

**AWM4**  
**Australian Imperial Force unit war diaries,**  
**1914-18 War**

New Zealand Units

**Item number:** 35/17/13

**Title:** Headquarters, New Zealand Infantry  
Brigade

February 1916



AWM4-35/17/13

WAR DIARY

Army Form C. 2118.

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

or

INTELLIGENCE SUMMARY.

(Erase heading not required).

(91)

N.Z. Infantry Bde

Hour, Date, Place.	Summary of Events and Information.	Remarks and references to Appendices.
<p>MOASCAR CAMP ISMAILIA</p> <p>FEBRUARY 1916.</p> <p>15<sup>th</sup> 6<sup>th</sup> Febry</p> <p>7<sup>th</sup> Febry</p> <p>8<sup>th</sup> - 19<sup>th</sup> Febry</p> <p>20<sup>th</sup> Febry</p> <p>21<sup>st</sup> - 28<sup>th</sup> Febry 1916</p> <p>3/3/16</p>	<p>Machine Coy 27<sup>th</sup> Batta relieved from duty BENCH MARK + RIDGE POSTS by 7<sup>th</sup> Inf Bde.</p> <p>D.R.O. 1217 Establishments of NZEF units to be as per Part VII WE New Annex 1915 as from 1<sup>st</sup> March.</p> <p>New Inf Bde to be formed and this Bde in future to be known as 1<sup>st</sup> NZ Inf Bde.</p> <p>Machine Gun Coy's for each Bde to be formed.</p> <p>Power Batta to be formed.</p>	<p>507 Officers - 150257 NCOs to be transferred to 1<sup>st</sup> NZ Inf Bde.</p> <p>Present M.C. Section complete to form M.G. Coy.</p> <p>W. Ch... Maj</p> <p>Bde - Maj</p> <p>1/1/16 NZ Infantry Bde</p>

WAR DIARY

Army Form C. 2118.

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

INTELLIGENCE SUMMARY.

(Erase heading not required).

112. Infantry Bde

(91)

Hour, Date, Place.	Summary of Events and Information.	Remarks and references to Appendices
<p>MOASCAR CAMP ISMAILIA</p> <p>FEBRUARY 1916.</p> <p>1st to 6th Febry</p> <p>7th Febry</p> <p>8th - 19th Febry</p> <p>20th Febry</p> <p>21st to 28th Febry 1916</p>	<p>Revaline Coy Hyacin Batten relieved from duty BENCH MARK + RIDGE POSTS by 7th Inf Bde.</p> <p>D.R.O 1217. Establishment of N2EF units to be as per Part VII WE New Annex 1915 as from 1st March.</p> <p>New Inf Bde to be formed and this Bde in place to be known as 112 Inf Bde.</p> <p>Revaline Coy Coy for each Bde to be formed.</p> <p>Pioneer Bde to be formed.</p>	<p>307. Opns. - 150250. 200: to be transferred to 112 Inf Bde</p> <p>Present U.C. Section transfer complete from 112 Inf Bde.</p>
<p>3/3/16</p>	<p>112</p>	<p>No. Chenners alloyed Bde - alloyed 112 Infantry Brigade</p>

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NEW ZEALAND AND AUSTRALIAN DIVISION.

No. 16/72

Divisional Headquarters,

Moascar Camp,

16th February, 1916.

To : All Units.

Subject : Turkish Air Craft.

Attached are forwarded 10 copies of a confidential document entitled "Identification of Turkish Aircraft" for distribution.

*H. H. Hastings*  
-----  
Captain,  
General Staff,  
N.Z. & A. Division.  
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*2 Copies to each Bde*

*NZ 1 Bde*

*16/2/16*

*Roe*

**CONFIDENTIAL.**

**1. 161.**

**INDENTIFICATION OF TURKISH AIRCRAFT.**

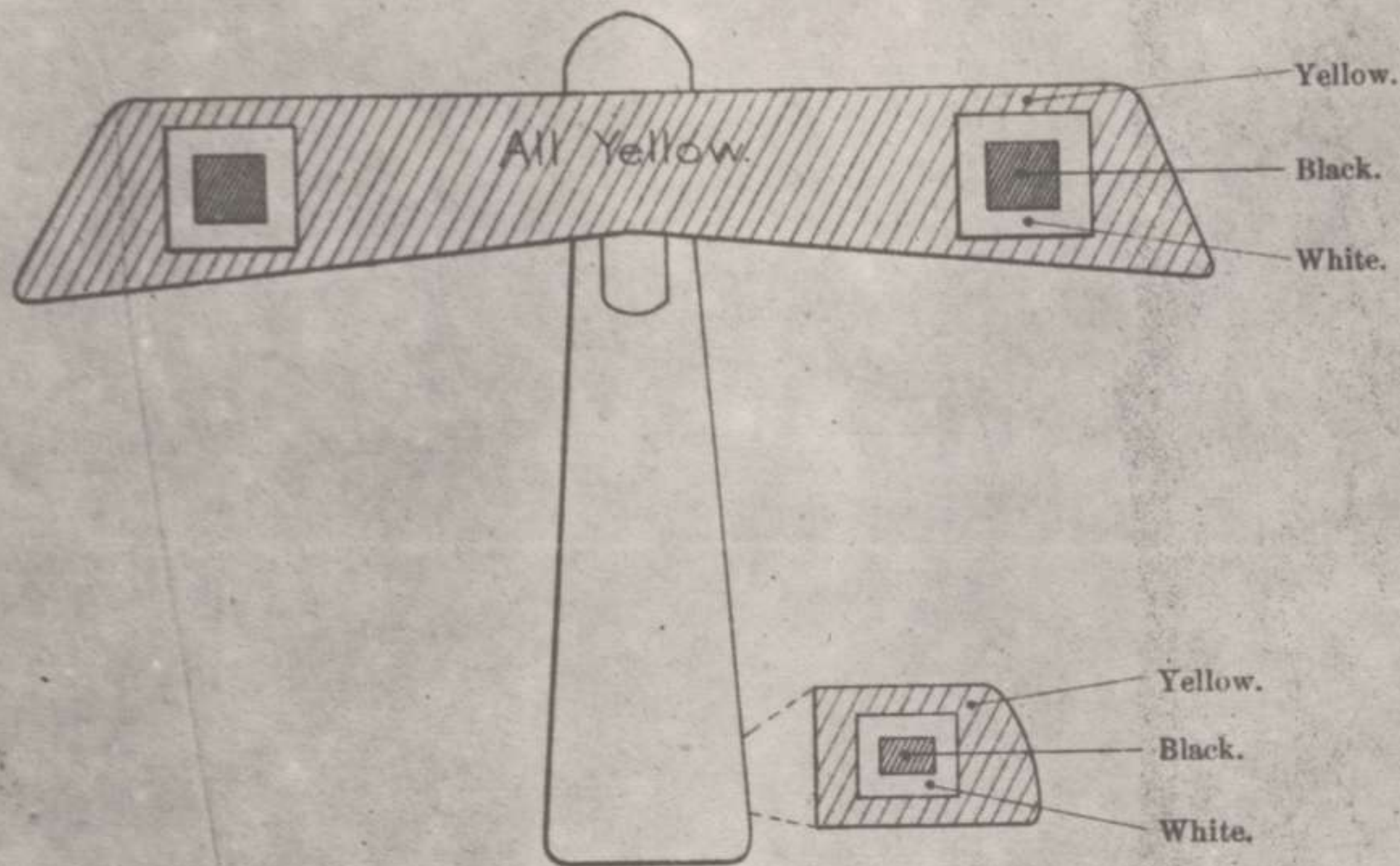
Following is the translation of a Turkish document lately captured.

Examples of the special signs upon the wings of aeroplanes used in the Ottoman Army have been sent by .I.A. Corps Commander. All the men must be shown these signs and care taken that they learn them.

Oct. 30th, 1915.

No. 1/4956.

Part II. Very Secret.



The above signs are shown on the upper and lower planes (faces) of wings of both monoplanes and biplanes.

For information.

Feb. 5th, 1916.

(Signed) A. LYNDEN-BELL,  
C.G.S., M.E.F.

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No.

11/36 LA  
Confidential

HEADQUARTERS,  
NEW ZEALAND AND AUSTRALIAN DIVISION.

Moascar, 26th Feb., 1916.

725

FROM Headquarters,

**NEW ZEALAND AND AUSTRALIAN DIVISION**

TO Headquarters, N. Z. Infantry Brigade,  
Headquarters, N. Z. Rifle Brigade,  
C. R. B.

SUBJECT -

" MILITARY TRAFFIC ON THE SUEZ CANAL."  
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Copy of above is attached for your information.

*Williamson*

Major,

D.A.A. & Q.M.G.,

N.Z. & A. Div.

X51

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C.M.Q. 304.

CONFIDENTIAL.

## MILITARY TRAFFIC ON THE SUEZ CANAL.

**1. General Control.**—The control of Military Traffic on the Canal is regulated by the Quartermaster General's Branch.

All communications on the subject to G.H.Q. should be addressed to the D.Q.M.G., and no correspondence is to take place with the Canal Company without reference to him.

**2. Bridges and Ferries.**—The bridges and ferries on the Canal are exclusively under the control of the Military authorities. No ferries are to cross nor are bridges to be thrown in front of ships moving along the Canal.

The pace at which large vessels move is deceptive, and it must be explained to all concerned that it is not possible to stop these ships quickly.

Bridges can be thrown during the following hours without reference :—

KANTARA	0700 to 0830		1500 to 1630
BALLAH	0700 to 0830		1500 to 1630
EL FERDAN	0700 to 0830		1500 to 1630
FERRY POST	0700 to 0800	1200 to 1300	1600 to 1700
SERAPEUM	0600 to 0700	1130 to 1230	1700 to 1800
SHALUFFA	0600 to 0900		
KUBRI	0600 to 0900		

Bridges can often be thrown at hours other than the above without impeding navigation. In such cases the Wharfmaster will communicate with the head of the nearest Canal Station, who will inform the Wharfmaster of the most convenient hour for throwing the bridge. As much notice as possible must always be given.

Men-of-war passing along the Canal must not on any account be delayed at the bridges.

It is to be understood that small craft carrying works material, stones, stores, etc., are not to be held up for a longer period than one and a half hours owing to bridges being kept in position, and as a general rule such craft are to be given passage as quickly as possible.

Permanent detachments are to be detailed for bridging work in order that they may become expert at their duties.

**3. Military Posts and Canal Stations.**—The following is a list of Military Posts, showing the nearest Canal Station.

The Military Posts are all connected by telephone on the western bank with the nearest Canal Station, except Spitt, Kabrit, and Quarantine.

An orderly must always be near the telephone to receive messages.

<i>Military Post.</i>	<i>Nearest Canal Station.</i>
SPITT.	KANTARA. (No. 44).
KANTARA.	" "
BALLAH.	BALLAH. (No. 54).
EL FERDAN.	EL FERDAN. (No. 64).
FERRY POST.	ISMAILIA.
SERAPEUM.	TUSUM.
KABRIT.	KABRIT.
SHALUFFA.	GENEFA. (No. 133).
KUBRI.	KUBRI.
EL SHATT.	SUEZ.
QUARANTINE.	SUEZ.

Canal Stations are also situated at :—

RAS EL ESH. (No. 14).	DEVERSOIR.
TINA. (No. 24).	GILLEAUME. (No. 146).
EL KAB. (No. 34).	BALUCHISTAN. (No. 152).

**4. Wharfmasters.**—One or more Wharfmasters are appointed to each Post on the Canal to control all general military traffic, on the wharves, piers, landing places, bridges, etc., within their jurisdiction on both banks of the Canal. Their duties include :—

- (a) Regulating priority in which barges and lighters come alongside.
- (b) Allotment of wharves and landing places to the various natures of stores and materials being landed, after due consultation with the Heads of Departments concerned.
- (c) The control of traffic and land transport, such as loading stores on the barges so that there shall be no congestion.
- (d) Control of ferries, including allotment of priority when traffic is congested and prevention of delay in transit, and to control boats, barges, etc., crossing the Canal.
- (e) General direction of working parties for beach work.
- (f) Control of the traffic on the bridges, and to ensure the bridges only being placed in position at the authorized hours, or at other times only after due notice has been given to the Canal Company and their consent obtained.
- (g) To see that all craft are securely moored and out of the fairway when ships are passing. The Canal Company undertakes to give at least one hour's notice before ships pass a Post.
- (h) To make any arrangements which may seem to them necessary or which may be ordered by higher authority for the better control, discipline, sanitation, or general organization of their posts.
- (i) To keep and retain a log showing times at which bridges are put in position across the Canal and reopened, and noting any special points in connection therewith.



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The orders of the Wharfmaster as regards priority of loading, irrespective of the immediate claims of the various departments, are absolute, but the Wharfmaster must, as far as possible, bear in mind which stores are most urgently required, having due regard to the still more important question of the rapid handling and clearing of lighters and quays.

Wharfmasters will be under the orders of the Corps Commander of the area concerned, and will wear a white band on their right arm with the letters "W.M." marked thereon.

### 5. General Rules in Respect to Navigation.

- (a) Tugs and small craft must always give clear way to ships by day.
- (b) Tugs with more than three boats or lighters in tow must tie up by day or night when a ship is passing.
- (c) Movement on the Canal by night is forbidden and all craft must tie up as soon as it is dark until dawn, unless special circumstances render it unavoidable, such as in the case of officers travelling on duty. In every case boats moving by night must tie up as soon as a searchlight denotes that a ship is approaching. Tying up must always be done on the west bank.

6. Employers of Tugs, Barges, etc.—Employers of tugs, barges, and other craft will arrange to have them painted and numbered consecutively, in order to assist identification, thus:—

D.D.W. for Director of Works.  
A.S.C. for Army Service Corps.  
R.E.P.S. for R.E. Park, Port Said.  
etc., etc.

Directors and other employers will furnish the D.Q.M.G. with a list of craft employed by them with their numbers, and will keep him duly informed of any additions made.

The Commander of each boat is to be provided with a pass, which must be signed by or on behalf of the Head of the Department under which the boat is employed.

A form of pass has been approved and can be obtained on application to G.H.Q. Existing passes will hold good for the present, but will not be recognized as valid after March 1 next.

"Nile" boats which pass along the Canal for trading purposes, but are not in military employ, have to be in possession of passes signed by the Coast Guard authorities.

The Canal Company has instructed its employees to assist the military authorities in every way, and to obey any orders given to them by such authority. Special care, however, must be taken to refrain from interfering with any duties being carried out by the Company's employees, or with any of their craft, unless for some urgent military reason, in which case a written order will be given to the captain of the craft concerned, signed by an officer. The order will state the circumstances which have necessitated the action taken.

## INFORMATION CONCERNING THE CANAL COMPANY'S TRAFFIC AND THE REGULATIONS IN RESPECT THERETO.

**1. Canal Staff.**—The staff and all those in the employ of the Canal Company who have to move about on duty on the Canal banks, are provided with military passes issued by G.H.Q. stipulating the nature of the work on which they are employed.

**2. Stoppage of Navigation.**—Navigation is stopped every night in the SUEZ section, between PORT TEWFIQ and the GREAT BITTER LAKE.

Vessels must not enter this section after 7 p.m., and navigation does not recommence on the following morning until the Canal Company is informed from General Headquarters that the Suez section is clear.

Besides the daily stoppage in the Suez section, navigation may be stopped in certain parts of the Canal, especially when the presence of suspicious objects has been reported. The search for these objects is carried out by the military authorities.

In ordinary cases, stoppages of navigation are ordered by the military authorities through the Canal Company, who give the necessary orders to the ships concerned. In urgent cases the Canal Company may take the initiative, but will inform the military authorities of their action.

In cases of extreme urgency, navigation can be stopped at any part of the Canal by the military authorities on the spot, either by waving a red flag in front of the vessel concerned or by shouting out verbal orders to stop at once and tie up.

The order to resume navigation is communicated to the ships by the Canal Company.

**3. Work and Movement of Company's Floating Plant.**—The floating plant of the Company moves freely up and down the Canal, even when the transit of other vessels is suspended. Whenever the Company's vessels have to move by night in the Suez section by searchlight, notice is given to the military authorities.

The captain or master of each vessel of the Company must reply "Canal Company" when challenged by a sentry; on a second challenge he must stop his vessel at once and come alongside the bank to be identified. He must obey any instructions given him by the military authorities, even if it involves interrupting the work on which he is engaged. These instructions should be given in writing, and should be signed by an officer.

Row-boats belonging to the stations on the Canal or to ships of the Company must be tied up by night by a chain and the chain must be padlocked.

If, however, a stationmaster has to go on the Canal at night in a row-boat, he must ask the nearest military post to provide him with an escort to accompany him and to answer all challenges by sentries and patrols.

In every case when row-boats move at night they must carry a lantern showing a white light all round. Should the occupants be challenged the procedure is the same as that laid down for larger vessels of the Company. Tying up at night must always be done on the west bank, except with special permission from General Headquarters.

**4. Fishing Boats.**—The movement of fishing boats along the Canal is forbidden, except in the case of certain special boats, the masters of which have been given military passes, issued by General Headquarters.

G.H.Q., Mediterranean Expeditionary Force.  
February 22, 1916.

WALTER CAMPBELL, Major-General,  
D.Q.M.G., M.E.F.