging post but there is no chance of this. 2) North has been asked to find out whether the RAF could take over this service (**Madagascar**) from BOAC who are to carry on for the present, service not to be discontinued at present. 1) No reply from North yet (23/9/43) reminder sent. Planning Committee 12th meeting; !) Joint Air Transport Planning Committee 13th meeting 23/9/43 and 2) BOAC Cypher message L0021/N/NA 30/9/43
- 06/09/43 Hudson Fysh reporting on his all British trip to Sydney, he was informed in India that service was of greatest value though greater payload needed later and essential shorter British route to Sydney should equal transit time achieved on longer Pacific route which is now some 5 days quicker. Lloyd Taylor of BOAC agrees it is essential we fly the Colombo-Karachi route which will save two days and which Lloyd Taylor secured especially as Waco plane making present link service being entirely inadequate in speed payload. IC S 6847 Hudson Fysh to DGCA and Joint Air Transport Planning Committee 13th meeting 23/9/43
- 31/08/43 Cairo-Karachi route. From July 29th - August 30th a total of 9 extra return services were operated at the expense of cancelled Congo services. All these services operated to schedule with the exception of IE319X "Cordelia" (**G-AEUD**) which was delayed at Bahrein with engine trouble. New alighting area at Basra came into use during the month. Owing to the reduction of Congo services the possibility of operating from Libreville direct to Coquilhatville has been dropped. CIL8116 Tech. Dir. BOAC Cairo and CIL8143 31/8/43 RDSA BOAC Durban
- 15/09/43 Future proposed flying boat operations Karachi-Calcutta. As a result of OV.O. PL.A's OOP34 of 15/6/43 estimates have been prepared for an increase in services through this region up to a total of 10 in each direction with night stops in the region at Karachi and Calcutta only. Pla OV. O.P.85 is based on a total of at least 16 services per week operating through the region with night stops for Sunderland aircraft at Bahrein in addition to those scheduled at Karachi and Calcutta. CIL8151 BOAC Karachi and CIL8206 BOAC Karachi 15/9/43

- 23/09/43 Ceylon-Australia. Service maintained at a frequency of once a week. Four Catalinas now available and it is hoped to increase frequency to twice weekly in the near future. BOAC should operate the Ceylon-Karachi section at present served by TATA, this could be done by extending the Catalinas to Karachi. TATA service operated from Karachi-Poona by Stinsons and Poona to Colombo by single engined Waco. The Catalinas would make an overnight flight Ceylon-Karachi thus saving 2 clear days over TATA. India would be in favour of the proposal. A fifth Catalina should be earmarked in case of necessity. Main cause of long transit time was the frequent changes on route from one type of aircraft to another. Advantage should be taken of the RAF service between New Delhi and Ceylon, this service is now being used for official bags, but the bags had first to be taken to Delhi. DCA India to be approached to secure the concurrence of the Indian authorities for the extension of the Catalinas to Karachi. Joint Air Transport Planning Committee, 13th meeting
- 06/10/43 Kogalla-Perth. Plan to operate the first duplicated Indian Ocean service departing Kogalla on Oct. 29th. IC53790 BOAC
- 12/10/43 Kogalla-Perth. BOAC state that the Ceylon-Australia service at present operated once weekly will be increased to twice weekly commencing with the service leaving Ceylon on Sunday Oct. 17th 1943. Departure days to be Mondays and Fridays and the arrival days at Ceylon Thursdays and Sundays. IC53822 Major Jones ADOCA
- 29/09/43 Kogalla-Perth. All 4 Catalinas need tank alterations removing weight. Only one Catalina now complete, second is hoped to be ready middle of October. Unable to duplicate before 2nd Catalina is ready, suggest that increase of frequency of service should be postponed till the end of the month when it can definitely commence. Good loads carried eastbound but westbound loads small. BOAC Cypher message Sydney SN918
- 28/09/43 Madagascar services. Present BOAC service between Madagascar and the mainland has been reinforced by one Lockheed flying Nairobi-Diego Suarez-Tulear, also one Sunderland flying Mombasa-Diego Suarez-Mauritius each week. (Note. Both services operated by RAF (spoke COI 18/10 Miss La Roche)). Present services are considered essential and HQ RAF are unwilling to agree cancellation BOAC weekly flying boat service. R S 1281 Burkett to Granville and R S 1553
- 01/10/43 Services in and to Iraq. Question of BOAC concluding an agreement with the Iraqi Government re local air communications between Iraq and neighbouring countries. R S 1403 no date

- 21/10/43 Extension of Kogalla-Perth service to Karachi and increased frequency. 3). With the concurrence of the Indian Govt. It is hoped to extend the Kogalla-Perth service to Karachi thereby saving probably two days in total transit time between Commonwealth and UK. Frquency will be increased to three times a fortnight as from 30/10/43. 3) Twice weekly frequency may be possible by the end of the year. It was originally intended to increase the frequency to twice weekly on 17/10/43 but due to shortage of crews the frequency was modified to three times fortnightly as from 30/10/43. The extension to Karachi will be as from the same date ie 30/10/43. 3) Qantas checking possibility of night use of Karachi. 1) NZ Govt. to note increased frequency and possible extension to Karachi, this service, although satisfactory for airgraph mails from Africa and India to NZ, has been diappointing for mails from NZ. Airgraph mails from Australia are reaching M.E. in 7 to 12 days yet average time airgraph mails from NZ to M.E. via India is 30 days. No delay in Australia, special representations are now being made to India authorities on the matter. 2) AM and Gov. of India agree to extension to Karachi. Crew shortage very acute. Maintenance at Karachi. No promises on seconded crews. IC56984 Cypher message no 312 and 272 Dom. Office to Govt of Australia and Govt of NZ. IC S 6979 Major Jones 20/10/43. 1) IC S 7029 NZ Govt to Dom. Office 29/10/43. 2) BOAC code message no 29 9/10/43. 3) BOAC cypher message L0074/NITC 22/10/43
- 09/11/43 Extension of Kogalla-Perth service. One flight has been operated from Kogalla to Karachi on Friday Nov. 5th, extension scheduled to start first week in Dec. And frquency to be increased to twice weekly as from Nov. 1st. Mr Pound does not know if the extension has started or if the frequency has been increased. Spoke BOAC Mr Pound Operations
- 14/09/43 BOAC increased services across India. BOAC unable to state how many additional services are envisaged or when they will commence. Winter states that there will be seventeen new services per week, eight will terminate at Calcutta and the balance at Karachi. CIL8291 J H Blackwell Karachi to D Grafton Baghdad (Burmah Shell to Rajidain (?) Oil
- 11/11/43 Kogalla-Perth service extension to Karachi. First extension to Karachi ex Pertyh 3/11/43 and thereafter three times fortnoghtly until crews available for twice weekly. Preliminary tentative schedule: Westbound ex Perth, Wednesday 3/11, Monday 8/11, Saturday 13/11. Eastbound ex Karachi Saturday 6/11, Thursday 11/11, Tuesday 16/11. Both continuing in 14 days cycle. IC54037 Major Jones, covering letter BOAC 3/11/43; BOAC code message SN931 2/11/43

- 24/11/43 Rates on QEA Australia service. Charge of 8 shillings 9 pence per lb. Diplomatic bags incoming to Australia for local delivery. Suggestion that carrier should credit Commonwealth Govt. With cost of conveyance of diplomatic bags on eastbound traffic, arrangements are being made for BOAC to pay the charges to QEA at this rate. It is proposed to extend this arrangement to Commonwealth diplomatic bags on westbound traffic. Maximum rate of 97 shillings per kg will apply, it is not proposed to make any higher charge, cost of conveyance over Australian internal lines will be met by BOAC who will allow credit to the Commonwealth accordingly on bags originating in Australia, this applies to bags from participating countries further east. Deduction of cost of internal air conveyance of airgraphs at rate of 15 gold francs per kg from net postal revenue due to UK, this should apply from date of commencement of service. Financial settlement through money order accounts between Commonwealth and UK Post Offices. IC S 7096 Dom. Office to Govt of Australia; IC S 7147 Dom. Office to Govt of New Zealand.
- 02/11/43 Station responsibilities at Colombo. While BOAC Superintendent remains in charge he must be responsible to RDIB for operations of stations as distinct from responsibility of QEA for divisional operations. If QEA desire to appoint own station staff and assume entire responsibilities BOAC would not object and they would remove men after handing over. QEA to decide which they choose. BOAC code message KC72/L/LO
- 03/11/43 TATA Sons Ltd freight fares for Karachi. At present BOAC are quoting TATA fares for freight for Karachi, it is desirable to establish BOAC's own through rates. BOAC Cypher SN945
- 30/11/43 Proposed service Cairo-Kisumu and later to Salisbury. Proposed landplane service with Dakotas between Cairo and Kisumu, frequent four services weekly for the carriage of OTU (RAF trainees) personnel. As more Dakotas become available to BOAC this service will be extended to Salisbury. 300-350 personnel to be carried per month. Difficulty of operating with Sunderlands is that the base at Durban is not equipped for this type and Kasfareet will not be ready till February. If BOAC were to provide special services for the northabout RAF traffic, the southabout capacity could be used for Admiralty loads totalling about 20 tons per week. Planning Committee, 14th meeting
- 03/12/43 Rates on QEA Australia service. Charge of 15 gold francs per kilo applies to conveyance of film only, but the cost of local conveyance of prints was taken into account in estimating the nett proceeds from airgraphs. Arrangements to apply from commencement of Australia-Ceylon service and the settlement effected through money order accounts. IC S 7261 Govt of Australia

- 22/12/43 Karachi-Colombo-Perth service free baggage. Free allowance for accompanied passengers baggage is 20 kilos and the first 20 kilos excess baggage is charged at half the full rate as for other Empire services. IC54999 BOAC Circ.
- 21/12/43 Australia-Ceylon service. Security objection to publication of information as to existence of the above service has now been withdrawn. Press allowed to refer to resumption of Australia-Ceylon civil air service by an irregular service via Ceylon. No details of frequency, type of aircraft or terminals given. IC S 7334 Dom. Office to Govt of Australia, NZ and SA
- 21/11/43 Cairo-Khartoum-Nairobi service. Lockheed Lodestar service Cairo-Khartoum-Nairobi will be cancelled, this is understood by Middle East. BOAC Cypher message C1956/O/LO
- 27/11/43 Vaalbank Dam training school. Hope to avoid cessation of flying training in January by rearranging certificate of airworthiness, essential to provide second aircraft as soon as possible. "C" Class and Sunderland operations. Desirable that "C" Class fleet ceases to operate east of Cairo, request for position regarding Sunderlands. Subject to eventual Sunderland operation UK-India, suggested revision of "C" Class operations as follows:- A) 3 weekly Durban-Cairo. B) once fortnightly Cairo-Lagos. C) once weekly Kisumu-Diego Suarez. D) twice weekly Cairo-Kisumu. E) twice weekly Durban-Johannesburg. Above roster permits 2 Aljaja (?) Vaalbank Dam for training. In the event of necessity of reverting Sunderlands to the UK Lagos route and "C" Class maintaining current operations possibility of allocating one Sunderland to Vaalbank Dam for training thus carrying all basic boat training at that base. BOAC Cypher message DA831/O/LO
- 04/01/44 Enemy activity on Ceylon-Australia route. Signs of increased enemy activity on this route may be clue to press notice issued by Air Ministry. UK Press have been asked to make no further reference to it and not to publish stories about it. IC S 7401 Dominions Office to UKHC Canada, Newfoundland and S. Rhodesia
- 01/01/44 Madagascar service AOC in C East Africa again proposes extension. Proposed extension of BOAC flying boat service to Madagascar to Mauritius and Seychelles. RAF weekly Sunderland service to Mauritius has recently been suspended owing to cyclone and swell conditions there and that an RAF Dakota service is now operated instead. These conditions which render flying boat operations at Mauritius impossible for RAF apply equally to BOAC. Request for frequency of present RAF Dakota service to Mauritius and whether Seychelles is still served and if so how and at what frequency. IC S 7434 Air Ministry to HQ RAF ME

- 17/01/44 BOAC to concentrate all "C" Class boats within Africa. Suggestion to concentrate all "C" class boats within Africa thereby providing four extra services a week between Kisumu and Cairo. This would mean putting the Ensigns on the Cairo-India run in place of the "C" boats. AOC ME was unfavourable, he suggested that the Congo boat should be withdrawn from Trans-Africa service to operate Kisumu-Khartoum. The resulting capacity together with existing Lodestar services Nairobi-Khartoum plus the twice weekly Horseshoe service would meet immediate needs. DGCA emphasised the importance of maintaining the Trans-India flying boats route to Calcutta with Sunderlands. Planning Committee, 15th meeting
- 12/01/44 Proposed Horseshoe changes from Durban. A) 3 weekly Durban-Cairo. B) Fortnightly Cairo-Lagos. C) 3 weekly Cairo-Kisumu. D) weekly Kisumu-Diego Suarez. E) 2 weekly Durban-Vaalbank Dam. F) 3 weekly "E" class Cairo-India. G) 3 weekly Durban-Cairo. H) 5-5 Sunderlands possibly to be allocated for twice weekly Durban-Cairo via Tukar and Pamanzi. BOAC Intercept (**dated 12/1/43, error for 12/1/44?**)
- 00/01/44** Existing BOAC services mainland to Madagascar adequate but Seychelles and Mauritius service should be weekly instead of fortnightly IC S 7604 GOC in C East Africa to War Office. (**Heading suggests service should be fortnightly - an error?)(no date)**)
- 06/02/44 Karachi-Ceylon-Australia service. Operating costs will be borne by BOAC who will receive all revenue. Frequency to be increased to twice weekly at earliest possible date. Free baggage allowance 20 kilos. The first 20 kilos of any excess baggage will be charged for at one half of full excess baggage rate, ie 13 shillings per kilo, Colombo-Perth. TN UK 82 para 338
- 01/02/44** Ceylon-Australia. Special flight to Cocos Islands 31/8/43 G-AGID. Report on special flight to the Cocos Islands to deliver two Meteorologists to Direction Island on 29-31/8/43, aircraft G-AGID (**Catalina**). Crew Capt. L R Ambrose, F/O Senior, R/O Jackson, 2nd Off. Pierce, F/E Willcox. IC S 7703 Reports on Ceylon-Australia service folder OS Nav. (**no date**)
- 09/02/44 Kogalla-Karachi sector cancelled 7/2/44. 2Q35 Kogalla Karachi sector cancelled, 1Q37 Karachi Kogalla sector cancelled, 1Q37 G-AGFL (**Catalina**) left Kogalla 7/2 and arrived Perth. Note. Mr Delloford is of the opinion that this cancellation is for one flight and not a permanent cancellation. Mr Rosenberg has not heard of any such cancellation. BOAC Cypher message KC417/0/10

07/02/44 "C" Class are to be withdrawn from the Cairo-Calcutta sector in the near future. These aircraft will be confined to the African route with an approximate frequency of 2 per week Cairo-Durban and 4 per week Cairo-Kisumu. CIL 8868 BOAC Cairo

19/04/44 One hundred crossings on Kogalla-Perth services. QEA LO125/X/SN

04/04/44 Suggested extension to Sydney or Brisbane of Karachi-Perth service. QEA Sydney SN1006

25/04/44 The Sunderland frequency has been increased to 5 services weekly. Within a fortnight's notice two services could be extended to Calcutta. The two remaining S23 services to be withdrawn to increase frequency between Durban and Cairo, two ? times weekly. IC S 8023 JATPC 17th meeting

29/04/44 Enquiry re maintenance base of Australia for two Liberator II for possible Ceylon-Australia service. LO109/O/SN; IC S 8023; 25/4/44 17th meeting

24/04/44 Air Ministry have advised Air Mission Corporation to be extended Salisbury only. Several Kirum shuttles cancelled lately, suggest substituted by Karachi shuttle. DA243/T/LO

26/04/44 Recommend earliest possible delivery Sunderlands. BA Durban DA290/T/LO

19/06/44 Durban-Kisumu sector and intermediately (?) of third weekly service Durban-Cairo. Traffic must be restricted to RAF trainers first and foremost then other military traffic all without charge. Troops mails may be carried as capacity permits. Ordinary civilian traffic is excluded. Code message LO458/C/CI

18/10/44 Proposed service Mombasa to Ceylon via Seychelles. In order to release two operational flying boats for more urgent duties, Air Ministry have approved in principal (**principle**) proposal to operate fortnightly service Mombasa to Ceylon via Seychelles with BOAC flying boat "Golden Hind" (**G-AFCI**) which is now being used for ad hoc flights in East Africa and to Seychelles. IC S 8743 from S of S Colonies to Ceylon, Seychelles, Kenya

08/03/44 Discussion at the last meeting of the JATPC about the suggestion that BOAC Sunderlands should be diverted at Karachi to operate Bombay-Cochin-Kogalla. BOAC do not favour the proposal. Bombay, in their view, is not suitable for flying boat operations during the Monsoon season and doubt whether flying boat operations through Cochin would be satisfactory either. R S 1761 Min. 50

14/11/44 On 10/11/44 Short "G" Class flying boat "Golden Hind" departed Mombasa on a flight to Ceylon via Seychelles which is to be fortnightly. COI

21/11/44 On 15/11 "Golden Hind" departed Ceylon on a exploratory flight via Addu Atoll 15/11 departed 16/11 arrived Seychelles 16/11 departed 17/11 arrived Kisumu 17/11. COI

06/11/44	Services to Australia not likely to commence before January.	LO227/X/SW to QEA Sydney
10/11/44	AM now willing for Catalina service to be once weekly, when Liberator service establish(ed) twice weekly. Expect Liberator operations to continue (until) full Lancaster frequencies established.	LO232/SN
16/11/44	All 17E/18E services to be cancelled from 15th January 1945. ( <b>Durban-Johannesburg Vaalbank Dam</b> ).	DA526/N/LO from Durban
01/12/44	Learmonth to be used in place of Perth.	To Qantas Sydney LO249/SN
<b>01/01/45</b>	BOAC have asked that their representative Brigadier General Critchley should go to China to negotiate the extension of their airlines from Dum Dum to Kunming and Shanghai or Hong Kong, in accordance with our existing reciprocal agreement with the Chinese.	S file C S 23386 Civil aviation in China (no date)
04/01/45	Target date first through service UK-Sydney ex UK Thursday March 22nd. Catalina service to cease on start of Lancastrian service.	QEA Sydney LO282/SN
12/01/45	BOAC do not contemplate QEA crews operating beyond Karachi until frequency of services reaches five or even six services weekly and suggest that when frequency of four services weekly is reached we should maintain this and not contemplate further increase until route training for all crews has been completed. After completion route training could then change over at once to parallel operation and increase frequency to maximum. Service should read Sydney-Karachi-Sydney instead of Sydney-UK-Sydney and QEA total requirements should cover operation three services weekly Sydney-UK-Sydney or alternatively seven services weekly Sydney-Karachi-Sydney, both with possible addition extension Sydney Auckland maximum two services weekly.	LO284 SN from Sydney
04/03/45	Question whether service UK-Australia is to be militarised or civil has not yet finally been decided and in view of present objection to civil flight over France and North Africa this particular aircraft will temporarily be militarised for purpose of the development flight without prejudice to decision on wider issue	IC9529
09/02/45	UK-Auckland-UK service. Planning to operate one Lancastrian UK-Auckland-UK early March.	To Tasman Airways LO100/T/WN

- 03/02/45 In order that some of QEA's experienced India crew for conversion training to building lands (?) From QEA SN1179 in time for commencement Lancastrian service, they ask concurrence to following. Catalina service Perth-Karachi cease and Liberator service operate extension one weekly Ceylon Karachi until commencement Lancastrian service.
- 26/02/45 First actual service from UK expected to be during April to Sydney and Auckland under auspices LO106/T/WN in initial stage of BOAC as far as Karachi and QEA from Karachi.
- 26/03/45 First service from UK-Sydney and possible on to Auckland 31st May. LO347/T/SN
- 26/03/45 Indian Ocean Catalina service may be extended to Karachi LO347/T/SN to Hudson Fysh from Brig Gen Critchley
- 11/04/45 Proposal to discontinue use of Rod El Farag in favour of Kasfareit on Horseshoe service operated IC S 9804 with "C" Class flying boats.
- 12/04/45 Proposed Catalina service will not affect existing Indian Ocean service. SN1226 from Fysh, Sydney
- 13/04/45 Lancastrian service to Australia to commence end of June. from Cairo SN1228
- 19/05/45 It has been confirmed that there are no military objections to flying over France. IC S 10075 from DO
- 15/09/45 Trial flights made Calcutta-Rangoon and Calcutta-Singapore with Sunderlands. More survey Interavia 1053 flights planned Calcutta-Shanghai-Hong Kong and Calcutta-Singapore-Australia.
- 18/09/45 UK-Australia service to remain at present frequency due to lack of facilities at Hurn. Two additional Liberator IIs to augment Ceylon-Australia service, may be transferred to Singapore-Sydney later. Joint Air Transport Planning Committee
- 20/09/45 Lancastrians to be allowed non-priority passengers if space permits. IC623/3 from DGCA