

INTRODUCTION

Following the limited success of Volume One, which I understand had a generally good reception from all concerned, the continuation of classes in this volume includes many of the larger types that were “work horses” of the RAF Marine Craft inventory. The contents include most of the Refueller types, Landing Craft types and a lavish coverage of the numerous variations of 60ft Pinnaces and their predecessors.

Once again the sourcing of drawings and photographs was made a great deal easier with the assistance of Ken Hunter at the RAF Museum and my colleague Donald Smith. The drawings arrived in many forms as copies of GA's from builders and from magazines etc. All had to be copied and many reduced down to A3 size, after which the majority were attacked by copious amounts of “snopake” and then redrawn over with a fine drawing pen. All wording was expunged, so that the finished drawing could then be reduced to A4R size and further to a size suitable to fit the page in the compilation. The photographs were laser copied and attached to the master pages. Information was taken from many other publications and sources as indicated in the Acknowledgement page. The format of the specification or principal particulars was taken directly from a list produced by the RAF in 1943. The tables which include the take on charge dates and disposals were constructed using information from Marine Craft Record Cards (A.M. Form 564s) for individual craft with additional information from many other sources. For the purposes of presentation the “title” photograph for each type (i.e. the one facing or on the specification page) has in a few cases been left without credits, however all the title photos are listed, with the source, on a separate page. I have continued with a presentation which resulted in the standard layout of the principal particulars (specification) and drawing on the left hand page with a title photo and general description on the right hand page for each type. Additional pages were added as required and if an odd number, the reverse of one page was left blank intentionally to maintain the aforementioned layout. The source of the drawings and the relevant numbers etc. are also listed separately. Each drawing, as it appears in the compilation, is the result of approximately 10-15 hours work, however some took a considerably much longer time to clean up. The whole volume has taken over a year to produce, but has had many years of previous research.

This volume, according to the title should have included the 41.5ft Seaplane tenders, however due to a restriction of the number of pages for the binding process, the type has been deferred to Volume III. Thus all the ST types will be together, however to similarly include the refuellers and landing craft all in Volume II, the last two types of around 41ft in length have been included in this edition.

I am indebted to Donald Smith, Ken Hunter and Les Brown for all their help, support and good sources of both drawings and information.

Future volumes will include craft that were requisitioned during WWII, vessels and craft of the RAF Mooring Service, RAF auxiliaries and miscellaneous craft used by the RAF. In this and subsequent volumes on the different types, survivors that exist today whether they be as preserved craft, museum exhibits or house boats have not been listed. This is because the details (names /locations/existence) are still changing and would therefore have to be continually updated. Consequently the last volume in this series is intended to be devoted purely to those former RAF Marine Craft that survive today in whatever form.

I have refrained from including individual histories of craft, except where it is relevant to the craft's development or where only one of the type existed. I have however included details of the histories of craft that continued to serve in another “service”, either in UK or foreign (where details are known). This for many types includes details otherwise not published on RN, Army and other “Services” from the relevant archives. I have also included details of craft of the same or similar type to those built for RAF service, that were built for other services/ countries. The best example in this volume is the 60ft General Service Pinnacle.

The cost of this compilation reflects the actual cost of printing, postage and packing and just a little extra to cover the “snopake” lake, and laser copying and the like. The compilation was done with enthusiasts in mind, and as it is my hobby, I hope that any errors will be pointed out to me for rectification.

Your copy is one of a limited edition, I hope you enjoy it and it answers all you ever wanted to know on the craft covered.