

WAR DIARY

Army Form C. 2118.

13th. Australian Field Ambulance,

INTELLIGENCE SUMMARY.

June 31st. May 1918.

(Erase heading not required.)

Instructions regarding War Diaries and Intelligence Summaries are contained in F. S. Regs., Par. II. and the Staff Manual respectively. Title pages will be prepared in manuscript.

Place	Date	Hour	All Map Reference refer to SHEET 62D Summary of Events and Information	Remarks and references to Appendices
QUERRIEU & WOOLLEN MILLS DAOURS	1st.		13th. Aust. Field Ambulance moved out from QUERRIEU at 8 a.m. and proceed to WOOLLEN MILLS. DAOURS (O.l.a.3.4. 62D) taking over that station from 8th. Field Ambulance at 9. 30. a.m. Tence "A" Section, less Q.M. Transport and Clerks, with Major D.M. STEELE, MC., i/c and Capt HOPE proceeded with 2 'Sunbeam' Cars to Schoolhouse at LA NEUVILLE and took over Motor Loading Post there from 8th. Aust. Field Ambulance. Five squads of bearers were then despatched by Major STEELE to relieve to relieve Bearers of 8th. Aust. Field Ambulance in forward posts of this Section. "A" Section Tent Subdivision, with two Officers and two Reserve Squads of bearers remained at MOTOR LOADING POST, LA NEUVILLE, where two Sunbeam Cars were stationed. "B" Section, Tent Subdivision, less transport, with Major T.C.C. EVANS, i/c Charge and Major L.B. ELWELL, MC., proceeded simultaneously to Motor Loading Post at AUBIGNY with one 'Ford' Car and "C" Section Bearer Subdivision and took over from 8th. Aust. Field Ambulance. Six squads of bearers from "C" Section were then despatched by Major EVANS to relieve bearers of 8th. Aust Field Ambulance in Forward Posts of this Section. Headquarters of the Ambulance remained at the WOOLLEN MILLS. Horse Transport was located at N.5.d.5.6., where 8th. Aust. Field Amb. had erected efficient parapets around the horse lines. At 4. 30. p.m. instructions received from A.D.M.S., for one Senior Medical Officer, two other ranks with one Medical Companion and one Surgical Haversack to report to Officer Commanding, 13th. Aust. Inf. Bde. Nucleus at H.28.a.2.8. for duty as R.M.O. Major TASSIE with L/Cpl. BOA and Pte. LAKE duly reported. Motor Loading Post occupied by "A" Section Details considered to be untenable owing to enemy shellfire. New location was accordingly selected at I.31.b.2.5. where one operating and two bell tents were erected. Personnel of "A" Section details were transferred to new location at 1.p.m. About 5 p.m. Motor Loading Post at AUBIGNY being heavily shelled, Major EVANS reported it to be unsuitable as a Motor Relay Post. "B" Section Details with equipment and cars were accordingly recalled to WOOLLEN MILLS, DAOURS, where Motor Relay post was established. Instructions received from A.D.M.S., 4th. Aust. Division to take over camp at N.4.c.9.2., and to establish there an A.D.S., with Headquarters of 13th. Aust. Field Ambulance Move to be completed by 10 .a.m. 3rd. June 1918. Capt. JEFFERIS instructed to proceed to ABBEVILLE and report to C.O., 3rd. Australian General Hospital, for duty vice Capt. A.M. PURVIS reported to C.O., 13th. Aust. Field Ambulance for duty and was taken on the strength being posted to "B" Section. Two Ambulance cars (1 'Ford' and one 'Sunbeam') with three personnel reported for duty from each the 4th. and 12th. Aust. Field Ambulances.	
do.	2nd.			



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WAR DIARY

Army Form C.

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INTELLIGENCE SUMMARY.

(Erase heading not required.)

13th. Aust. Field Ambulance:
30th. June 1918.

Place	June Date 1918	Hour	REFERENCE MAP 62D, 1/20,000.	Summary of Events and Information	Remarks and references to Appendices
WOOLLEN MILLS DAOURS:	3rd.			Headquarters and "C" Section Details and Transport, less one water cart moved to N.4.c.9.2. at 9 a.m. where A.D.S. was established consisting of 1 Nissen Bow Hut (taken over from 4th. Aust. Field Ambulance) four operating tents and 7 bell tents. Personnel were accommodated in dugouts. Transport Lines remained at N.5.d.5.6. At 4.30. p.m. Lt. Col. H.K. FRY., DSO., Commanding Officer, 13th. Aust. Field Ambulance received orders from D.M.S., A.I.F. 130 Horse-ferry Road, LONDON, through A.D.M.S., 4th. Aust. Division to report forthwith at this office LONDON, to return on duty to Australia at an early date.	
N.4.c.9.2.	4th.			A.D.M.S., M.10/152 received. Dental Unit duly despatched to new location. Lt. Col. FRY, DSO. proceeded to Railhead en route for D.M.S. Office, LONDON. His loss was keenly felt by all members of the ambulance. Temporary Command of the Unit taken over by Major C. MORLET. Major T.C.C. EVANS was recalled from Motor Relay Post at WOOLLEN MILLS, DAOURS to A.D.S., at N.4.c.9.2. MAJOR L.B. ELWELL, MC., being left in charge of Forward Line of Evacuation on South side of the River SOMME with Capt. V.C. BROWN, (MC) and Cap. PURVES. "C" Section, Bearer Subdivision, 4th. Aust. Field Ambulance attached for temporary duty and employed in constructing STANDARD DUGOUT at A.D.S.	1.
do.	5th.			Officers i/c of both Sectors of line of evacuation (viz:- Major L.B. ELWELL, (MC) and Major D.M. STEELE, MC.) instructed to furnish recommendations for constructions works considered necessary on lines of evacuation in order to improve the existing routes and provide for alternative routes. Preliminary List forwarded to A.D.M.S., Office, (Appendix No.2) One Sunbeam Ambulance car reported for duty from each the 4th. and 12th. Aust. Field Ambulances and are taken on the attached strength.	2.
do.	6th.			No. 18167 Pte. MAITLAND, A.S., rejoined Unit from Hospital and is posted to "A" Section. Bearers for duty. Recommendation of further construction work considered necessary furnished to office of A.D.M.S. One 'Ford' Ambulance car reported for duty from 12th. Aust. Field Ambulance and is taken on the attached strength. One Sunbeam reported for duty from 4th. Aust. Field Ambulance. A.D.M.S., M10/152 received duly reported back to A.D.S., from Nucleus, 13th. Aust. Inf. Bde. A.D.M.S., No. M11/815 dated 6-6-1918 received. Major D.M. STEELE, MC., instructed to proceed to I.30.b.3.5., where he will be in future stationed. Capt. HOPE with "A" Section Tent Subdivision instructed to report to Headquarters of Ambulance at A.D.S., N.4.c.9.2. Two squads of bearers ("A" Section) remained to hold dugouts on La NEUVILLE Road (I.31.b.2.5.) where one Sunbeam Car is stationed as a Car Relay. This car proceeds straight to I.30.b.3.5. being passed by a full car proceeding to A.D.S.	3



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13th. Aust. Field Ambulance:

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INTELLIGENCE SUMMARY:

30th. June 1918.

(Erase heading not required.)

Place	Date 1918	Hour	REFERENCE MAP NO. 62D.	Summary of Events and Information	Remarks and references to Appendices
A.D.S. N.4.c.9.2.	7th.			"Under authority granted by His Majesty the King the Field-Marshal Commanding-in-Chief has "has awarded the following decoration: DISTINGUISHED SERVICE ORDER Major L.G. TASSIE, "13th. Aust. Field Ambulance" (Copy of Recommendation cannot be attached as Major Tassie's recommendation was not submitted by 13th. Aust. Field Ambulance) No. 781 Pte. WEBB, J.E., evacuated to C.C.S., diagnosed "N.Y.D. Pyrexia" A.D.M.S., No. M11/815 dated 7-6-1918 received. Major D.M. STEELE, MC., duly instructed. Regimental Funds debited with Francs, 60 in payment of a claim for damage done to Private Property done whilst in Billets at QUERRIEU.	
do.	8th.			One 'Sunbeam' Ambulance returned to each the 4th, and 12th. Aust. Field Ambulances. 15012 Pte. Donohue, J., returned from "WOUNDED C.C.S., Extract from A.I.F. Orders, List No. 340 dated 4-6-1918. AWARDED D.S.O. Major T.C.C. EVANS, 13th. Aust. Field Ambulance (Copy of Recommendation attached as appendix No. 5) MENTIONED IN DESPATCHES: Q.M. and Hon. Capt. J.I. ANDERSON, 13th. Aust. Field Ambulance. Major T. C. C. EVANS, " " " " Capt. A.J. Mc. FARGIE, Late " " " "	4
do.	9th.				
do.	10th.				
do.	11th.				5
do.	12th.			"A" Section, Bearer Subdivision, 4th. Aust. Field Ambulance with Capt. FORBES, in command proceeded to Railway Cutting near BONNAY and were billeted in Dugouts. They will work in relays sinking a tunnel at I.30.b.3.5. "B" Section, Bearer Subdivision, 13th. Aust. Field Ambulance proceeded to O.17.c.2.5. where they will work in relays sinking a tunnel. "C" Section, Bearer Subdivision, 12th. Aust. Field Ambulance with Capt. E. FEEDD, in command reported for temporary duty. They will be engaged in Sinking "STANDARD DUGOUT at A.D.S., Capt. A.J. HOPE was detailed for temporary duty as R.M.O., 51st. Aust. Ing. Bn. vice Capt. G.P. ARNOLD, (MC) who was recalled to A.D.S., sick. D.M.S., A.I.F., accompanied by D.G.M.S., A.I.F., (Maj. Gen. Fetherstone) and D.D.M.S., Aust. Corps, (Colonel G.W. BARBER, CMG, DSO.) and A.D.M.S., 4th. Aust. Division inspected A.D.S. and expressed satisfaction. A general report on 'Routes of Evacuation from 4th. Aust. Divisional Front with a scheme of explored Alternative Routes and further construction works considered necessary" was furnished to office of A.D.M.S., (Appendix No. 6.) Lieut. Colonel F.C. WOOSTER took command of 13th. Aust. Field Ambulance, vice Lieut. Colonel. H.I. FRY., D.S.O., returned to Australia	6
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Instructions regarding War Diaries and Intelligence
Summaries are contained in F. S. Regs., Par. II,
and the Staff Manual respectively. Title pages
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INTELLIGENCE SUMMARY

(Erase heading not required.)

13th. Aust. Field Ambulance:
30th. June 1918.

Place	June Date 1918	Hour	Reference MAP NO: 62D 1/40,000	Summary of Events and Information	Remarks and references to Appendices
A.D.S., N.4.c.9.2.13th.				Addendum to General Report on Routes of Evacuation (Appendix No. 6), was forwarded to office of A.D.M.S., (Appendix No. 7)	
do.	14th.			Routes of evacuation inspected by C.O., A.D.M.S., instructs that post at I.30.b.3.5. be taken over entirely and administered by this Unit. Capt. A.J. Hope returned from temporary duty as R.M.O., 51st. Aust. Ing. Bn.	
				One-L-- No. 4342 L/Cpl. BELL, W.C., No. 6552 Pte. COBB, H., No. 16669 " SHONK, H., No. 6373 " MCGINNISKIN A.C., evacuated to C.C.S., Wounded - GAS shell. No. 13196 " TURPIN, H.C., evacuated to C.C.S., Wounded - S.W. Left Forearm.	
do.	15th.			No. 3768 L/Cpl. GRAHAM, A.J., (MM) returned from "wounded" and taken on strength. One squad of Bearers with one wheeled stretcher from 12th. Aust. Field Ambulance was posted at O.15.a.5.8. for evacuation of casualties from R.F.A. Batteries in the vicinity, Capt. A.N.B. DOCKER, (MC) with 43 O.R. reported for duty from 12th. Aust. Field Ambulance and were despatched to I.30.b.3.5. to continue work on Tunnel commenced by 6th. Aust. Field Amb. They will be accommodated in Railway Cutting BONNEY. Three G.S. Wagons will proceed each night to I.30.b.3.5. with Engineering material, timber etc., for construction of two Standard Dugouts at this post.	
do.	16th.			Representations forwarded to A.D.M.S. requesting that Dugouts in the Forward Area be certified Gasproof by Divisional Gas Officer. Bearers at Motor Post I.31.b.2.5. instructed to reconnoitre Batteries of Field Artillery in the vicinity and to evacuate their casualties by motor at this Post, to A.D.S., at N.4.c.9.2.	
do.	17th.			D.D.M.S., Australian Corps visited A.D.S. Expressed satisfaction especially with "DELOUSING CHAMBER" erected at this post. A.D.M.S., No. M4/416 received and complied with. (Appendix 8) Capt. A.J. Hope evacuated to C.C.S., diagnosed N.Y.D. Pyrexia. m No. 13961 Pte. TAYLOR, S.A., 4th. Aust. M.T. Co. attached for duty, evacuated to C.C.S. suffering from N.Y.D. Pyrexia. Capt. E.N.B. DOCKER (MC) 12th. Aust. Field Ambulance stationed at RAILWAY CUTTING, I.23.d.6.2. made responsible for evacuation of casualties from Artillery Batteries in vicinity of this post Cars will be obtained when required from I.30.b.3.5. (Motor Post)	
				A6945 Wt. W11422/M1160 35,000 12/16 D. D. & L. Forms/C./2118/14.	



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or

13th. Australian Field

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INTELLIGENCE SUMMARY.

30th. June 1918.

(Erase heading not required.)

Place	Date	Hour	Summary of Events and Information	References to Appendices
A.D.S., N.4.c.9.2.	18th.		Received Disposition Report of 14th. Aust. Field Ambulance who are conducting the evacuation from the Forward Area of 5th. Aust. Divisional Front on the left of 4th Aust. Div. Sector. Gas proof shelter at O.6.a.3.7. is now under construction. This will serve as an alternative Motor Post for R.A.P.'s. on the Right Sector, which normally clear to motor post at HAMLET Village.- as this village may possibly be heavily shelled. Alternative Motor Post at O.15.a.5.8. which will be used, should that at O.17.c.3.5. become shelled, cannot yet be commenced owing to 4th. Aust. Field Co. Engineers being unable to supply sappers at present. When completed, this place will become the Headquarters of Major L.B. ELWELL, MC., who is at present located O.1.a.3.5. Conference of C.O.'s. and Senior Majors of 4th. Aust. Div. Field Ambulance held at the office of A.D.M.S., Business - The compilation of "Standing Orders" of this Division. Capt. A.R. BEAN A.A.M.C., reported for duty from Reinforcements and is taken on the strength vice Capt. A.J. HORE evacuated sick.	
do.	19th.		Major D.M. STEELE, MC., reported very unfavourably on site chosen for R.A.P. at J.33.central to replace that in present use at J.25.d.6.1. (VAIRE) This site was selected by R.M.O., 45th. Aust. Battalion contrary to Major D.M. STEELE's advice. Major ELWELL reports that sappers are still unobtainable to direct works at motor post O.15.a.5.8., which is urgently needed in view of Woollen Mills, at O.1.a.3.4. being subjected to Shell fire. Route for stretcher bearers explored, leading from I.30.b.6.7. to I.30.a.7.7. whereby cases may be carried across to the road leading to BONNAY and thence by alternative roads to A.D.S. avoiding the towns of CORBIE and La NEUVILLE in case these towns are shelled heavily.	
do.	20th.		A.D.S., at N.4.c.9.2. inspected by A.D.M.S., No. 190 W.O. Hutchinson, R., rejoined Unit from Hospital. Arrangements for the evacuation of casualties from all artillery Units operating in this Sector reported to office of A.D.M.S.	
do.	21st.		No. 215 Sgt. RHODES, C.N. instructed to proceed to report to HEADQUARTERS, A.I.F., LONDON for training in Officer Cadet Battalion. No. 7901 Dvr. McConnell, H.M., reported for duty from 4th. Aust. M.T.Co. vice Dvr. Taylor evacuated sick.	
do.	22nd.		1 N.C.O. and 12 O.R.'s. reported for temporary duty from 4th. Aust. Field Ambulance and are employed in the construction of a dugout at J.28.c.9.9. 1 G.S. wagon and two H.D. Horses with Dvr. Tole, C., reported to Major STEELE at I.30.b.3.5. This wagon will be posted at J.20.central (VAUX) and used in connection with the construction work at J.28.c.9.9. Capt. A.R. BEAN detached to attend Aust. Corps Gas School.	



WAR DIARY

Army Form C. 2118.

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(Erase heading not required.)

13th. Aust. Field Ambulance,

30th. June 1918.

1918 Date June	Hour	Reference Map No. 62D, 1/40,000.	Summary of Events and Information	Remarks and references to Appendices
A.D.S.,				
N.4.c.9.2.	23rd.		No. 155 Sgt T/W.O. Burgess, H., transferred to 15th. Aust. Field Ambulance as W.O. Transport. No. 7963 Pte. JOHNSON, R.J., and No. 170 S/Sgt. KEMP, A.D., awarded, Meritorious Service Medal. (Copies of recommendations attached as appendix No. 9)	9
do.	24th.		Construction work on Motor Post at O.15.a.6.8. at last commenced. !!! Site of new R.A.P. at J.33. Central unfavourably reported on by Major C.O., 13th. Aust. Field Ambulance (Appen.10) Standard Dugout at N.4.c.9.2. completed except for gasproofing. A further extension of this work recommended in the form of a second chamber. One operating tent from Mob. Equipment handed over temporarily to C.O., 4th. Aust. Field Ambulance in accordance with instructions from A.D.M.S. Colonel A.H. MOSELEY, DSO., A.D.M.S., 4th. Aust. Division, wounded at 2.30. a.m. at H.Q., and passed through A.D.S., at 3. a.m. Capt. A.J. HOPE rejoined unit from C.G.S., and is taken on the strength super. to Establishment	10
do.	25th.		6373 Mte. McGinniskin, A.C., rejoined Unit from "Wounded" Three Harvesting machine and various other farming implements rescued from shell fire near VAUX and handed over to Area Commandant, BUSSLY-les-DAOURS.	
do.	26th.		Lieut. Colonel R.S. MCGREGOR, DSO., A/AD.M.S., 4th. Aust. Division, inspected both sectors of the line of evacuation. Capt. E.N.B. DOCKER, MC., reported back to 12th. Aust. Field Ambulance to proceed on leave.	
do.	27th.		12 O.R.'S. reported for temporary duty from 4th. Aust. Field Ambulance. They will be employed in constructing an alternative bridge over the SOMME at O.5.c. A futher alternative bridge is being constructed at O.6.a. These bridges will bring the two lines of evacuation on either side of the SOMME into close touch in the forward routes. Progress report on works in course of construction forwarded to the office of A.D.M.S. (Appendix No. 11)	11
do.	28th.		No. 3196 Sgt. LUDBROOK, F.J., reported for duty from 12th. Aust. Field Ambulance and is taken on the strength as Sgt. Horse Transport, vice Sgt. RHODES to Cadet Battalion. One standard dugout at I.30.b.3.5. now completed and occupied by Major D.M. STEELE, MC., as his Headquarters. The second Standard Dugout at this post now well advanced.	
do.	29th.		Warning received from A.D.M.S. of an Offensive by this Corps at an early date. One Bearer Subdivision of 10th. Aust. Field Ambulance reported for temprary duty and is taken on attached strength. They will be employed in sinking trenches six feet deep to accommodate three Nissen Bow Huts at A.D.S., N.4.c.9.2. These willbe used for storage of patients at A.D.S. during the evacuationof casualties from Forward Area in forthcoming operations. Scheme of Medical arrangements for forthcoming offensive received from A.D.M.S.	



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(Erase heading not required.)

13th. Aust. Field Ambulance.

June 30th. 1918.

Place	Date	Hour	Reference Map No. 62D., 1/40,000.	Summary of Events and Information	Remarks and references to Appendices
A. D. S., N.4.c.9.2.	1918 June 30th.			Conference of M.O. held at H.Q., 4th. Aust. Field Ambulance M.D.S. A.D.M.S., 4th. Aust. Div. addressed the meeting outlining the projected operations in forthcoming offensive of the Aust. Corps. Conference attended by all R.M.O's. likely to be concerned of 3rd. and 4th. Aust. Division & C.O's. and Senior Majors of 4th. Aust. Divisional Field Ambulances and Senior Bearer Captains. Capt. A.R.BEAN reported returned from temporary duty at Aust. Corps Gas School. Two Bearer Subdivisions of 11th. Aust. Field Ambulance reported for temporary duty. They will assist in the work of sinking trenches for the Nissen Bow Huts at A.D.S., N.4.c.9.2. No. 16001 Pte. HILL, R.M., evacuated to C.C.S., diagnosed wounded - Gas Phosgene) Construction work on Tunnel at O.15.a.5.8. still far from completion. Had this been completed great use could have been made of it as a Motor Post in the forthcoming operations and as the H.Q. of Major ELWELL who is responsible for the evacuation of Forward Posts on this Sector. The delay was due to inability of 4th. Field Coy., Aust. Engineers to supply sappers to direct the work. Alternative motor post at I.24.d.1.2. commenced. This will be used should roads through CORBIE and LA NEUVILLE be impassable owing to enemy shell fire. Casualties will in this case be carried across country from I.30.b.3.5. and loaded at new Motor Post at I.24.d.1.2. A rough sketch of A.D.S., N.4.c.9.2. is attached as appendix No. 12. Statement of Strength as at noon, Fridays is attached as appendix No. 13 Map showing existing routes of evacuation and motor posts etc., together with alternative posts, Motor Posts and roads is attached as appendix No. 14 (This map will be useful if used in conjunction with the perusal of Appendix No. 6.)	12. 13. 14.
			A6945 Wt. W11422/M1160 350,000 12/16 D. D. & L. Forms/C/2118/14. Comdg., 13th. Aust. Field Ambulance		

O.C., 12th. Aust. Field Ambulance.
O.C., 13th. Aust. Field Ambulance:

APPENDIX NO: 1.

M10/152.

Supply transport and instruct your Dental Officer to report for duty with personnel and equipment to O.C., Nucleus of your Brigade located as shown in Administrative Instructions No. 85 (Copy forwarded under this office M2/410 d/31-5-18).

Move to be completed by noon, 4-6-18 and report of same furnished to this office by Dental Officers concerned.

3-6-1918.

(Sgd.) A. H. MOSELEY, Colonel.,
A.D.M.S., 4th. Aust. Division.

Copy to:- "G" 4th. Aust. Division.
"A" & "Q" 4th. Aust. Division.
O.C., 4th. Aust. Field Ambulance.
H.Q., 12th. Aust. Inf. Bde. (2)
13th. " " " (2)
War Diary. (3)



COPY:

APPENDIX NO: 4.

M11/815

O.C.,

13th. Australian Field Ambulance:

Detail Medical Officer to be stationed at Smith's
Farm, I.30.b.3.5. from 7/6/1918.

Sgd.) A.H. MOSELEY, (Per G.M.W., W.O.,)
Colonel.,
A.D.M.S., 4th. Aust. Division.

6/6/1918.

Copy to A.D.M.S.,
2nd. Aust. Division.



COPY:

Appendix No. 3.

O.C., 34th. Aust. Dental Unit:

Confirming conversation of even date with O.C., "Nucleus"

Please transfer your Dental Unit complete to 13th. Aust.
Field Ambulance who will arrange transport.

6/6/1918.

(Sgd.) FRANK LIND, Major, for Colonel.,
A.D.M.S., 4th. Australian Division.

Copy to O.C., 13th. Aust. F. Amb.

H.Q., " " Inf. Bde.

O.C., Nucleus, 13th. Aust. Inf. Bde.



COPY: 13th. Australian Field Ambulance: APPENDIX NO: 2. (a)

A.D.H.S.,

20/7

4th. Australian Division:

Reference your No. M11/812 of even date - please substitute the following for my No. 20/6 of 5th. instant:-

The following construction works, are, in my opinion, necessary:-

RIGHT SECTOR: Motor Loading Post at HAMELET - O.6.d.1.6.

- (a) Gas Cellars to be reinforced and made gasproof
- (b) Tunnel to hold upwards of 20 stretcher cases to be excavated in the vicinity.

Bearer Relay Post at Quarry, P.7.c.1.9.

Shelter excavated to accommodate 8 men and more overhead cover to be erected.

Motor Loading Post at Chalk Pits O.17.c.3.7.

Shelter to be constructed to hold 'Ford' car and shelter erected to hold upwards of 10 stretcher cases.

LEFT SECTOR: Shelter to be erected for bearer relay in vicinity of J.25.b.1.9. - to be used as relay for alternative route from 80th. Bn. R.A.P. at VAIRE.

Splinterproof shelters, capable of holding 10 stretcher cases to be erected in the vicinity of J.25.d.8.4.

C.R.E. has agreed to undertake all these works on the understanding that assistance will be given in supplying personnel when such assistance is required. Under present conditions this can readily be complied with.

6th. June 1918.

(Sgd.) CLAUDE MORLET, Major.,
Comdg., 13th. Aust. Field Ambulance.



APPENDIX NO: 4.
M.11/815.

COPY:

O.C.,

13th. Aust. Field Ambulance:

The Medical Officer reporting to Smith's Farm,
I.30.b.3.5. from 7/6/1918 in accordance with this office No. M11/815
of 6th. instant will take over control of evacuation of Medical Posts
of this Division in the Area concerned.

He will make mutual arrangements with M.O., 2nd.
Aust. Division at present at this post for the treatment of patients
passing through and for the use of existing accommodation.

7/6/1918, 9 p.m.

(Sgd.) A.H. MOSELEY, Colonel.,
A.D.M.S., 4th. Aust. Division.

Copy to A.D.M.S.,
2nd. Aust. Division.



13th. Australian Field Ambulance:

20/7

A.A.M.C.,

4th. Australian Division:

Further to my No. 20/7 of 6th. instant - the following additional constructional works, are, in my opinion, considered necessary:-

LEFT SECTION:

J.22.b.2.5. and J.28.c.9.9. Gasproof dug-outs to be constructed to accommodate 20 stretcher cases each in vicinity of the R.A.P's.

J.15.central. Gasproof shelter to accommodate 12 men to be constructed as bearer relay on alternative route from R.A.P's. to Alternative motor leading post at J.13.b.7.8.

RIGHT SECTION:

O.1.a.4.2. Section of road at this point where tow-path meets bridge to be rendered fit for motor traffic.

O.6.c.3.8. Dressing room at Motor Leading post to have stretcher racks installed in order to increase accommodation.

7th. June 1918.

Major. A.A.M.C.,
Comdg., 13th. Aust. Field Ambulance.



A.D.M.S.,

4th. Australian Division:

General Report on Routes and Alternative Routes of
Evacuation of Casualties from 4th. Australian Divisional Front June
1918.

Viewing the Area as a whole, evacuation of casualties
from the present 4th. Aust. Divisional Front is complicated by various
features in the general configuration of the country.

The main difficulties which hamper evacuation, and which
are due to natural features of the country are:-

1. The fact that the front straddles the River Somme, which
divides the whole area into:-
 - (a) A northern, or Left Sector.
 - (b) A Southern, or Right Sector.
2. The fact that all existing roads, leading to, and from the
Line, traverse a series of villages and towns, all of
which are liable to heavy shelling at any moment.

Besides these two main difficulties, other complications
due to natural causes, arise in the fact that:-

1. the Northern bank of the Somme is, for a distance of
about 3,000 yards back from the line, overhung by high
cliffs and towering hills, the summit of which are all
under direct observation from the enemy.
2. The right bank of the river is, on the contrary, very
low-lying, affording little, or no cover of any description
for traffic proceeding to and from the line.

From the outset then, evacuation of casualties from this
front, presents serious difficulties.

I have attempted, by an exhaustive reconnoitring of all
existing roads and tracks, to elaborate a series of alternative routes
and posts, which should provide against any breakdown in event of
normal routes, which are precarious owing to natural causes, becoming
impossible.

The Right Sector, or the Southern side of the Somme, is
administered by Major L.B. ELWELL, MC., A.A.M.C., who has his
Headquarters at the Motor Relay of this Sector, O.1.a.3.5.

The Left Sector, or the Northern side of the Somme, is
administered by Major D.M. STEELE, MC & Bar., A.A.M.C., who has his
Headquarters at the Main Motor Loading Post of the Sector, J.30.b.3.6.

Each of these officers is responsible for the evacuation of casualties along the routes of his own sector, and each has personally reconnoitred all existing tracks and roads in his Sector with a view to alternative routes of evacuation.

The Scheme of evacuation, which is at present proceeding, is along so called "Normal Routes" and is as follows shown in attached appendices 1 and 2 - Appendix No. 1 referring to the Right Sector, and No. 2 to the Left Sector.

Thus the evacuation of the two sectors proceeds rapidly and easily, each sector being entirely independent of the other, and both converging on the A.D.S., N.4.c.9.2. where is the Ambulance Headquarters.

This evacuation is rendered precarious, and on either sector, might at any moment become impossible owing to the exposed nature of the roads.

The scheme for alternative routes is as follows:-

RIGHT SECTOR:

- POSTS: 1. Should HAMLET village become heavily shelled, casualties will be carried across country to about P.12.a.8.8., where a dugout will be installed sufficiently large to accommodate 12 stretcher cases. Here a bearer relay will be stationed who will carry to Motor Loading Post on the outskirts of FOUILLOY about O.10.b.8. 2. Should the village of FOUILLOY be shelled so that a car cannot be kept there, the casualties will be loaded on to horse ambulance wagons at about O.10.d.2.6.

2. Should the motor loading post at O.17.a.2.7 become untenable as a car post owing to shell fire, a bearer relay will be stationed there who will carry to Motor Loading Post on the outskirts of FOUILLOY about O.10.b.8. 3. Should the village of FOUILLOY be shelled so that a car cannot be kept there, the casualties will be loaded on to horse ambulance wagons at about O.10.d.2.6.

Reference my No. 20/23 - in page 2 RIGHT SECTOR - POSTS, subpara 2 after 'available' at end of paragraph insert the following:-

This post would probably prove extremely useful, in the event of the 8th. Aust. Inf. Brigade coming into action, either as a Motor loading post or as a bearer relay.

1. At O.10.b.8.8. a turn to the right leads to the tow-path on the South Bank of the river. Cars can proceed direct to the car relay at O.1.a.3.5., via the tow path.

2. Instead of turning into FOUILLOY at O.10.b.8.0. cars will proceed to O.15.b.3.5. and thence to the right to O.15.a.0.9., whence a direct road leads to the car relay post at O.1.a.3.5.

LEFT SECTOR:

POSTS:

The Motor Loading Post at I.30.b.3.6. is at present a building. A Tunnel is being constructed in

Each of these officers is responsible for the evacuation of casualties along the routes of his own sector, and each has personally reconnoitred all existing tracks and roads in his Sector with a view to alternative routes of evacuation.

The Scheme of evacuation, which is at present proceeding, is along so called "Normal Routes" and is as follows shown in attached appendices 1 and 2 - Appendix No. 1 referring to the Right Sector, and No. 2 to the Left Sector.

Thus the evacuation of the two sectors proceeds rapidly and easily, each sector being entirely independent of the other, and both converging on the A.D.S., W.4.c.9.2. where is the Ambulance Headquarters.

This evacuation is rendered precarious, and on either sector, might at any moment become impossible owing to the exposed nature of the roads.

The scheme for alternative routes is as follows:-

RIGHT SECTOR:

- POSTS: 1. Should HAMBLET village become heavily shelled, casualties will be carried across country to about P.12.a.8.8., where a dugout will be installed sufficiently large to accommodate 12 stretcher cases. Here a bearer relay will be stationed who will carry to Motor Loading Post on the outskirts of FOUILLOY about O.10.b.8. 2. Should the village of FOUILLOY be shelled so that a car cannot be kept there, the casualties will be loaded on to horse ambulance wagons at about O.10.d.2.6. 2. Should the motor loading post at O.17.c.2.7. become untenable as a car post owing to shell fire, a bearer relay will be stationed there who will carry to O.15.d.7.9. where a motor loading post will be formed in a hollow, and where accommodation for 8 or 10 stretcher cases will be available.

ROADS:

Should FOUILLOY or AUBIGNY be heavily shelled, the direct road will be come impassable. In this case the following alternatives are available.

1. At O.10.b.6.8. a turn to the right leads to the tow-path on the South bank of the river. Cars then proceed direct to the car relay at O.1.a.3.5., via the tow path.
2. Instead of turning into FOUILLOY at O.10.b.8.0. cars will proceed to O.15.b.3.5. and thence to the right to O.15.a.0.9., whence a direct road leads to the car relay post at O.1.a.3.5.

LEFT SECTOR:

POSTS:

The Motor Loading Post at I.30.b.3.6. is at present a building. A Tunnel is being constructed in



the vicinity which will be used as soon as completed.

Should the carry from the R.A.P's. to this post be impossible owing to shell fire, casualties must be stored at R.A.P's. where accommodation should be available, until shelling is over.

Should shelling continue, casualties must be carried from J.22.d.2.5. in a N.W. direction to about J.15.c.2.6. where a bearer relay will be established in dug-outs. Thence the carry is to J.13.b.2.4. where a Motor Loading Post will be established. Should this relay and carry be heavily shelled, an alternative relay will be established at J.21.c.6.7., whence the carry is direct to J.19.c. where horse wagons can be hidden in a wood.

All these alternatives are difficult owing to enemy observation and may be heavily shelled. Thus it is most important to be enabled to store casualties at the R.A.P's.

Should the bridges across the Somme at VAIRE become impassable, casualties will be temporarily stored at VAIRE R.A.P., J.25.d.6.2. where accommodation will be available.

Should the village of VAUX be shelled, casualties will be carried on a track through swamps to the main road at J.25.a.9.9. where a bearer relay will be stationed and thence to Motor Loading Post at J.30.b.3.6.

ROADS:

In evacuating from Middle Harbour Loading Post (I.30.b.3.6.) by car it is usual to take the lower road through CORBIE traversing O.5.b., thence through the western point of CORBIE and LA NEUVILLE. Were this road made impassable the car can take the upper road travelling west across I.36.a. and then proceeding along the road running at the side of the big wall in a westerly direction through I.35.d. and I.35.c. joining the CORBIE LA NEUVILLE Road at the western edge of CORBIE. If the road between CORBIE and LA NEUVILLE is impassable at the railway crossing or else where it is possible for the car to turn to the right at the turning about I.35.c.3.8. and across the railway at a level crossing at about I.35.a.6.6. and traverse the canal through emergency bridges and along tracks emergency emerging along the lower BONNAY-LA NEUVILLE Road and thence to our A.D.S. N.4.c.9.2.

the right
towards
BONNAY. From
this road an
emergency track
passes

In the event of CORBIE and LA NEUVILLE and immediate vicinity being impassable, but yet possible to proceed by car along the upper road through I.36.a. to I.35.b.5.0. the car could then proceed to W. at roughly I.29.b.9.7. crossing the railway line and opening on the western side of the line opposite emergency artillery bridges and coming out on Lower BONNAY-LA NEUVILLE Road track also continuing across to upper BONNAY-LA NEUVILLE Road. There is also another crossing over the river by emergency Artillery bridges south of this at roughly I.29.c.8.9.



Between these bridges a good track runs parallel to the Railway line on the Western side. Track shown along line on the map on the eastern side of the line is no good. Road through BONNAY is good but there is only one good bridge over canal and Railway. There is also a level crossing over the Railway about I.23.d.9.9. with good track to BONNAY and to road from CORBIE.

Were it impossible to proceed to BONNAY because of the demolition of the route at the hairpin bend (I.35.b.7.8.) or impossible to evacuate at all along the CORBIE Road, North of river, great difficulty would arise because the road running east-west across J.19., J.20., and J.21. and roads from this to VAUX and to J.22.d. are also under observation of the enemy. They are however, all good.

In view of the many difficulties that may arise, I strongly recommend the following construction works to be undertaken, besides those already in progress, viz:-

<u>RIGHT SECTOR:</u>	O.15.d.7.9.	1. Splinter proof shelter for Ford Car. 2. Gasproof shelter for 12 stretcher cases.
	O.12.a.6.8.	Dugout to accommodate 8 men (bearer relay).
<u>LEFT SECTOR:</u>	J.28.c.6.8. J.22.b.2.5.	Gas proof dugouts, each to accommodate 20 stretcher cases.
	J.15.c.2.6.	Gasproof dug out for 8 men (bearer relay)
	J.21.c.6.7.	Gasproof dug-out for 8 men (bearer relay)
	J.15.central.	Fallen trees removed from road, which would then be available to wagons and cars.

A.D.S., N.4.c.9.2.
12th. June 1918.

Sgt Claude Morley
Major, A.A.M.C.,
Comdg., 13th. Aust. Field Ambulance.

APPENDIX NO: 1.

EVACUATION FROM RIGHT SECTOR 4th. Australian Divisional Front:

R.A.P's.

Ref. Map Sheet 62D. 1/40,000.

0.6.d.6.8. (Mamelet)		From each of these, casualties are	Motor Loading Post at		From both these points cars proceed direct to Motor Relay Post at WOOLLEN MILLS.
0.12.c.2.9. (Terraces)		'carries; without relays to	0.6.d.3.5.		0.1.a.3.5. by a road traversing the villages of FOUILLOY and AUBIGNY. From Woollen Mills cars proceed direct to A.D.S. at N.4.c.9.2. where is situated the H.Q. of the Ambulance.
P.7.c.1.8. (quarry)					
0.24.a.6.7. (Chalk Pit)		From here a 'carry' without relay to	Motor Loading Post at		
			0.17.c.2.7.		

APPENDIX NO: 2.

Evacuation from LEFT SECTOR, 4th. Aust. Divisional Front:

R.A.P's.

Bearer Relay:

Motor Posts:

J.22.d.2.5. (Ravine)		From each of these, casualties
J.28.c.8.9. (quarry)		are carried to bearer relay at
J.25.b.7.2. (Vaire.)		

J.26 central and thence to

At this location, while the front is quiet a 'Ford' car is kept, converting this post into a M.L.P. instead of a bearer relay.

I.30.b.2.6.

From this point cars proceed direct to A.D.S. by a road traversing CORBIE and LA NEUVILLE and passing at I.31.b.2.6. a motor relay, where an empty car is posted. This car immediately proceeds to the M.L.P at I.30.b.2.6. while car with casualties continues its way to A.D.S. at N.4.c.9.2.



13th. Australian Field Ambulance:

Appendix No. 7.

20/23.

A.D.M.S.,

4th. Australian Division:

Re my "General report on Line of Evacuation" forwarded to your Office yesterday.

With regard to the location of an alternative motor loading post in the event of Post of HAMELET O.6.d.3.5. becoming untenable. In view of a memo from Major L.B. ELWELL, MC., which has just come to hand, I wish to delete from my report, the whole of para 1 which deals with this alternative post and to substitute the following, viz:-

Should the village of HAMELET become at any time heavily shelled, so that a car could not be kept there, it is almost certain the the surrounding roads and tracks, which are very exposed and low-lying, would become impassable for motor traffic simultaneously. In this case, casualties will be carried from R.A.P's. at O.6.d.6.8. O.12.c.2.9., and P.7.c.1.8., to the river bank at ~~where~~ O.6.a.8.8. avoiding the village, and making use of the track which here exists, and on which wheeled stretchers can be used.

This track leads straight to a point on the south bank of the river, where are located two foot bridges. The river will be crossed here, and the ~~pass~~ path pursued to where it joins with the main motor road of the left sector at I.36.c.4.1. At this point which is a ~~quiet~~ sheltered and a quiet section of the road, about 2000 yards below the motor loading post at I.30.b.2.6., a shelter for 10 stretcher cases could readily be installed, ~~and~~ in event of HAMELET motor post becoming untenable, then, the casualties from the three R.A.P's. in the vicinity of HAMELET will be carried across the river, to this shelter on the main CORBIE Road, whence on a message being sent ~~eto~~ to the motor loading post at I.30.b.2.6. cars will be sent to clear them, ~~and~~ thus the whole of the HAMELET Traffic will be diverted into the Left Sector.

PAGE 4. RIGHT SECTOR: For Map reference O.12.a.6.8. read I.36.a. 422. Dug-out to accommodate 10 stretcher cases, instead of 8 men (bearer relay)

A.D.S., N.4.c.9.2.
13th. June 1918.

Claverhouse
Major, A.A.M.C.,
Comdg., 13th. Aust. Field Ambulance.

510



COPY:

Appendix No. 8

m4/416

O.C.,

13th. Aust. Field Amb.

Please detail two other ranks to report to BATHS,
OFFICER, DAOURS, for duty at 8 a.m. 18-6-1918, to supervise the
bathing of Scabies Patients.

17-6-1918.

(Sgd.) A. H. NOSSELEY, Colonel.
A.D.M.S., 4th. Aust. Division

Copy to Baths Officer, DAOURS.

COPY:

13th. Australian Field Ambulance:

APPENDIX NO: 10

A.D.M.S.,

20/51

4th. Australian Division:

The following is a report from Major D.M. STEELE, MC.,
Officer i/c Left Sector.,

"Re the New R.A.P. at VAIRE This is being constructed
"at approximately J.33.central and today I very thoroughly reconnoit-
"-red the position and area from it to VAUX. The new R.A.P. itself
"is in an area open to machinegun fire from the enemy, certainly
"indirect and I think direct too. It is dug down into the side of a
"very small bank so that any one standing erect a yard or two from
"the bank becomes exposed to observation. At night now, the area is
"searched by a good deal of machine gun fire. In choosing a path
"for carrying from the R.A.P., the bearers w the available ground is
"very limited, because of lakes and marsh. For 300 yards or so from
"the R.A.P. the bearers would be under observation and very subject t
"to M.G. Fire by night and to 'whizz bangs' at day time. Wheelers
"would be out of the question. A bearer Relay would be required
"about the bridge existing at (approx) J.32.b.6.7. and a dugout
"needed to be constructed for bearers. The ground and contour do not
"however, lend themselves to this at all. The bridge at this point,
"J.32.b.6.7. is quite impossible as it is for bearing. To provide
"for emergency, too, another bridge would be needed across the canal
"not more than 200 yards WEST. On the North side of the canal a bridge
"bridge would also have to be constructed over channels between canal
"and VAUX. In fact, duplication of bridges is even necessary over
"channels between main canal and VAUX for without them bearers would
"have to proceed along the towpath as far as J.26.c.1.3. before
"being able to carry over to VAUX post. In wet weather the first
"part of the carry and some part of the second part would be boggy
"and heavy.

" From our point of view, the change is a very awkward one, and
"until this work I have mentioned in completed, our bearers could
"not at all well clear the new post."

24th. June 1918.

Lieut. Colonel.
Comdg., 13th. Aust. Field Ambulance.



COPY:

13th. Australian Field Ambulance:

Appendix No. 11

20/55.

A.D.M.S.,

4th. Australian Division:

Progress Report of A.M.C. Construction work in Forward Area:

A.D.S., N.4.c.9.2.

Standard dugout completed but for gasproofing and placing of stretcher racks. Tunnellers have been instructed to construct an auxiliary chamber rearward of the present one.
Measurements of present chamber:-

RIGHT SECTOR:

M.L.P. O.15.a.5.7. Commenced three days ago; working right through 24 hours per diem. Accommodation for car and deep dugout for bearers and 20 stretcher cases.

M.L.P. Chalk Pits O.17.a.3.7. The two large tunnels completed with air vents and gasproofed. Shelter for car completed.

R.A.P's. at O.6.d.6.6., O.12.c.2.9., and P.7.c.1.9. Completed. Good accommodation for Ambulance Bearers.

M.L.P. and Bearer Post O.6.a.4.8. Completed with stretcher racks and gasproofed.

LEFT SECTOR:

M.L.P. and Bearer Post I.32.a.2.5. Car shelter completed. Bearers have made dugouts for themselves.

M.L.P. "Smith's Farm" I.30.b.3.5. 1st. Standard dugout (2nd. Aust. Tunnelling Co.) within one or two day's completion. 2nd. Standard Dugout (254 Tunnelling Co.) should be completed in about 5 days.

Bearer Shelter J.25.a.2.9. Completed. Gasproofing being done.

R.A.P. J.33.central. Subjudice.

R.A.P. (Sailly-le-Sec) J.28.c.8.9. Large dugout being pushed ahead rapidly by 254th. Tunnelling Co. and bearers. 12 more bearers sent today to reinforce the party.

WORKS RECOMMENDED AS STILL NECESSARY:

1. Swing barrel bridge, stable enough for passage of wheeled stretchers and hand carries across SOMME Canal about O.6.a.8.0. This to be reserved for A.M.C. Only. Major L.B. ELWELL, MC., has seen O.C., 4th. Field Coy., Aust. E. who says it can be easily and rapidly constructed.

2. A dugout shelter to accommodate 12 stretcher cases and a bearer squad at I.30.a.0.6. and shelter for a car.

Could C.E. also be informed please, that the dugout at A.D.S., (N.4.c.9.2.) is ready for stretcher racks as well as gasproofing, and that the two standard dugouts at Smith's Farm (I.30.b.3.5.) are on the eve of being ready for gasproofing and racks.

27th. June 1918.

(Sgd.) F. C. WOOSTER, Lt. Col.
Comdg., 13th. Aust. Field Ambulance.



Appendix No. 13.

STATEMENT as to STRENGTH of 13th. Australian Field Ambulance
as at noon, Fridays during month of June 1918.

<u>7-6-1918.</u>	<u>14-6-1918:</u>	<u>21-6-1918.</u>	<u>28-6-1918.</u>
<u>Off. O.R.</u>	<u>Off. O.R.</u>	<u>Off. O.R.</u>	<u>Off. O.R.</u>
9 241	10 236	10 236	10 237

The following movements have taken place during the month.

EVACUATED SICK:	1 Officer.	4 Other Ranks.
REJOINED UNIT:	1 "	5 " "
TRANSFERS FROM UNIT:	2 "	2 " "
TRANSFERS INTO UNIT:	2 "	1 " "
EVACUATED WOUNDED:		5 " "
REINFORCEMENTS RECEIVED	1 "	1 " "

30th. June 1918.

J. Elworthy
Lieut. Colonel.
Comdg., 13th. Austl Field Ambulance.

To accompany War Diary for June 1918.





ROUGH PLAN OF Advanced Dressing Station Bussy — Daours.

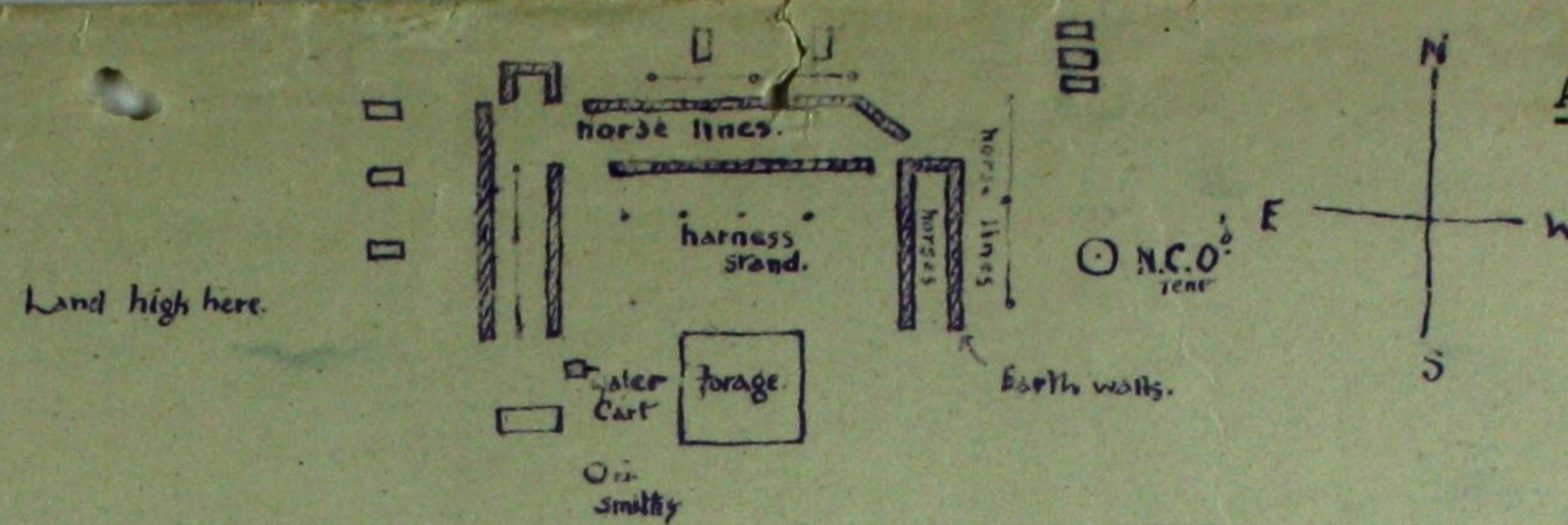
JUNE 30th 1918.

Corn Fields

To Daours

main road sunk perfect.

Corn Fields.



Dugouts.

Officers' Latrine

General Service Waggon.



N.C.O. Mens Latrine.

Off Cookhouse.

Off Mess.

Watercart to Coopers

Cookhouse

Q.P.

Dispensary

Dispensary

Dispensary

Dispensary

Dispensary

Dispensary

Dispensary

Dispensary

Dispensary

Dispensary

Dispensary

Dispensary

Dispensary

Dispensary

Dispensary

Dispensary

Dispensary

Dispensary

Marquee.

Garden filled with Evergreens.

Orderly room & T.O.

Off.

Off.

Off.

Off.

2 motors.

1 motor.

4-wheel ambulance waggon.

Limber.

Limbers

Canteen