

159 Squadron Form 541
January 1st to 2nd

Aircraft Type and No.	Crew.	Duty	Time Up	Time Down	Remarks.
Lib VI					From 1514 hrs 1/1/45 to 0525 hrs 2/1/45
F-321	P/O Teager, R.H.	Pilot	1514	0450	Target – Nakohn Jaisri Bridge
B?-110	W/O Elliot, D.C.	"	1516	0430	Route – Diamond Island – Heinze Bay – Target – Base.
D-114	F/S Dorman, L.	"	1517	0425	A/C – 16 Lib. VI Total Bombs- 32 – 2000 lb. GPLD 1 hr.
C-255	P/O Middleton, H.	"	1518	0431	32 – 2000 lb. GPLD 6 hr.
G-256	F/O Poag, J.H.	"	1521	0423	32 – 2000 lb. MCLD 6 hr.
A-211	P/O Andreae, H.C.	"	1524	0433	Nickels- 23,500 + SJ51)
H-357	F/L Mathews, H.R.	"	1525	0252	20,000 + SJ19)
J-165	F/S Fristtom?, C.	"	2526	0439	10,000 + SJG1) Dropped Kanchanaburi & Target Areas-
Z-KH212	F/S Stocker, E?F.	"	1527	0507	Cameras- Nil.
Y-KH327	F/L. Hall, J.	"	1529	0452	Jettisons- A/C "H" being too late to reach the target owing to bad weather, jettisoned 4 – 2000 lbs. GPLD 1 hr. at 2135 hrs from 7800 ft. at position 20 miles west of Heinze Bay.
F2-EW179	W/O Rogers, T.C.	"	1530	0512	
S-KH252	F/O. Barredd?, F.	"	1532	0515	Combat A/C A reported unidentified A/C making pass at own A/C approx. 20 miles NW of the target at 2135 hours 7500 feet. This A/C was described as being single engined (radial) with clipped wings, and showing no lights. First observed at 600 yds. at 5 o'clock slightly above but flying a parallel course to own A/C. Enemy A/C closed to 400 yds. but made no attack. Own A/C made turn to starboard, R/G firing short burst as own A/C straightened out, and fire was observed to pass near but ahead of E/A which made no attempt to answer fire and passed immediately to starboard. The duration of the engagement from first sighting was ½ minute, in ¾ moonlight and good visibility. but with a thin layer of 10/10 Cirrus very high above.
V-EW236	W/O Archibald, D.	"	1533	0414	
R-EW152	F/O Willing, V.E.	"	1534	0525	
Q-KH253	F/L Richardson, H.	"	1536	0419	
U-KH162	S/L Burbridge, B.	"	1538	0445	
					At 2252 hours, 7000 ft. A/C R observed a yellow light moving repeatedly between 5 and 7 o'clock approx. 50 miles NW of the target suggesting an A/C in patrol.
					This attack on the Railway Bridge over the Nakone? Chaisri? River on the Railway line between the junction of the Burma/Siam and the Singapore/Bangkok lines, and Bangkok was carried out between 2155 hours, and 2310 hours on the night of January 1/2, 1945.
					All attacks from 7500 feet or over were made levels, the remainder in shallow dives in accordance with briefing instructions given prior to the start of the missions, which were that low level attacks should be made on target if A/C were making bombing runs Before 2215 hours, but that high level attacks should be made after this time. Unexpected headwinds resulted in A/C being late over the target. Bombing appeared to be well concentrated and several direct hits were made on the western end of the bridge. Weather in the target area was generally, good with no cloud but some haze until the later stages of the attacks where 7/10 St.Cu. at 7,000 ft. was observed.
					2 A/C landed away from here- A/C "V" at Cox's Bazaar due to damage to bomb doors, and A/C "B?" at

Aircraft Type and No.	Crew.	Duty	Time Up	Time Down	Remarks.
					Chittagong due to fuel shortage.
					Subsequent photographic cover should ¹ the bridge completely destroyed.

¹ Record says "should", but probably should be "showed".

159 Squadron Form 541
January 8th

Aircraft Type and No.	Time Up	Time Down	Crew.	Duty	Remarks.
Lib. VI.					January 8th 1945.
H - 357	1120	2346	F/O Andreae, H.C.	Pilot	Target - Moulmein Railway Workshops.
D - 114	1122	2342	F/L Kenworthy.	"	Route - Base - Preparis Island - Kalegauk Island - Target - Base.
B - 283	1123	2341	W/O Gribble, J.	"	A/C - 16 Lib. VI. Total Bombs -- 88 + 1,000 lbs. GPTD 14 secs.
C - 255	1125	2341	F/S Dorman, B.	"	18 + 2,000 lbs. NITI
J - 165	1126	2319	F/S Fristom, C.	"	28 + 500 lbs. INC. 4.76 NITI
G - 256	1127	2316	F/O Poag, J.H.	"	Nickels 30,000 + SBN 14
A - 211	1128	2330	F/O Sansom, P.R.	"	10,000 + SBN 12
F - 321	1131	2331	F/O Teager, R.H.	"	40,000 + SB 28
X - 408	1132	2321	F/O Barrett, F.	"	40,000 + SJ/SB 59/33
Y - 327	1133	2350	F/L Hall, J.	"	10,000 + SJG 3
Z - 212	1134	2324	F/S Stocker, D.	"	Cameras - A/C "V" carried 8" vertical camera, climbed to 5,800' obtaining one medium quality photograph.
V - 236	1136	2354	F/S Rogers, T.C.	"	
R - 152	1138	0004	F/O Willing, F.E.		The squadron were detailed to attack the railway workshops at Moulmein, and all aircraft experienced no difficulty in identifying the target by map reading. In good weather conditions, the attack, the early stages of which were carried out in daylight, was pressed home between 1800 and 1817 hours on January 8, 1945, from 4,690 to 6,200 feet, all in level flight. Bombing for the most part was well concentrated, though difficulty in identifying aiming points in closing stages, of the attack were experienced by a number of aircraft, due to smoke and dust.
Q - 251	1141	2326	F/L Richardson, H.		
U - 162	1142	2332	W/O Archibald, D.		
S - 252	1144	2359	F/O Anderson, W.		
					A/A Opposition was considered meagre to moderate, both heavy and light A/A being experienced from sights No. 3 & 4 Battery point and site No 2 situated between battery point to the north of the engine sheds. In addition meagre but heavy, accurate A/A was reported from the west side of a wood in the vicinity of Paaug, and south of Moulmein, and subsequent photographic cover of the area confirmed the position of gun site. Meagre inaccurate heavy A/A was also reported by three crews from just north of Moudon landing ground, exact position not pin-pointed. From north-east corner of Bilugyun Island muzzle flashes of controlled rifle fire or LMG were observed by the majority of crews.
					No damage or casualties were sustained as a result of the A/A opposition. As A/C left the area two medium sized fires were observed in the vicinity of the engine sheds, but it was not possible to assess further the damage caused by bombing owing to the considerable smoke and dust obscuring the entire target area.
					Three A/C reported searchlights in action well in the distance possibly track indicating between 1830 and 1855 hrs. at 6,500 and 9,000 feet.

159 Squadron Form 541
January 11, 1945

Aircraft	Time Up	Time Down	Pilot.	Summary of Events
Lib. VI.				January 11, 1945.
D? - 114	1052	2327	F/L Kenworthy?, C.W.	Target - Mining Mahtaban and Moulmein
Y? - 327	1054	2349	F/L Hall? J.	Route - Base - Preparis Island - Kalegawk Island - Target - Base.
C - 355	1056	2320	F/S Borman, I.	A/C - 5 Lib. VI. Total Mines -- 20 + U.S. (MK.26 all Mech. 9 Mod.1)
Q - 251	1058	2356	W/O Archibald, D.	(2 looks, 1 count, Ster. 82 days.)
S? - 252	1100	0022	F/O Anderson, W.R.	Cameras - Nil 20 + Br. Mk.5 - 7 B200)
				6 A106) No sterilizers
				7 B208) No PDM's.
				Nickels - 40,000 + S.B. 35)
				10,000 + SJN. 21) -- Dropped in Moulmein Area.
				20,000 + SJ. 57)
				Mining runs were carried out in daylight and good weather conditions between 1807 and 1856 hours, on 11 January, 1945, and all a/c experienced no difficulty in locating the target area. All mines were dropped on tracks detailed at briefing, though 1 a/c owing to manipulation failure was compelled to drop his load in salvo at position 16/33'10" N. 97/39'19" E. which was within the prescribed area for mining. Opposition was very alight inaccurate HAA being reported by 3 a/c mining Martaban, and 3 - 4 ground flashes LAA with no tracer from Martaban. One other a/c observed approximately 3 ground flashes and possible HAA from position approx. 16/16' N. 97/36' E. The mission was considered successful.
				A/C "C", 1808 hours, 700 feet, observed a flashing reddish light like Aldis, which came on as a/c approached on track.

159 Squadron Form 541
January 12, 1945.

Aircraft	Time Up	Time Down	Captain	Summary of Events
Lib. VI.				January 12, 1945.
F - 381	1058	0114	W/O G?ribble, J.	Target - Mining Mergui and cover bombing of Jetties and Shipping at Mergui.
B - 283	1112	0123?	S/L Gauntlet.	Route - Base - Preparis Island - Cabusg Island - King Island - Target - Base.
G - 286	1113?	0054	F/O Poag, J.H.	A/C - 2 Lib. VI. - Mining.
J - 165	1115	0059	F/S Fristrom, C.	9 Lib. VI. - Bombing.
A - 211	1116	0125	F/O Samson?, P.B?	Total Mines - 2 + U.S. Mk.26 all Mech 9 2 locks, 1count, ster. 82 days.
H - 257	1118	0102	P/O Andreae, H.C.	4 + Mr. MK.5 - 2 A106
X - 408	1119	0150?	F/O Barrett, F.	1 B?206
V - 336	1120	0105	W/O Rogers, T.C.	18? 205?
Z - 212	1121	0112	F/S Stocker, N?	(no ster's., No Pdm?'s.)
R - 420?	1122	0121	F/O Willing, E.V.	Total Bombs - 36 + 500 Lbs. MCN?B - 13 secs.
U - 162	1126	0119	W/C Burbridge, B.F.	36 + 1000 Lbs. GPTD. - 14 secs.
				Nickels - Nil.
				Cameras - A/C Z & X carried 8" obtaining two poor photos.
				Both mining and bombing were timed to take place simultaneously at dusk on January 12, 1945, and this was carried out according to briefing instructions. Weather in the target area was poor with 3-5?/10 thin St.Cu. at 7-8,000 ft. causing light to be poor and considerable ground haze. Both attacks were however considered successful.
				Mining—Mining rus were made between 182?3 an d1830 hours from 200-400 ft in level fligt, and all mines were stated to have gone down on tracks as detailed, pinpoints being clearly identified. Opposition for the most part was meagre, inaccurate LMG being experienced fro region of Pageda just S.E. of Maergui South Jetty and 5 or 6 bursts of inaccurate LMG tracer from N. tip of Pataw Islands. A/C mining S. channel reported 1 burst of HAA from position immediately S. of Patit Island. Both A/C reported ground flashes of HAA and white tracer from area of the town. S/L's too, were active and a/c A was caught for a brief period by one of 3 s/l's operating from the town area, but had little difficulty in evading it by a slight dive, owing to the very acute angle of the S/L.
				Bombing—Attacks were carried out between 1822 and 1830 hours from 5600-14,000 feet, all a/c bombing Mergui Jetties in single sticks in level flight, except a/c "G" which attacked believed shipping ¾ SE. of S. tip of Kalagyunbyi Island (E. of King Island). Accurate observation of results of bombing of Jetties was prevented owing to bad visibility but it was thought that most bombs fell on land within the target area. Results of attack against A/C "G" 's target, described as being 4 shapes approx 150 ft. long moving N. almost line astern, with slight wade, 1,000 yds. apart, were unobserved.
				Opposition was meagre to moderate - inaccurate HAA being reported from 3 positions just N. of Jetties. A/C "G" attacking shipping observed very meagre LMG with some tracer from vicinity of ships. All A/C reported 2 S/L's just N? of Jetties and one further inland, but they were generally ineffective except in the case of a/c J which bombing and A/C A whilst mining, both a/c which were held for a brief period.
				A number of a/c reported shipping at Mergui and in the approaches to Mergui but for the most part they were

Aircraft	Time Up	Time Down	Captain	Summary of Events
				believed to be small and under 100 ft. though ? standard coasters of 100 ft. were observed at position 12/35' N. and 98/25' E.
				A/C "J" reported stead red beacon just S. of Kalagyumgyi Island, which came on as a/c approached and stayed on whilst a/c was in the area.
				A/C "H?" observed believed red verey light on approaching S. tip of Patit Island, but was unable to give accurate pinpoint as was some distance away.

159 Squadron Form 541
January 14-14, 1945

Aircraft	Time Up	Time Down	Captain	Summary of Events
				January 14 – 15, 1945.
G – 256	1645	0723	F/O Poag, J.H.	Target – Bombing Road and Rail Bridge at Rajburi.
U – 162	1648	0721	W/C Burbridge, B.F.	Route – Base – Pagoda Point – Heinse Bay – 13/20'N., 100/00E. – Target – Heinze Bay – Goyangyi – Base.
F – 321	1657	0654	W/O Gribble, J.W.	A/C – 16 Lib. VI. Total Bombs – 6 + 100 Lb. GP. Dem.
B – 283	1700	0630	S/L Gauntlet, J.R.	8 + 1000 Lb. GPTD (6 hours).
C – 255	1703	0736	F/S Borman, L.	Nickels – Nil.
D – 114	1705	0700	F/L Mathews, K?R.	Cameras – A/C "U" & "G" carried 8" obtaining 2 medium to good prints showing target. (5 of 11 flashes dropped were failures.)
A – 211	1707	0703	W/O Elliot, D.C.	
H – 357	1709	0708	P/O Andreae, H.C.	2 A/C were detailed to drop target indicators at rendezvous point and flares in vicinity of target at Rajburi.
X – 408	1710	0624	F/O Barrett, F.	14 A/C were detailed to attack the bridge. All A/C but one were able to locate target easily, with weather being good – a slight haze over target area, but no cloud and visibility generally good.
Y – 327	1711	0716	F/L Hall, J.	
S – 252	1713	0645	F/L Read head, H.	All a/c but three were able to drop bombs in target area the remainder all falling in the immediate vicinity of the bridge. A/C "H" reported 4 bombs hit bridge – first 3 hitting centre and passing through, the fourth one glancing off bridge, and splashes were observed from all four. A/C "X" reported first two bombs to have fallen
V – 366	1714	0620	W/O Rogers, T.C.	
Z – 212	1715	0719	F/S Stocker, E.P.	immediately west of southernmost span, but the 3 & 4 bombs were believed to have passed through northern end of southernmost span.
R – 350?	1717	0711	F/O McLean, A.C.	
J – 165	1718	0643	F/S Fristrom, C.	Two A/C observed basha fired by flare – stated to be in vicinity of small camp just N.W. of bridge. Eight A/C observed at 2250-0050 hours, from 3,500-8,000 feet, large areas of fire with several smaller fires in vicinity of Kanahanaburi – seen from well south of the area.
Q – 251	1719	0648	W/O Archibald, D.D.	
				L/A/A/ opposition was meagre and very poor for direction, a/c "X" reporting two bursts overhead, and a/c S – 3 bursts well above whilst on bombing run. A/C "H" crew member observed very inaccurate L.M.G. just south of bridge.
				A/C "C" jettisoned at 0112 hrs., 2,000', 13/07' N., 100/06'E., - 8+1000 lb GPTD because of inability to locate target; A/C "F" jettis. at 0046 hrs., 7,000', 14/20' N., 98/52'E., - 2+1000 GPTD as it was unable to release over target area; A/C "Y" at 0037 hrs., 4000', 12/14'N., 100/05'E., had elevator control trouble, so had to jettison 8 + 1,000 lbs.

159 Squadron Form 541
January 18, 1945

Aircraft	Time Up	Time Down	Captain	Summary of Events
Lib. VI.				January 18, 1945.
B - 283	1129	0011	S/L Gauntlett, J.R.	Target - Attacking Martaban R'ly. Station and Sidings.
F - 321	1130	0022	F/L Clarke, R.A.	Route - Base - Preparis Island - Kalegauk Is. - Target - Miamond Is. - Base.
D - 114	1131	0025	F/O Alexander,	A/C - Lib. VI. (16) Total Bombs - 17 + 1,000 GPTD - 14 secs.
J - 166	1133	0003	F/S Fristrom, G.	6 + 500 Inc. (M76) NITI.
C - 255	1134	0051	F/O Schrooder?, W.	Nickels - Nil.
H? - 357	1136	0035	F/O Andreae, H.	Cameras - A/C "G" & "U" carried 8" - 6 photographs obtained showing ground detail of Martaban area - but precise target obscured by fire tracks.
A - 211	1139	0010	W/O Elliot, D.C.	
X - 408	1140	0006	F/O Barrett, F.	Jettisons - A/C "V" jettisoned 3 + 1,000 - 6 PTD (12 secs.) and 2 + 500 Incend. at 18.43'N., 90.32'E., from 4,000' due to excessive fuel consumption.
G - 256	1143	0033	F/O Poage, J.	
Y - 237	1144	0020	F/L Hall, J.	In very good weather, very slight ground haze and no clouds all a/c, with the exception of "V" which jettisoned load and returned to base at 1622 hours, due to excessive fuel consumption, made level attacks on Rly. Station and Sidings at Martaban.
S - 252	1145	0039	F/L Readhead, H.	
V - 366	1146	1622	W/O Rogers, T.C.	
Z - 2212	1147	0030	F/S Stocker, M?.	No difficulty was encountered in distinguishing Loco Depot or target area as a whole. Fires were started at west end of depot and another approx. 12 fires were spotted in two rows - believed to be in the target area. Bombs ere seen to fall directly into loco depot area, and shelter area, amongst the fires already there, but larger fires were scattered in wooded area to the north.
R - 359?	1148	1117	F/O McLean, A.C.	
Q - 251	1150	0015	W/O Archibald, D.	
U - 162	1152	0053	P/O Braithwaite, C.J.	
				Very meagre L.M.G. was reported by 2 a/c coming from points N. of jetties on slopes in woods. All a/c reported meagre heavy and light A/A from known positions at Battery Pt. but were generally inaccurate, apart from a/c "Z" - 1823-1827 hours, 5200' said to be accurate for eight and direction. Very meagre inaccurate L/A/A reported by a/c C & R - 1834-1846 hrs., 6,000' with ground flashes of L.M.G. or controlled rifle fire, also being reported from S.W. corner at approx. same time.
				A small coaster, type cargo vessel, or small tanker, believed approx. 200' long, course due East, speed 10-12 knots was attacked from 1825-1833 hours on Jan. 18/45. the first bomb landed on stern causing heavy explosion, second bomb falling on bows. large firs broke out almost immediately on both stern, and bows followed by blinding green flash, and after making part of a circuit the fires were seen to go out quickly and on a run at 500' nothing more was seen of the vessel.

159 Squadron Form 541
January 20, 1945

Aircraft	Time Up	Time Down	Captain	Summary of Events
Lib. VI.				January 20, 1945
Q – 261	1309	0428	F/S Green, G.	Target – Mining Pachan River –(2 a/c "Q" & "A")
A – 211	1311	0331	W/O Elliot, D.C.	Mining Moulmein St. –(2 a/c "R" & "C")
Z – 212	1458	0227	F/S Stocker, E.	Mining Margui –(2 a/c "G" & "U")
D – 114	1459	0244	F/O Alexander?,	Mining Goh Sichang –(2 a/c "F" & "Y")
R – 359	1412	0231	F/O McLean, A.	Mining Heinge Bay –(1 a/c "B2")
C – 225	1416	0249	F/O Schroeder, W?.	Mining Rangoon R. –(2 a/c "Z" & "D")
X – 408	1425	0233	F/L Busbridge, B.C.	Mining Martaban –(2 a/c "X" & "H")
H? – 357	1411	0239	P/O Andreae, H.C.	Mining Bangkok Br. –(2 a/c "S" & "J")
G – 256	1341	0253	F/S Fristrom, C.	Mining Tavoy –(1 a/c "B1")
U – 162	1338	0304	P/O Braithwaite, C.	Route – (Z & D) – Base – Preparis Is. – Pyapon Pt. – Target – Poyangyi – Base.
S – 252	1434	0454	F/L Readead, H.	(H-C-R-X) – Base – Preparis Is. – Kalegauk Is. – Target – Diamond Is. – Base.
J – 166	1430	0407	F/O Crozier.	(G & U)
F – 321	1423	0435	F/L Clarke, R.A.	(Q & A)
Y – 327	1433	0450	F/O Schroeder, W.	(S-J-F-&)
B? – 293	1425	0238	S/L Gauntlet, J.R.	(B1 & B2)
B2 –	1429	0241	W/O Rogers, T.	A/C – 16 Lib.VI. Nickels – Nil Cameras – Nil
				Total mines – 64 U.S. MK. 26 Mod. 1 Mech M9, Mod. 1, (All Ster. 40 ds.)
				60 Br. MK.V, - (28 B200X; 1 A106; – all 1 count – 2 locks; 29 B202; 2 C300.)
				All mining was successful with the exception of A/C "S" which dropped 2 BR. MK.5 and 1 U.S. MK26 on land at position on river bank 13.37'10"N; 100.33'40"E; and 13.37'10"N; 100.33'44"E; from stations 7, 11, and 16 due to bombing gear manipulation trouble.
				At Rangoon, a/c "D" – 2125 hours, 300' observed from 25 tents (suggesting a camp) five rifle muzzle flashes, just south of village of Hmawrn, near Kyaukton on east bank of Rangoon R.
				At Mergui – A/C "G" – 2030 hours, 300' observed believed heavy A/A flashes between Gun Site No. 6, and small Chauny immediately S.E.
				At Bangkok R. – A/C "S" – 2201 hours, 450', observed meagre and inaccurate tracer from vicinity of Paknam village. Also very meagre and again inaccurate tracer from vicinity of Customs' House on west bank.

159 Squadron Form 541
January 23, 1945

Aircraft	Time Up	Time Down	Pilot	Summary of Events
Lib. VI.				January 23, 1945
A – 211	1435	0755	W/O Elliott, D.C.	Target – Mining Northern Penang and southern Channels.
B1 – 283	1315	0733	S/L Gauntlett, J.R.	Route – Base – Narcondam Is. – Brothers Is. – Target – Karoondan Is. – Base.
B2 – 366	1335	0743	W/O Rogers, T.C.	A/C – 16 Lib. VI.
C – 255	1344	0745	F/O Schrooder?, W.G.	Cameras – All A/C carried oblique cameras which were not used as it was too dark, nothing was seen.
D – 114	1318	0853	F/O Alexander, W.	Nickels – Nil
F – 321	1326	0713	F/L Clarke, R?. A.	Total Mines – 38 U.S. MK13 – All Mech. A3, Mod.1, Nil looks, nil counts, Sterilizers 82 days.
G – 256	1335	0800	F/O Poag, B.	32 B.S. Mk26 – Mech.M9, Mod.1, - All 2 looks, 1 count, Sterilizers 82 days.
H – 357	1329	0736	P/O Andreae, D.	All mining was successful with the exception of A/C "Y" when, on the opening of bomb doors, all mines released at position 05.30'00"N; 100.15'40"E; - cause being investigated.
J – 165	1342	0717	F/S Fristrom, C.O.	
Q – 251	1336	0743	W/O Archibald, D.	The weather in the target area was 9-10/10 Alto Stratus and this was very thin. Visibility was generally good with diffused moonlight and no low cloud.
R – 359	1325	0735	F/O. McLean, A.	
S – 252	1329	0703	F/L Readhead?, H.	At 2223 hours, a/c "S", from 2,000', 05.40'N; 110.15'E. reported two stationary vessels, believed 2,000 tons, and one small coaster, 100 feet, observed by three crew members.
U – 162	1316	0732	W/C Burbridge, B.F.	
X – 408	1320	0817	F/O Barrett, F.	At 2340 hours, from 800 ft., 06.10'N; 99.34'E; a/c "X" reported one small coaster heading NW toward Pulo Langkawe – no recognizable features.
Y – 327	1327	0723	F/L Hall, J.	
Z – 212	1340	0924	F/S Stocker, E.	

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 159 Squadron Form 541
 January 27-28, 1945

Aircraft	Time Up	Time Down	Captain	Summary of Events
Lib. VI.				January 27-28, 1945
U – 162	1656	0732	W/C Burbridge, B.F.	Target – Mining Pachan River (4 a/c U; R; A; F;)
R – 359	1700	0728?	F/O McLean, A.C.	Mining Moulmein South (3 a/c J; V; Y;)
F – 311	1702	0709	F/L Clarke, R.A.	Mining Ye River approaches (1 a/s G)
A – 211	1705	0741	W/O Elliot, D.C.	Mining Bangkok River (3 a/c B; C; Q)
J – 165	1653	0404	F/O Cregier.	Mining Goh Sichang (3 a/c D; X; Z;)
V – 366	1655	0422	F/O Barrett, S.	Route – (1) – Base – Narcondam Is. – Target – Diamond Is. – Base.
Y – 327	1647	0415	F/O Dick, R.W.	(2) – Base – Narcondam Is. – Target – Diamond Is. – Base.
G – 256	1651	0500	F/L Gee, A.	(3) – Base – Diamond Is. – Target – Diamond Is. – Base.
B – 283	1734	0735	F/S Fristrom, C.	(4) – Base – Diamond Is. – Heinze Bay – Target – Heinze Bay – Diamond Is. – Base.
C – 255	1736	0729	F/O Schrooder? W.	(5) – Base – Diamond Is. – Heinze Bay – Target – Heinze Bay – Diamond Is. – Base.
Q – 251	1741	0730	W/O Archibald, D.	A/C – 14 Lib.VI. Nickels – Nil Cameras – Nil
D – 114	1730	0712	F/O Borthwick.	Total Mines – 71 U.S. MK13, Mod.5, Mech.A3, Mod.1, Ster. 86 days.
X – 408	1733	0821	F/L Busbridge, D.	38 U.S. MK26, Mod.1, Mech.M9, Mod.1, Ster. 82 days.
Z – 212	1737	0806	F/S Green, G.	(All 2 looks, 1 count)
H? –	1800	0927	S/L Gauntlett, J.R.	All mining was successful on this operation, with the exception of two a/c – "U" & "Z", with weather being very good – bright moonlight, good visibility, and no clouds. A/C "U" failed to release mines over target area because of faulty bomb shackle, and Captain decided to bring mines back for investigation of bombing gear. A/C "Z" failed to release over target because of bombing gear trouble.
S –	1804	0842	F/L Readhead, H.	
				L.M.G. was fairly accurate for direction, but astern, as in the case of a/c "C", who was fired upon from two small naval vessels just south of Naval Station on east bank of Bangkok River.
				A/C "Z" observed Believed A/A fire from ship immediately NW of Goh Klan Yai Is., and a/c "C" observed L/A/A/ at 700' from south bank of Bangkok R. – but very inaccurate fire.
				Immediately south of Paknan Village on east bank of river, 4 naval vessels, - small destroyers, corvettes, or escort vessels, approx. 150-200' were sighted by a/c "B" at 2350 hours, 300 ft. Between above vessels and east bank were at least 9 small coasters or lighters approx. 75-100' also 3 naval type escort vessels moored near S. bank in bend of river NW of Paknam.
				Target – Detailed to make search for enemy shipping in Goh Sichang Area.
				Route – Base - D iamond Is. – Heinze Bay – Target – Heinze Bay – Diamond Is. – Base.
				A/S – 2 Lib. VI. Nickels – Nil.
				Cameras – Each a/c carried vertical 8" but no photographs attempted owing to cloud over target area.
				Total Bombs – 6 + 1,000 lbs. GPTD – 14 secs.
				Water on the night of Jan. 28 was patchy, with 5-8/10 Cu. base 500' and visibility was moderate in diffused moonlight, but excellent when not obscured by cloud.
				Both a/c searched N tip of Goh Sichang Area – Lun Kra Bang on the mainland. – Goh Kram Island NW of Sattahib Bay, but did not observe any active shipping, so attacked the secondary target – the Oil Tanks on Goh

Aircraft	Time Up	Time Down	Captain	Summary of Events
				Prong Island with full load. No hits were observed, but rear gunners straffed, claiming strikes on oil tanks.
				A/C "H?" reported few flashes of L.M.G. from Goh Sichang Is. – which showed no tracer, and Goh Rau? Doimai? – due south of Goh Prea.
				Both a/c observed steady white light from centre of Goh Sichang Is. which came on during run and stayed o the whole time the a/c were in the target area.

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 January 30-31, 1945

Aircraft	Time Up	Time Down	Captain	Summary of Events
Lib. VI.				January 30-31, 1945
H? - 357	1743	0340	F/L Gee?, A.	Target - Mining Rangoon (3 a/c - H - J - S)
J - 165	1745	0351	F/O Crozier.	Mining Heinze Bay (1 a/c - A)
S - 252	1800	0416	F/L Readhead, H.	Mining Tavoy (2 a/c - V - Z)
A - 211	1730	0435	F/O Borthwick, R.H.	Mining Mergui (3 a/c - F - C - Q)
V - 366	1805	0440	F/O. Kinnear, S.	Route - Rangoon - Base - Diamond Is. Pyapon Pt. - Target - Pyapon Pt. Geyangyi - Base.
Z - 212	1624	0524	F/L Busbridge, D.C.	Tavoy, Heinze Bay - Base - Diamond Is. - Target - Diamond Is. - Base.
F - 321	1654	0508	F/S? Clarke, R.A.	Mergui - Base - Narcondam Is. - Target - Narcondam Is. - Base.
C - 255	1656	0555	F/O Schrooder?, W.	Nickels - Nil Cameras - Nil A/C - 9 Lib. VI.
Q - 251	1704	0606	F/S Green, G.	Total Mines - 20 U.S. MK26, Mech.M9, Mod.1 - 2 looks, 1 count, Ster. 34 days.
				27 U.S. MK13, Mech.A3, Mod.1 - Blue ster. approx 40 days.
				31 Br. MK5, - Sterilizers 40 days.
				Weather was fairly good through out all target areas with no cloud at al at Rangoon or Meinnze Bay, and at Tavoy there was 5-7/10 St. & St. Cu. from 2-5,000 ft. At Mergui, from 1,000-1,200 ft. St. was 1-3/10, and also some St.Cu.
				All mining was considered very successful.
				January 30-31, 1945
X - 408	1553	0613	F/O Barrett, F.	Target - Attacking Road-rail Bridge at Rajburi.
G - 256	1604	0601	F/O Poag, P.J.	Route - Base - Pagoda Pt. - Heinze Bay - 13.20'N: 100.00'E: Target - Meinze Bay Goy Angvi - Base..
Y - 327	1602	-612	S/L Hall, J..	A/C - 7 Lib. VI. Cameras - Nil
B? - 283	1601	0557	S/L Gauntlett, J.	Total bombs - 12 + 100 lbs. GPLD.
R - 350?	1558	0545	F/O. McLean, A.C.	3 + 2,000 lbs. GPLD.
U - 169	1557	0607	F/O Braithwaite, B.	(All 1,000 lbs. - 6 hours.)
D - 114	1606	0546	F/O Alexanddr, W.D.	Nickels - 10,000 + SN23
				90,000 + SJ 64
				30,000 + SJ 65
				10,000 + SJ 6
				Weather was very good on this operation with bright moonlight and no cloud or haze, so that no difficulty was encountered in map reading of finding the target. All attacks were made in a shallow dive with the exception of a/c 'Y' 2nd run which was made level.
				All the bombing went very well, with a/c G having a direct hit on S Span and a/c U confirmed a hit centre of S span - also confirmed by a/c G. At 2310 hrs. 500' a/c G reported loco., and six long carriages south of Rajburi Bride.
				No opposition was encountered from target area or from vicinity of train.