

POOLE FLYING BOATS CELEBRATION

Charity 1123274



Poole Flying Boats Celebration (Charity No.1123274)

Our Charity is committed to developing and maintaining its Public-Access Archive... For the purpose of this website a brief selection of items together with information have been provided where references in blue indicate further material is available

The National Flags as depicted to illustrate the Countries along the various routes, have been chosen wherever possible to be representative of that period in history! However, where these have changed significantly in a more recent era, the modern version has also been included nearby for the sake of reference and due courtesy.

A

Part Twenty-four: Mapping IAL & BOAC Routes... 'Flying the Flag'

(IAL from Sept 1939, and BOAC April 1940-48 at Poole, also with RAF Transport Command from 1942/3 to '45)

From a point of delivery through to withdrawal in March 1947, the Empire C-Class (and G-boats) built by Short Bros at Rochester for Imperial Airways Limited (IAL) was to prove to be the most successful UK Civil FB from the prewar era into WW2.

As a prelude to the introduction of a flat rate airmail service - [Empire Airmail Scheme](#), [G-ADHM Caledonia](#) was hastily brought into action with the Christmas Post in 1936 departing from Hythe on 18th. December to fly through to Karachi and then to return.

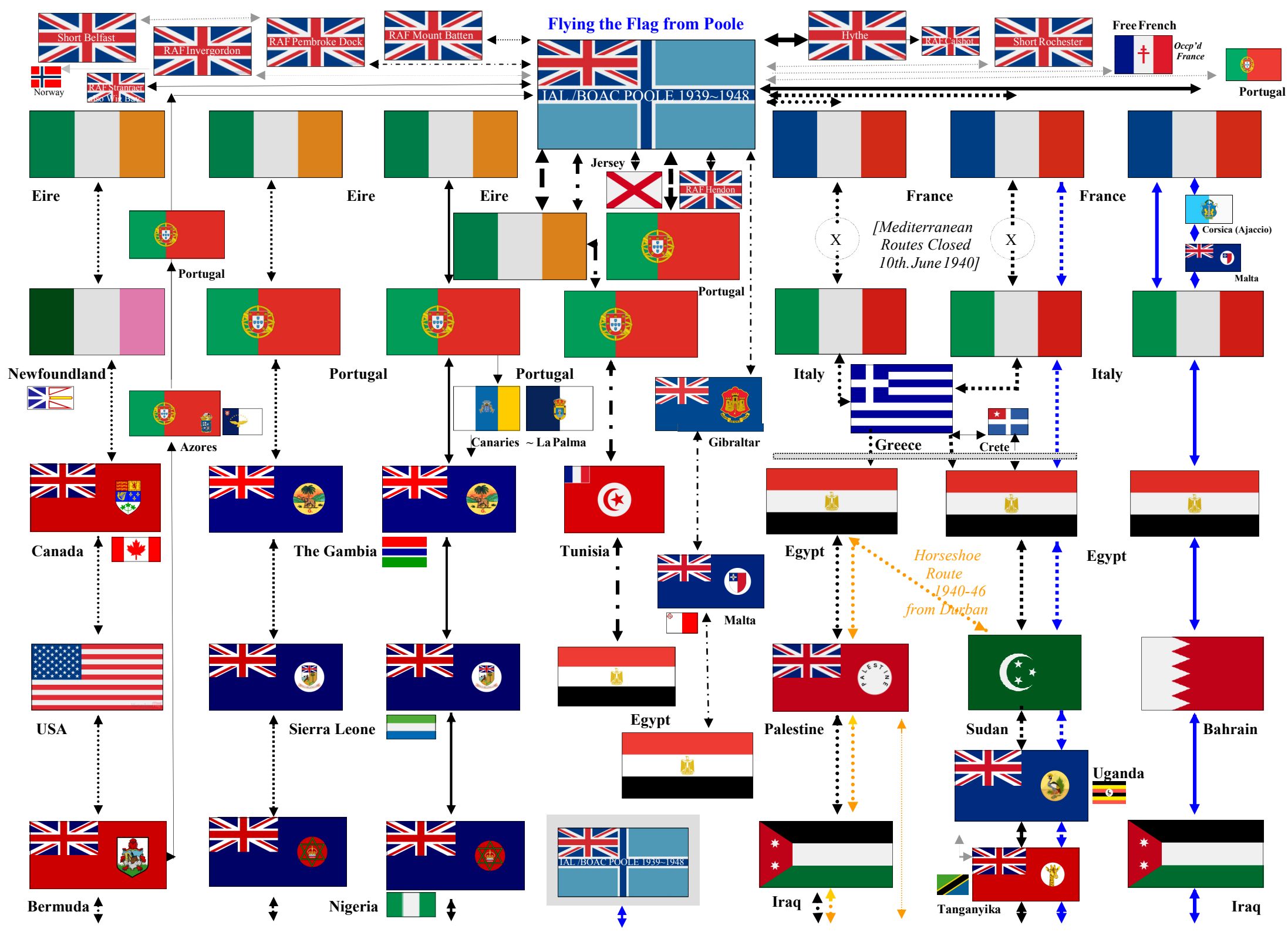
Despite the survey of routes, and the meticulous planning it was *a bold step to take* with the inauguration of the [EAMS](#) to Durban, South Africa on the 29th. June 1937 by [G-ADVE Centurion](#), which was one of the first set of 12 that had been ordered!

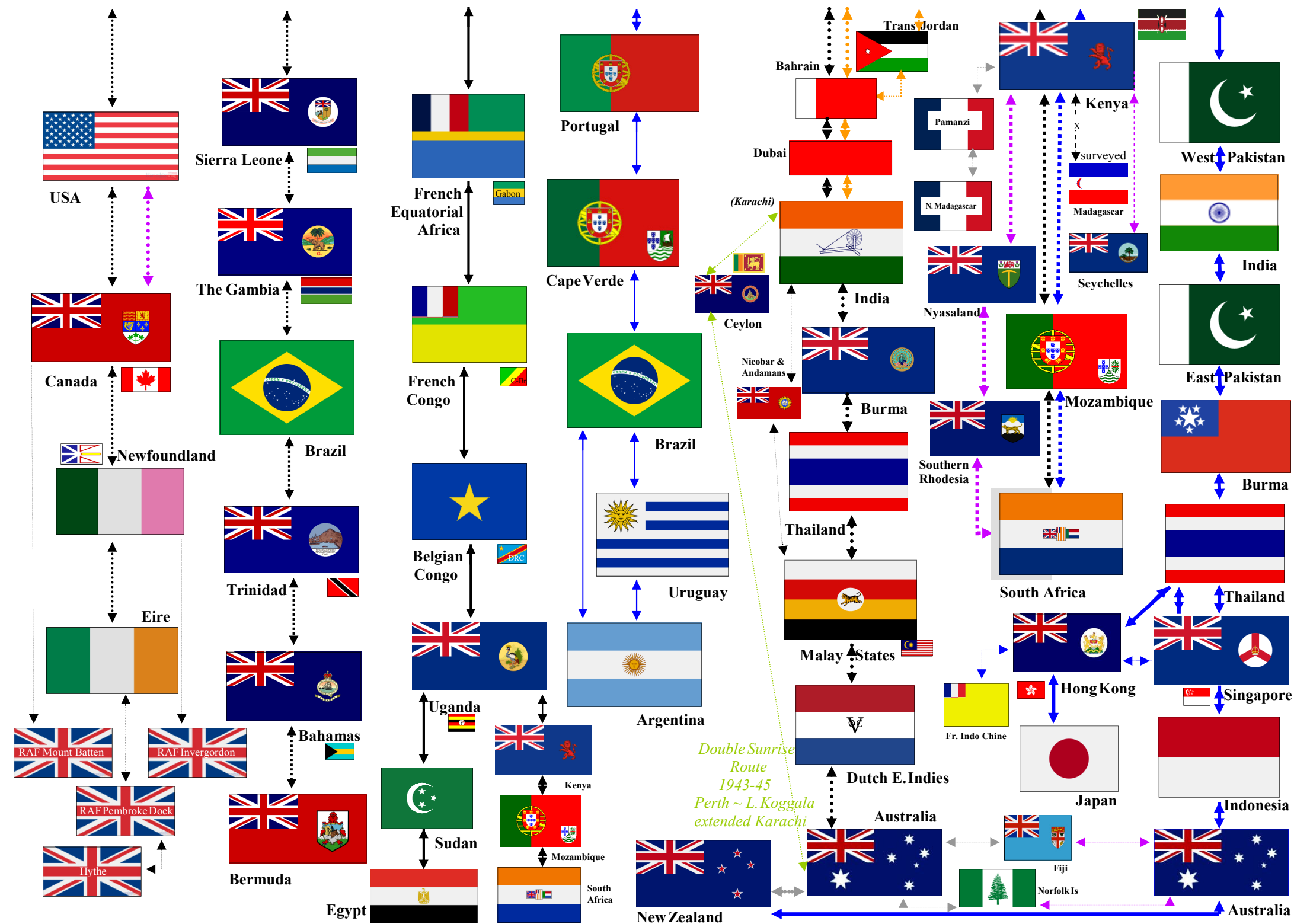
The next step was the opening of [Hythe Flying Boat Base](#): Then [G-ADHL Canopus](#) left to fly to Marseilles for a scheduled pax service *via* Alexandria, the River Nile, + E. Africa to Durban. Class Leader, *Canopus* would rightly assume a place in history.

Canopus departed UK on 2nd. June, to board at Marseilles (3rd.) arriving [Durban 8th](#). The time-span to put this arrangement in place had been very narrow, as two surveys had only just been completed by [G-ADUV Cambria](#) on 22nd. May and by [G-ADVC Courtier](#) barely a week later: On the return trip *Courtier* had reached Lindi, before being ordered back to Durban to begin a first UK-bound pax flight on the 6th. June. [Centurion](#) duly arrived in Durban on the 5th. July carrying the first EAMS UK post. Ready at Durban was [G-ADVB Corsair](#) to fly to UK with EAMS post the next day.

The timing of this was highly significant, for at the same time of *Centurion*'s arrival [G-ADHM Caledonia](#) embarked on a Transatlantic Survey from [Foynes to Botwood](#), as the twin staging posts either side of the Atlantic where it spans *circa* 3,000 miles. In contrast to the sections of the route to South Africa being approx. 700 miles each, 'the hop across *The Pond*' required a minimal payload and extra distance fuel tanks! Also, [G-ADUU Cavalier](#) reassembled in Bermuda began a shuttle to NY 25th. May.

Centurion again featured in extension of the EAMS route to [Malaya on 23rd. Feb 1938](#).







Radio Officer John Anderson Brown

Extracts from Log Books Nos. 1, 2, 3, 4 & 5... Ref. to No.6

[After a range of Training and Testing Flights from Hythe through to Alexandria - extended to Karachi... and to Kisumu, then down to Durban on *G-ADVB Corsair*, from 28th. Feb. 1938 John took over as Wireless Officer on *G-AEUB Cameronian*]

S23 Empire C-Class... *G-AEUE Cameronian* (from Alexandria):
 Alexandria - Cairo - Luxor - Wadi Halfa - Khartoum - Malakal -
 28.2.38 01.03.38 → 02.03.38 →

Port Bell - Kisumu - Kisumu - Nalvasha - Mombasa - Daressalaam
 → same day dep 06.3.38 7.3.38 →

- Lindi - Mozambique - Quelimane - Beira - Lourenço Marques - Durban
 → 08.3.38 → → → 09.3.38

VH-ABA Carpentaria (Regis. *G-AFBJ*... to *QEA* as *VH-ABA* June 1938):
 Singapore - Penang - Bangkok - Rangoon - Akyab - Calcutta - Gwalior
 16.6.39 17.6.39 → 18.6.39 →

Raj Samand - Karachi - Jiwani - Sharjah - Bahrein - Basra - L.Habbanyiah -
 → 19.6.39 → → → 20.6.39 →

Tiberias - Alexandria - Athens - Brindisi - L.Bracciano - Marseilles - Hythe
 → 22.6.39 → → → → arr 23.6.39

G-AFRA Cleopatra:

Special Flight... Singapore - Kuching - Miri - Singapore → → → Durban
 19.12.40 20.12.40 21st. arr/dep 24.12.40 6.1.41

[Kuching & Miri ex-colonial Sarawak now Malaysia: Kuching became RAAF Base.]

G-AEUB Camilla (Regis. *G-AEUB*... then to *QEA* as *VH-ADU* in July 1942)
 Cairo - Wadi Halfa - *Gebel Aulia* (force landing ~ bad weather) - Khartoum

[Note: Jebel Aulia is on White Nile - near to Khartoum & was safe haven in storms.]

G-AEUI Coorong (Regis. *G-AEUI*... then to *QEA* as *VH-ABE* in March 1938
 Rbit UK 1939, revtd *G-AEUI* exchng'd *QEA* for *G-ADUT*):

Karachi - Raj Samand - Gwalior - Allahabad - Calcutta (Redirected)
 19.2.42 → → → arr same day (for evacuation)

Special Flight... Calcutta - Akyab - *Port Blair* - Akyab - Calcutta
 Andaman Islands dep 20.2.42 → 21.2.42 → arr same day

Allahabad - Gwalior - Karachi - Jiwani - Dubai - Bahrein - Basra
 → → 23.2.42 → → 24.2.42

Tiberias - Cairo - Cairo - Wadi Halfa - Khartoum - Malakal - Rejaf
 → → → 26.2.42 → 27.2.42 →

Port Bell - Kisumu - Mombassa - Daressalaam - Lindi - Mozambique
 → 28.2.42 → → → arr 28th./dep 1st. Mar

Beira - Lourenço Marques - Vaaldam (Vaalbank Dam) - Vaaldam - Durban
 → → → arr same day dep 2.3.42 ✓

[Note: 6 days later John was R/O on *G-AETX Ceres* → Karachi → Calcutta → Karachi.]

G-AEUI Coorong:

Karachi - Jiwani - Dubai - Bahrein - Basra - L.Habbanyiah - Kallia - Cairo
 11.4.42 → → → 12.4.42 → → arr same day

Cairo - Wadi Halfa - Khartoum - Malakal - Butiaba (L. Albert) - Stanleyville
 dep 20.4.42 → 21.4.42 → → 22.4.42

Coquilhatville - Leopoldville - Point Noire - Libreville - Lagos → → Cairo
 → → → → Point Du Noire → → → arr 23rd./dep 25th. 29th.

[Note: On dep. from Lagos on 25th., Coorong had to fly out to sea due to air raids!
 30.6.42 John's Coore VH-ABF returned to Stanleyville for an engine change.]

ML789 *OQZG* (RAF Transport Command)... *G-AGKY Hungerford*: Hythe Class
 Cairo → → → Singapore # Singapore → → → via Cairo → → → Poole
 30.10.45 arr 22.10.45 (+LF) dep 25.10.45 dep 29.10.45 30.10.45

[Note: R/O John's first flight from Singapore since *G-AFPZ Clifton* - dep. 6.10.41]

*G-AKCP St. Andrew: Sandringham VII Bermuda Class**

Hythe Local Flight [*Despite Class, *G-AKCO*/P/R served on HK Route]
 16.07.50 [J's last HK trip on *G-AGKW Hotspur* → Havan Is. due to typhoon 26.4.47]

G-AHIM Scarborough: Solent 2

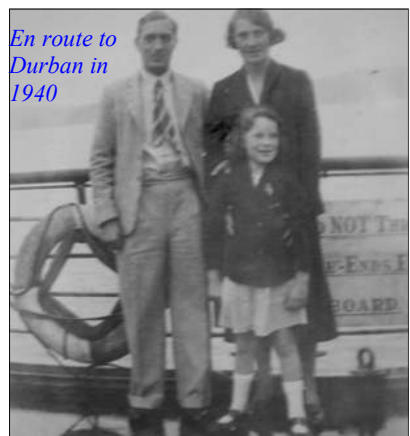
Vaaldam (← Jo burg) Victoria Falls - Port Bell - Khartoum - Alexandria
 dep 2.11.50 03.11.50 04.11.50 also 04.11.50 05.11.50

- Augusta - Southampton [= 5 days in total SA to UK]
 06.11.50 arr 06.11.50 By 16th. Dec. John was flying from Hurn

Radio Officer John Anderson Brown served on Imperial Airways FBs and those within the FB Fleet of BOAC, next switching to BOAC Landplanes, - and then finally the Airliners of BA

He flew on 6 Classes of Flying Boats - 12 different Types, which included Empires, Hythes, Sandringhams and the Solent Classes: Comprising circa estimated 88 individual Flying Boats, totalling 560 Flights on Flying Boats of both Imperial Airways and BOAC.

Postwar there were also 122 Flights for Radar Training at BOAC Poole! Amazingly, he completed more than 1 Million Miles on FBs + 1.5 in all!



En route to Durban in 1940

So three principal Flying Boat Routes had been achieved in a little under 10 months from Southampton, which would feature prominently after the relocation of the Fleet to Poole (in retaining Hythe as the maintenance base), with the Declaration of War!

After a 1,000 flying hours as an LAC in the RAF, John Anderson Brown was one of those who joined Imperial Airways when more aircrew were needed for new C-Class. John's time with IAL-BOAC (+ BA) spanned a Flying Boat era 1937-50 (BA→1958). [His brother on RAF Reconnaissance was shot down when over Germany early WW2 with the crew receiving respect by being afforded full military honours at the funeral.]

Just prior to the outbreak of war, John was returning to the UK and docking at Hythe - 27th. August 1939, as Wireless Officer on board *G-AFCX Clyde* from Karachi (24th.).

The outward journey had departed Hythe 21st. Aug. after a local test flight on the 20th: Marseilles, L.Bracciano, Brindisi, Athens (Nightstop on the 22nd.) Alexandria, Tiberias, L.Habbanyiah, Basra (Nightstop on the 23rd.), Bahrein, Dubai, to Karachi (Nightstop)...

The return was via Jiwani, Dubai, Bahrein, Basra (Nightstop on the 25th.) L.Habbanyiah, Tiberias, Alexandria (Nightstop on the 26th.), Athens, Brindisi, Rome, and Marseilles...

On the day war was declared (3rd. Sept.) he was on *G-AEUA Calypso* moved to Poole and departing the next day on the same route & stops to Karachi (Nightstop on the 12th.), Raj Samand, Gwalior, Allahabad, Calcutta (Nightstop on the 13th.), Akyab, Rangoon, Bangkok (Nightstop on the 14th.), Penang and finally Singapore (Nightstops 19th.20th)... [Calypso then continued on to Sydney with a Qantas crew, to be impressed as RAAF A18-11.]

Then making the repeat /return trip to Karachi on *G-AETY Clio* (Stopover 22nd.- 27th.), and departing for the UK on *G-ADUV Cambria* to arrive back at Poole (1st. October): Jiwani, Dubai, Bahrein, Basra (Nightstop the 28th.) L.Habbanyiah, Tiberias, Alexandria (Nightstop on the 29th.), to arrive via Athens at Corfu (A nightstop on the 30th.), Brindisi, L.Bracciano, Marseilles, Biscarosse, St.Nazaire, Poole - then to Hythe for maintenance.

In May 1940 after returning to Poole (arr.7th. May) on *VH-ABF Coore* from Singapore and a series of local flights - which included *G-AFPZ Clifton* and *G-AFRA Cleopatra* (as the Short S33s, being the final pair of Empire C-Class to be delivered ~ to BOAC), his next duty was on *G-AEUD Cordelia* to Alexandria via Brindisi to Pefko(s) - Rhodes, and Mirabella - Crete, then via the River Nile, Lake Victoria and E. Africa, to Durban SA. The routes through Egypt southwards to South Africa, and eastwards on to Singapore would soon become unified as the Horseshoe Route when the Mediterranean was closed. The journey Durban via Cairo to Singapore would become familiar to him until 1942!

John arrived again at Poole (via Ajaccio etc.) on 9th. June with Clio, + he shuttled back and forth Poole - Hythe, Poole - Lisbon, Poole - Pembroke Dock, until a welcome Leave... before transfer by the liner Sterling Castle (with his family) from Liverpool to Durban. Resuming duty on 5th. Nov. he flew from Durban on the Horseshoe thro' to Singapore. He would not arrive back at Poole until the 2nd. March 1944, from Cairo, via Djerba (Adjerba ~ Tunisia) + Gibraltar on RAF Transport Command Sunderland MkIII C2VB. Except a for spell at Pembroke Dock (May - July) he continued at Poole to March 1945. The 6th. Nov. 1950 was his last flight on a FB to Southampton: *G-AHIM Scarborough*!



N/O Victor Pitcher at Baltimore, USA

Recruited from studies at Cambridge Victor joined the Aircrews of BOAC on the trio of Boeing 314As at Poole. These operated Transatlantic until the Summer of 1946, then Bermuda - US.

Victor never returned to his studies... He married a local girl who worked with BOAC - with responsibility for VIPs and special (precious) cargoes!

Before switching to Landplanes, Vic was deployed exclusively with 314As + did not serve on other Flying Boats: The Aircrews wore special uniforms which were distinctive from others!

He lives locally / is a keen supporter of PFBC & enjoys our Celebrations.

Navigation Officer (Navigator) Victor Pitcher

Extracts provided by Victor for PFBC Archive, also Leslie Dawson and Prof. Terry McDonald

Westbound at Botwood → 19.7.44 [Then after turnaround at Baltimore]
Eastbound at Botwood → 23.7.44

W → 26.7.44	6.8.44	18.8.44	3.9.44
E → 30.7.44	11.8.44	23.8.44	10.9.44
W → 17.9.44	29.9.44	23.5.45	Then please see
E → 22.9.44	4.10.44	29.5.45 ** #	reference below

[** Landed at Stephenville, Western Newfoundland upon St. Georges Bay due to stormy weather experienced Botwood.]
dep 4.6.45 from Botwood

Boeing 314A as a 'BOAC Speedbird'... *G-AGCA Berwick*
Eastbound →

Baltimore - Botwood - (Return to Botwood) - Botwood - to Foynes			
dep 30.8.44	arr 31.8.44	31.8.44	dep 1.9.44 arr 1.9.44
7hrs.36mins	1hr.29mins		12hrs.19mins

[Notes: 30.8.44 Baltimore - Botwood 7hrs.36mins
31.8.44 Botwood - Botwood... Returned due an engine failure and a fire
1.9.44 Botwood - Foynes 12hrs.19mins
Not operating to Poole during this period
One of the VIPs Pax on board was Yehudi Menuhin]

Boeing 314A as a 'BOAC Speedbird'... *G-AGBZ Bristol*
(Victor Pitcher's next, Return Flight) Westbound →

Foynes - Botwood - Botwood - Baltimore			
dep 2.9.44	arr 2.9.44	dep 3.9.44	arr 3.9.44
12hrs.30mins		9hrs.35mins	

From 23.9.44: Recommended Ops Baltimore - Botwood - Foynes - Poole

Further Info.:
Westbound →

Poole - Foynes (Return to Foynes) - Foynes - Botwood - Baltimore			
16.10.44			
13hrs.39mins [Returned due to Engine Failure]			

Reconvened attempt after maintenance (at Hythe?)

Poole - Foynes (Return to Foynes) - Foynes - Botwood - Baltimore			
19.10.44			
12hrs.41mins [Returned due to *severe Headwinds]			

* "Overtaken by own flame floats dropped ahead of us..."

"Therefore, we decided could not cross Atlantic westbound in this Winter, so re-planned to go via W.Africa & West Indies!"

Poole - Foynes - Bathurst - Freetown - Lagos - Bathurst - Trinidad

22.10.44		28.10.44
18hrs.55mins ***		20hrs.26mins

Trinidad - Bermuda - Baltimore			
dep 30.10.44	30.10.44		
10hrs.58mins	7hrs.07mins		

*** [Note: On 3 Engines for last 9 hours]

Botwood dates contd.

W → 10.6.45	22.6.45	4.7.45	30.7.45	12.8.45
E → 16.6.45	29.6.45	24.7.45	6.8.45	18.8.45

W → 25.8.45	5.9.45	25.9.45	6.10.45
E → 31.8.45	17.9.45	29.9.45	12.10.45

[Note ~ Aircrew:
11/12 Members Captain and First Officer Pilots
2 Navigators
2 Engineers
2 Radio Officers
Purser and 2/3 Stewards...]

Victor was Navigation Officer on each one of the Trio of Boeing 314As:
G-AGBZ Bristol G-AGCA Berwick G-AGCB Bangor

After relocation of Imperial's Flying Boat Fleet to Poole in Sept. 1939, *G-AFCU Cabot* arrived in the Harbour on 30th. after being diverted on the return leg of the Transatlantic crossing which was last in the series of 4 each completed by *Cabot* & *G-AFCV Caribou*. With the advent of war the programme of Transatlantic Crossings *via* in-flight refuelling was cancelled, though provision was planned in case of the need for evacuation of VIPs. After languishing on their moorings and despite protest from IAL, both *Cabot* & *Caribou* were impressed into the RAF (at Invergordon) to transport radar in support of the Allies' intervention in Norway, but were subsequently lost to enemy action at Bodö - 5/6th May.

Scarce resources & manpower were depleted further with the closure of the Mediterranean on the 10th. June 1940, when 16 C-Class were switched from Poole Ops, over to Durban: 14 S.23s *G-ADHL Canopus*, *G-ADHM Caledonia*, *G-ADUV Cambria*, *G-ADUW Castor*, *G-ADVB Corsair*, *G-AETV Coriolanus*, *G-AETX Ceres*, *G-AETZ Circe*, *G-AEUB Camilla*, *G-AEUC Corinna*, *G-AEUE Cameronian*, *G-AEUH Corio*, *G-AEUI Coorong* & *G-AFBJ Carpentaria*, also the pair of S.33s *G-AFPZ Clifton*, *G-AFRA-Cleopatra*...

Extra Aircrews and spares for the Flying Boats were already being shipped from the UK. In the Autumn 3 extras:~ *G-ADUX Cassiopeia*, *G-AEUF Corinthian*, and *G-AFBL Cooe*, departed from Poole to fly *via* Lisbon, La Palma (Canary Is.), and the W. Coast of Africa to Lagos before heading up R. Congo to Lake Victoria, and east & southwards to Durban.

Progress on the W. Africa/Congo link route had been made possible by *G-AFCX Clyde*, when switched from a further Transatlantic Series, to survey the route with a Delegation on board representative of the Free French to negotiate with the Vichy French Colonies...

[These would be followed in 1942 by *G-AEUD Cordelia* - when returned to BOAC from service with RAF, having been a replacement (with *G-AETY Clio*) for *Cabot* & *Caribou*, though a lull in the Mediterranean meant that the transit could be *via* Malta and Cairo...]

The Autumn of 1940, with Great Britain in the throes of an onslaught from the Luftwaffe, had seen the return of a morale-boosting Transatlantic Series, using *G-AFCZ Clare* & *Clyde*.

These would be deployed along with *G-AFCT Champion* & *G-AFKZ Cathay*, then joined firstly by the S.26 large transport G-boats *G-AFCI Golden Hind* & *G-AFCK Golden Horn* when returned to BOAC in Dec. 1941 by the RAF (*G-AFCJ Golden Fleece* had been lost), on the W. Africa run, next augmented by a Consolidated pair *G-AGBJ Guba* & *G-AGDA*. Thereafter, following accidents to *Clare*, *Clyde* & *Golden Horn*, the trio of Boeing 314As *G-AGBZ Bristol*, *G-AGCA Berwick* & *G-AGCB Bangor* purchased from the US took over, eventually achieving a capacity well in excess of the largest of British-built Flying Boats: With the requirement for periodic return to the USA for regular maintenance & overhaul, this trio finally opened up Transatlantic routes *via* the N. Atlantic in the Summer months; *via* W. Africa (Lagos - Bathurst) over to Brazil, Trinidad, Bahamas, Bermuda + Baltimore, in the Winter to avoid threat of icing/severe Atlantic storms *mid-ocean* Foynes - Botwood.

Throughout this period a Shuttle service was maintained between Poole and Foynes (Eire), (despite losing *G-AFHK Maia* at Poole, 1942)+ with the advent of converted Sunderlands operating from Poole, a quintet of *Consolidated Catalinas* was released from Shuttle ops to transit to the Indian Ocean to operate on the *Double Sunrise Route* (Perth to Ceylon etc.)!



Capt. L. Carey (b. 13th. March 1916) achieved an RAF Commission during Dec. 1937 & his Wings in March '38.

By 1946 he had completed 2,000 hrs of flying time mainly on Wellingtons, Ansons & Oxfords; also Hurricanes, Spitfires & Hudsons; and including Liberators, a Blenheim, Mitchell and WW2 De Havilland Dominie trainer.

April 1946 Lewis joined BOAC Poole where he served, for 2 years until the transfer of services to Southampton. Later he flew Argonauts worldwide.

He chose to retain a home at Poole: A keen supporter of local maritime + aviation study, he wrote a pamphlet. Family Members still live in the area.



Capt. Lewis Harold Carey (Kings Ave., Parkstone, Poole) Extracts from Log Books 3 & 4

~~~~~ S25 Sunderland III... Hythe Class ~~~~~

### G-AGJM Hythe:

Poole - Marseilles - Augusta - Cairo - Bahrain - Karachi  
22.1.48 23.1.48 23.1.48 24.1.48 25.1.48 arr 25.1.48

### G-AGLA Hunter:

Karachi - Calcutta - Rangoon - Singapore  
28.1.48 29.1.48 30.1.48 arr 30.1.48

### G-AGJL Hobart:

Singapore - Rangoon - Calcutta - Karachi  
2.2.48 2/3.2.48 3.2.48 arr 3.2.48

### G-AGJM Hythe:

Karachi - Bahrain - Basrah - Cairo - Augusta - Marseilles - Poole  
4/5.2.48 5.2.48 5.2.48 6.2.48 7.2.48 7.2.48 arr 7.2.48

~~~~~ S25 Sandringham V... Plymouth Class ~~~~~

G-AJMZ Perth: G-AHZA Penzance:

Poole - Augusta - Cairo - Bahrain - Karachi - Calcutta - Rangoon
16.3.48 17.3.48 21.3.48 21.3.48 22.3.48 23.3.48 arr 23.3.48
Night Landing

Bangkok - HK... Hong Kong - Singapore - Bangkok - Singapore
24.3.48 arr 24 dep 28/29.3.48 31.3.48 1.4.48 1.4.48

contd. Singapore - Hong Kong

4.5.48 arr 4.5.48

Sandringham VII...Bermuda Class

G-AHZF Poole:

Hong Kong - Local

7.4.48

St. George G-AKCO: (HK-Singapore Shuttle)

Hong Kong - Singapore - Hong Kong

8/9.4.48 9/10.4.48 arr 10.4.48

Return to UK via Karachi

G-AHZA Pembroke

+ then G-AJMZ Perth

arr Southampton 22.4.48

[Poole had closed for the beginning of April 1948]

G-AHZE Portsea:

Karachi - Calcutta - Rangoon - Bangkok - Hong Kong - Iwakuni
28.5.48 28.5.48 29/28.5.48 29/30.5.48 2/3.6.48 4/5.6.48

~~~~~ S25 Sunderland V... Hythe CI (Cargo Carrier) ~~~~~

### G-AHER Helmsdale: (Cargo inc. Spares and an Engine bound for Calcutta)

So'ton - Marseilles - Augusta - Cairo - Basrah - Bahrain - Karachi  
4.9.48 4.9.48 5.9.48 6.9.48 7.9.48 8.9.48 9.9.49

Calcutta - Karachi - Bahrain - Cairo - Augusta - Malta - Ajaccio -  
10.9.48 11.9.48 13.9.48 14.9.48 15.9.48 16.9.48 16.9.48

Marseilles - Southampton

17.9.48 arr 17.9.48

~~~~~ S45 Solent 2 ~~~~~

G-AHIT Severn: (With Capt. James Peers)

So'ton - Augusta - Alexandria - Luxor - Khartoum - Port Bell -
1.2.49 2.2.49 2.2.49 3.2.49 3.2.49 4.2.49

Victoria Falls - Vaaldam - Vaaldam - Victoria Falls - Port Bell -
5.2.49 arr 5.2.49 dep 8.2.49 9.2.49 10.2.49

Khartoum - Luxor - Alexandria - Augusta - Southampton

10.2.49 11.2.49 11.2.49 12.2.49 arr 12.2.49

[On 14.3.49 Captain Carey with G-AHIM Scarborough en route from Augusta to Southampton (fog), was diverted to Biscarosse dep the next day to arr at So'ton...]

G-AHIV Salcombe:

So'ton - Augusta - Alexandria - Luxor - Khartoum - Kisumu -
30.3.49 31.3.49 31.3.49 1.4.49 1.4.49 2.4.49

New Route Expansion

Dar-es-Salaam... Kisumu - Dar-es-Salaam - Kisumu - Dar-es-Salaam
2.4.49 dep 9.4.49 9.4.49 10.4.49 10.4.49

- Kisumu - Khartoum - Alexandria - Augusta - Southampton

10.4.49 10.4.49 11.4.49 12.4.49 arr 12.4.49

Dar-es-Sto UK Terminates

G-AHIU Solway:

Between Feb. and May 1946 the Delivery of several FBs linked [Poole and South America](#).

Various extracts from the Log Books of [Captain Lewis Carey](#) are provided to illustrate the routes + times eastwards by the two dozen [Hythe Class](#) Flying Boats based at Poole. Then, the introduction of another batch of 'civilianised' Sunderlands when upgraded as the Sandringham V [Plymouth Class](#) with improved passenger facilities /accommodation. [This included the Sandringham I [G-AGKX Himalaya](#) as a conversion from a Hythe CI.]

These were the mainstay of service on the [Kangaroo Route](#) connecting thro' to Australia: From the 2nd. May 1947 the Plymouth Class went into service Poole - Bahrain - Karachi, the next section where the Hythes were replaced was thro' to Rangoon, then Singapore ! About the same time, the first of the newly-built Solent II Class (12 in total) also arrived to begin trials and despite teething problems also entered service at Poole, to Karachi etc.

Of the initial batch [G-AHIT Severn](#) was allocated the proving flight on a new [Springbok Route](#) to South Africa from Poole on 2nd. December, but this had to be terminated due to tech. problems, so [G-AHEO Halstead](#) hurriedly had to fly to Port Bell as the replacement.

With firstly Singapore as a junction, and then the use also of Bangkok, a Shuttle Service as inaugurated to and from [Hong Kong](#)...where from the UK this was the [Dragon Route](#), fully operative from June 1946, but which was subject to the monsoon + tropical storms. The Plymouth CI. was augmented by the trio of Sandringham VII [Bermuda Class](#), which had been initially ordered as replacements for the *Boeing 314As* (as redeployed in 1946) to operate [Bermuda - Baltimore](#), but where this service was closed during January 1948.

Subsequently, just before the closure of BOAC Poole the Dragon Route was extended to [Iwakuni](#) on the 9th. March of 1948 ~ the Allies' Base in Japan ; and when established at Southampton, through to Tokyo during November.

It is of interest to note the use of Marseilles /Marseilles in the Log instead of [Marignane](#) (although this placename was re-instated later), and also the spelling of [Basra](#) as Basrah. Further, there is the reference to the operation of [G-AHER Helmsdale](#) as a cargo carrier (inc. an engine bound for Calcutta) and with stops at Ajaccio and Malta (RAF Kalfrana).

By 15th. February 1949, the remnants of the Hythe Class were withdrawn from service, (some stored/moored for disposal) with [G-AGJO Honduras](#) on the last flight back to UK. Despite the relocation of BOAC to Southampton, various of the Flying Boats' Captains and other aircrew, opted to retain their homes in the Poole and Bournemouth Localities: eg [Capts Tommy Rose, James Peers, Bob Harwood, Oscar Barnett, Bill Lock & Lewis Carey](#). Therefore, in this way the links of Poole with the Flying Boat Routes were maintained !

Despite various setbacks, by 4th. May this was operational from Southampton's Berth 50. Capt. Carey's Log for March and April of the following year denotes that an extension to the Springbok Route was trailed Khartoum (not via Port Bell) - Kisumu - Dar-es-Salaam. However, when he brought [G-AHIU Solway](#) back home this experiment was discontinued. On 10th. Sept. 1950, the arrival of [G-AKNS City of Liverpool](#) at So'ton from Alexandria marked his last Flying Boat Op, and transfer to No.1 Line Meadowbank (Eastern Flight), for in November [this](#) Springbok Route and BOAC's Flying Boat Fleet ceased operations.

Flying the Flag: Synopsis of Significant Routes

Route from Hythe then Poole

IAL... British Overseas Airways Corporation (BOAC)until 10th. June 1940:

Day One ~ [1] Hythe... (Maintenance Sept. 1939 →) [2] [Poole](#)... [3] Marseilles... [4] Rome... [5] Brindisi... [6] [Athens](#)
Day Two ~ [6] [Athens](#)... [7] Alexandria... **Nile Route:** [8] Cairo (Rod-el-Farag)... [9] [Wadi Halfa](#)
Day Three~ [9] [Wadi Halfa](#)... [10] Khartoum... [11] Malakal... [12] Juba... [13] Port Bell... [14] [Kisumu](#)
Day Four ~ [14] [Kisumu](#)... [15] Mombasa ... [16] Dare-es-Salaam ... [17] Lindi... [18] [Mozambique](#)
Day Five ~ [18] [Mozambique](#)... [19] Beira... [20] Lourenço Marques... [21] [Durban](#)

Return [In reverse order, but beyond Mozambique & Kisumu with different Nightstops ~ and also 6 days, instead of 5 on the outward journey]
Day One [1] dep.Durban... Day Two [4] dep.[Mozambique](#)... Day Three [8] dep. [Kisumu](#)... Day Four [12] dep. Khartoum... Day Five [15] dep. Alexandria... Day Six [19] dep. Marseilles
arr. [20] [Poole](#) / [21] Hythe

IAL... BOAC Middle East Route (from Day Two) until 10th. June 1940:

Day Two ~ [6] [Athens](#)... [7] Alexandria... [8] Tiberias... [9] Lake Habbaniyah... [10] [Basra](#)
Day Three~ [10] [Basra](#)... [11] Bahrain (*Bahrein*)... [12] Dubai (*Dabai*)... [13] [Karachi](#)
Day Four~ [13] [Karachi](#)... [14] Raj Samand Lake... [15] Gwalior... [16] Allahabad... [17] [Calcutta](#)
Day Five ~ [17] [Calcutta](#) ... {Sittwe}... [18] Akyab... [19] Rangoon... [20] [Bangkok](#)...
Day Six ~ [20] [Bangkok](#)... {KoiSamua}... [21] Penang... [22] [Singapore](#)

Qantas Empire Airways (QEA) then Ops extended to take over at Calcutta before the ‘realigned’ Horseshoe Route in turn was severed in February 1942 :

Day Seven [22] [Singapore](#)... [23] Batavia/Jakarta... [24] [Soerabaja](#) (*Sourabaya*)
Day Eight~ [24] [Soerabaja](#)... (*Sourabaya*)... [Bima] ... [25] Koepang... [26] [Darwin](#)
Day Nine ~ [26] [Darwin](#)... {Groote Eylandt}... [27] Karumba... [28] [Townsville](#)
Day Ten ~ [28] [Townsville](#)... [29] Gladstone... [30] Brisbane... [31] [Sydney](#)

Return [In reverse order]
Day One... [1] dep. Sydney... Day Two [4] dep. Townsville... Day Three [6] dep. Darwin... Day Four [8] dep. Sourabaya... Day Five [11] dep. Penang... Day Six [13] dep. Rangoon...
Day Seven [17] dep. Gwalior... Day Eight [20] dep. Dubai... Day Nine [25] dep. Alexandria... Day Ten [28] dep. Rome... arr. [30] [Poole](#) / [31] Hythe

Tasman Empire Airways Ltd (TEAL): Day Eleven ~ [31] [Sydney](#) (Rose Bay)... [32] [Auckland](#) (*via Pan Am*) *for* Trans-Pacific Ocean Connections

‘Westerly’ Routes from Poole

British Overseas Airways Corporation (BOAC) from Aug. 1940:

N. Atlantic Routes: Day One ~ [1] Hythe... (Maintenance Sept. 1939 →) [2] [Poole](#)... [3] [Foynes](#)

Day Two ~ [3] [Foynes](#)... [4] [Botwood](#)

Day Three~ [4] [Botwood](#)... [5] Montreal... [6] [La Guardia](#) (New York) US {and Return}

Day Three~ [4] [Botwood](#)... [5] Montreal ... [6] [Baltimore](#) US {Maintenance of *3144s* on a regular basis at Baltimore}

Day Four ~ [6] [Baltimore](#)...** [8] Darrell’s Is ~ [Bermuda](#) (** *various other Eastern US Seaboard FB /Seaplane Bases could be accessed*)

Return [In reverse order, however eastern terminus turnaround variously Foynes /alternative to Poole, also option Bermuda - Madeira - Lisbon - Foynes /or Foynes direct]

Foynes Shuttle: [1] Hythe... (Maintenance Sept. 1939 →) [2] [Poole](#)... [3] [Foynes](#) {and Return} Regular Flights commenced 13th. Sept. 1939

Lisbon Shuttle: [1] Hythe... (Maintenance Sept. 1939 →) [2] [Poole](#)... (*Foynes*)... [3/4] [Lisbon](#) {and Return} Regular Flights commenced 19th. June 1940

Trans-Mediterranean Link Routes: [1] Hythe... (*note*) [2] [Poole](#)... (*Foynes*)... [3/4] Gibraltar... [5] [Cairo](#) {and Return} Flights commenced Oct. 1941.42 (*then see below*)

Day One ~ [1] Hythe... [2] [Poole](#)... (*Day Two ~ Foynes*)... [or 3/4] Lisbon... [3/4] Djerba... [5] [Cairo](#) (in assoc. with RAF Transport Command)

W. Africa Routes: Day One ~ [1] Hythe... (Maintenance Sept. 1939 →) [2] [Poole](#)... [3] [Lisbon](#)
Day One ~ [1] Hythe... (Maintenance Sept. 1939 →) [2] [Poole](#)... [3] [Foynes](#) *or Bathurst* direct /or *via La Palma* (Canary Is)

Day Two ~ [3 *via Foynes and/or* Lisbon [4] [Bathurst](#)... [5] Freetown... [6] [Lagos](#) {and Return}

Congo Link Route:
Day Three*~ [7] [Lagos](#)... [8] Point Noire... [9] Libreville... [10] Leopoldville... [11] Coquilhatville... [12] [Stanleyville](#)... [13] [Kisumu](#) (*southerly flights onwards Durban*)
[12] [Stanleyville](#)... [13] [Khartoum](#) (*northerly flights onwards to Cairo*)

Alternative Atlantic Southerly Routes: (*W. Africa Route as above ~ then from Lagos*)

Day Three*~ [7] [Lagos](#)... [8] *via* Bathurst... [9] Natal... [10] Belém ~ both Brazil... [9] Trinidad... [10] Bahamas (option)... [11] [Bermuda](#) (**Often few days break at Lagos*)

Day Four ~ [11] [Bermuda](#)... [12] [Baltimore](#) US {Maintenance of *3144s* on a regular basis at Baltimore}

Return [In reverse order, or *via* the alternative Bermuda /or Baltimore (- Bermuda) → Azores → Lisbon... with bad weather Lisbon was usually accessed as a stopover]

Horseshoe Route from Durban

British Overseas Airways Corporation (BOAC):

Day One ~ [1] [Durban](#) (Congella Basin)... [2] Lourenço Marques... [3] Beira... [4] [Lumbo](#)

Day Two ~ [4] [Lumbo](#)... [5] Lindi... [6] Dar-es-Salaam... [7] Mombassa... [8] [Kisumu](#)... [9] [Port Bell](#)

BOAC Nile Route:

{-----▶ [T] Trans-Africa Route }

Day Three~ [9] [Port Bell](#)... [10] Laropi... [11] Juba... [12] Malakal... [13] [Khartoum](#)

Day Four ~ [13] [Khartoum](#)... [14] Wadi Halfa... [15] Luxor... [16] [Cairo](#) (Rod-el-Farag) {-----▶ [A] Alexandria -----▶}

BOAC Middle East Route

Day Five ~ [16] [Cairo](#) (Rod-el-Farag)... [17] Tiberias... [18] Lake Habbaniyah... [19] [Basra](#)

Day Six ~ [19] [Basra](#)... [20] Bahrain... [21] Dubai... [22] Jiwani... [23] [Karachi](#)

Oct. 1941 Qantas became responsible for flights from Karachi → eastwards

Day Seven [23] [Karachi](#)... [24] Raj Samand Lake... [25] Gwalior... [26] Allahabad... [27] [Calcutta](#)

Day Eight ~ [27] [Calcutta](#)... {Sittwe}... [28] Akyab... [29] Rangoon... [30] Bangkok... {Koi Samua}... [31] Penang... [32] [Singapore](#)

Feb. 1942 Horseshoe Route closed east of Calcutta: June 1943 Double Sunrise Route Perth - Kegalla Ceylon

Qantas Empire Airways (QEA):

Day Nine ~ [32] [Singapore](#)... [33] Bangka (Klabat Bay)... [34] Batavia/Jakarta... [35] Soerabaja... [36] Bima... [37] Koepang... [38] [Darwin](#)

Day Ten ~ [38] [Darwin](#)... [39] Groote Eylandt... [40] Karumba... [41] Townsville... [42] Gladstone... [43] Brisbane... [44] [Sydney](#)

Tasman Empire Airways Limited (TEAL):

Day Eleven ~ [44] [Sydney](#) (Rose Bay)... [45] [Auckland](#) {-----▶ [P] *via* PanAm -----▶} *for* Trans-Pacific Ocean Connections

Route from Poole then Southampton

British Overseas Airways Corporation (BOAC) from 1946:

Day One ~ [1] Hythe... (Maintenance Sept. 1939 →) [2] [Poole](#)... [3] [Marseilles](#)...

Day Two ~ [3] [Marseilles](#) [4] Augusta... [5] Cairo (Rod-el-Farag)... later Alexandria reinstated: **Nile, EA Route & Springbok Route** (After an aborted Proving Flight from Poole by *AHIT Severn*, replaced by *G-AHEO Halstead*, the Springbok Route was finally inaugurated May 1948 from Southampton.)

Day One ~ [1] [Southampton](#)... [2] [Augusta](#) Day Two ~ [2] [Augusta](#) ... [3] Cairo (Rod-el-Farag)...later Alex... [4] [Luxor](#)

Day Three~ [4] [Luxor](#)... [5] Khartoum... [6] [Port Bell](#)

Day Five ~ [6] [Port Bell](#)...also Cape Maclear* [7] [Victoria Falls](#)

Day Six ~ [7] [Victoria Falls](#)... [8] [Durban](#) later replaced by [Vaaldam](#)

Return [In reverse order]

Khartoum became a nightstop instead, after pressure from pax and media.
A Route: Khartoum - Kisumu and Dar-es-Salaam was trialled (*see notes*) by Capt. Carey with *G-AHTU Solway* in April 1949, but was not adopted !
Cape Maclear* became a regular weekly stop in both directions following a southbound flight with *G-AKNR* City of Belfast from 10th. Nov. 1949...

BOAC Middle East Route to Karachi /Calcutta... and the Kangaroo Route to Australia from May 1946:

Day Three ~ [5] Cairo (Rod-el-Farag)... later Alexandria reinstated instead of Cairo (1949-50)... [6] Basra ... [7] [Bahrain](#) (*Bahrein*)

Day Four~ [7] [Bahrain](#) (*Bahrein*)... [8] Karachi... [9] [Calcutta](#) (Raj Samand...Gwalior + Allahabad remained options esp. during Indian Crisis of 1947..)

Day Five ~ [9] [Calcutta](#) ... [10] [Rangoon](#)

Day Six ~ [10] [Rangoon](#)... [11] [Singapore](#)

Qantas Empire Airways (QEA):

Day Seven [11] [Singapore](#)... [12] [Sourabaya](#)

Day Eight~ [12] [Sourabaya](#)... [13] [Darwin](#)

Day Nine ~ [13] [Darwin](#)... [14] [Bowen](#)

Day Ten ~ [14] [Bowen](#)... [15] [Sydney](#)

Return [In reverse order]

Return took 7 Days instead of 9 Days outward: ~ [*Day One*] Sydney [*Two*] Darwin [*Three*] Singapore [*Four*] Rangoon [*Five*] Karachi [*Six*] Cairo [*Seven*] Augusta... **arr Poole**

Tasman Empire Airways Ltd (TEAL): Day Eleven ~ Connections 6 times-a-week [15] [Sydney](#) (Rose Bay)... [16] [Auckland](#)