

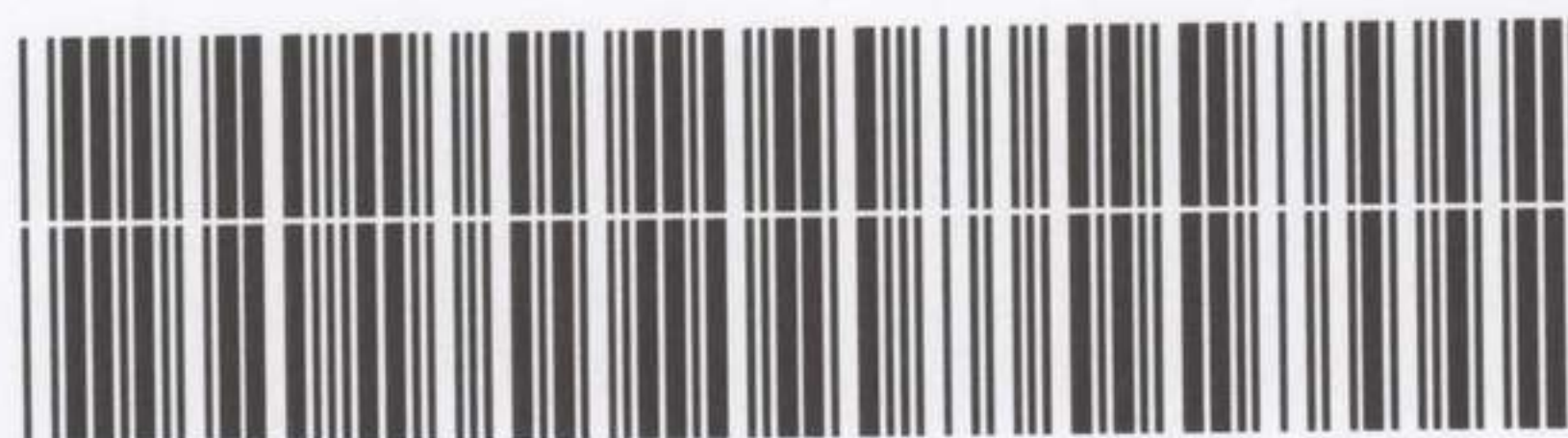
AWM4
Australian Imperial Force unit war diaries,
1914-18 War

Supplies & Transport

Item number: 25/40/1

Title: 3rd Australian Field Bakery

April 1916 - March 1919



AWM4-25/40/1

CONFIDENTIAL.

ORIGINAL.
DUPLICATE.
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2nd part.

Australian Imperial Force.

WAR DIARY

OF

3rd Aust. Bakery.

FOR

191

Signature of Officer compiling

Capt.
O.C. 3rd Aust. Bakery.

Signature of Officer Commanding

Capt.
O.C. 3rd Aust. Bkry.

3rd. AUSTRALIAN FIELD BAKERY.

It was on the 1st. April, 1916 that Captain (then Lieutenant) W. Nash was commissioned to form the 3rd. Australian Field Bakery, in conjunction with the 3rd. Australian Division, which was then in process of formation in Australia. At that time there were about 20 men in camp, who had been enlisted to provide reinforcements (four per month) for each of the 2 Australian Field Bakeries then on active service, namely the 1st. and 2nd. Australian Field Bakeries. These men had been in camp for a very short period, averaging each two weeks service, and these men formed the nucleus, upon which the company was formed. Enlistments were furthered for this unit by District Headquarters, Sydney and was proceeding apace, when the somewhat startling news was received that the unit was due to embark on the 16th. May, a little over six weeks from the date when the authority to form was received. It then became apparent that New South Wales could not provide the proper quota (92 other ranks) in time for the unit to sail, so twenty men were despatched from Victoria, which included some Tasmanians to complete the strength of the company and provide the first reinforcement of 9 men, which the unit brought away with them. In outlining the preliminary history of the unit, it must be remembered that the first 20 men were very young soldiers, they were not even then clothed with the military uniform, and when it is considered that the enlistments proceeded from day to day, it will be seen that some of them, those who joined the company just prior to sailing, did not see much of camp life or military discipline. The camp where the unit was formed was Addison Road camp, Marrickville, Sydney, and the work which had to be crowded into a space of 6 weeks for a complete unit can well be understood. First of all there was the clothing of the company, the equipment, the drill, the musketry training, and lastly the work of commencing and completing the company records before leaving. Great difficulty was experienced with the Ordnance in supplying the proper clothing and even then the company left Australia without a uniform dress, some being in possession of the ASC. mounted uniform, whilst others had to accept the Infantry pattern of clothing, on account of there being none other available. The greatest difficulty, though, was with the equipment, and not all of this was supplied in Sydney, the balance having to be made up in England. So great was the pressure on time, that some of the stores were loaded on to the transport by lighter from Ordnance on the morning of departure. In this connection, I cannot but enter a word of praise for the way in which my NCOs. carried out their duties, and the smoothness with which the unit embarked was due in a great measure to their indefatigable efforts and organisation. Concerning drill, this

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was carried out as follows:

7 a.m. to 8.45 a.m. Physical training.

9 a.m. to 12 noon. ASC. drill as contained in ASC. Training Part I.

12 noon to 1.30 p.m. Rest.

2 p.m. to 4 p.m. ASC. drill.

This was carried out principally on a large flat park near the camp, which afforded great facilities for the proper movement of the company. The unit were also instructed in musketry and the use of the rifle, and were put through a course of musketry at the Long Bay, Rifle Range, Sydney, for three days, supplies being transported from the Addison Road camp. In addition to this, all the men were tested at the State Bakery, Stanmore, Sydney, and the records of the company, as far as the paybooks, allotment forms, attestation papers, were systematically completed as the men entered camp. As the 16th. May approached the situation began to look precarious so far as embarking with all in order was concerned. There was a tremendous volume of work and minor details to perform, stores to pack and with difficulty, draw, but the situation was immensely relieved when the date of sailing was extended to the 18th. May. The company were allowed three days final leave, transports ordered, stores packed, nominal rolls completed, the usual certificates prepared, and arrangements made for the review of the company at the Victoria Barracks the afternoon before the day of embarkation. This was most successfully carried out, and the exhibition of the unit, considering the short time in camp, was most pleasing, and this was expressed by the then District Commandant. At 4 a.m. on the morning of the 18th. May, 1916, the unit was on parade and entrained at the camp at 5 a.m. arriving at the transport at No. 3 wharf Woolloomooloo, Sydney at about 6.15 a.m. By 8 a.m. all were on board, and then commenced the work of allotting the company to their quarters, and also incidentally, drawing stores, as mentioned previously. At 12.15 p.m. the transport weighed anchor, and passed through Sydney Heads to the accompaniment of beautiful weather. Everyone settled down to ship life and prepared to make a long journey as everyone then thought, to Egypt. The first port of call after leaving Sydney, was Albany, the transport, A.64 "Demosthenes", an 11,500 ton steamer arriving there, exactly a week after leaving Sydney. It was there that the rumor was heard that the unit was proceeding to England, and this was confirmed whilst a short time out in the Indian Ocean. The weather across the Ocean was with one exception, very calm; and the transport was in constant touch with the Wireless station at Perth Western Australia, and remained so, until communication was picked up with Durban, half way across the Ocean. This seems

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to typify in a splendid way the great system of communication with which the British Empire is kept together. The next port of call was Capetown, which greeted the arrival of the transport with bitterly cold and wet weather. It was a long trip across the Indian Ocean, lasting three weeks, and the length of the journey was added to by reason of the fact that the condensers of the engines were faulty, and this resulted in decreased speed certain, and during one day, the transport lay "as idle as a painted ship upon a painted ocean", whilst repairs were being effected. However the sight of land was a great reviver to all, and the bumboats which surrounded the transport during her stay in port, provided a pleasing digression from the continued monotony of a long sea trip. Route marches were indulged in, through Capetown, and was a welcome relief after being so long on the ship. A week after entering Capetown, the convoy, consisting of the transports "Demosthenes", "Ascanius" "Warilda" and "Medic" escorted by the armed liner "Laconia", since torpedoed, left Africa, and proceeded up the African coast to the accompaniment of very calm weather. Seventeen days later Porto Grande in the Cape Verde Islands was reached, and three days later the convoy moved north again. After leaving Porto Grande, the condensers of the transports engines again became faulty, and this necessitated the "Demosthenes" being detached from the convoy, who proceed on, & in this way "Madeira" was reached, where a stay was made of four days. This is a beautiful island, and the pleasant smell from the island was in the way of a great reviver after the usual ship smell. The transport then proceeded north, unescorted and alone, with varying speeds, and at times very slow. It was very fortunate that no hostile submarine sighted us, as it would not have been then possible to have escaped by speed, and it was not till the transport was off Brest, France that an escort appeared in the shape of a good old British destroyer. The escort remained till Plymouth was reached at about 5 p.m. on the 21st. July 1916, just about 9 weeks after leaving Sydney. Disembarkation proceeded at once, and by night the unit was entrained at Devonport, the mobilisation stores being left behind by order of the O.C., Ship, in charge of the Ship's Quartermaster, for despatch later. By 3 a.m. Exeter was reached, and the Mayoress of the City was conspicuous in the gift of rolls and tea. By 6 a.m. on the 22nd. instant, Amesbury was reached and after a march of about 2 miles; camp 2a, Larkhill, Salisbury Plains provided the huts, mess, and bakery for the unit, till embarkation for France on the 21st. November, 1916. By 10 a.m. the company was housed, blankets and palliases secured, messing arrangements made, and by midday, all the necessary arrangements were carried out for the granting of four days well merited leave to London.

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Larkhill camp, Salisbury Plain, was the Headquarters of the 3rd. Australian Division, and it was here that the division concentrated prior to leaving for France. This unit was among the first to arrive, and was the first to be enabled to commence work in real earnest, there already being a field bakery established there and manned by the 67th. Field Bakery. It was here that the unit received its apprenticeship in Field Baking with the use of Aldershot ovens, a full description of which will appear later. Meanwhile great difficulty was being experienced in the securing of the mobilisation equipment from Plymouth, and when it did arrive it was found that the following articles were deficient, and were never received. These stores were replaced on the authority of the D.A.D.O.S., 3rd. Australian Division, and when the remaining stores not brought from Sydney, were secured from Ordnance, Tidworth, the units mobilisation stores were complete in every particular, and as they were not needed at the bakery, they were packed up and stored, in readiness for departure to France. The list of the deficiencies are as follow:

Troughs, water, canvas, 1,
 Pails, iron, galvd. 4 galls, 24
 Handles, saws, cross-cut, 16
 Knives, bread, 24
 Machines, weighing, 12
 Scoops, flour hand, 12
 Scrapers, dough, 24
 Sieves, wire brass, 6
 Cloths, dough, 72
 Coats, white, 150
 Trousers, white, 50,

and was the subject of the following correspondence:-

1. Headquarters, 3rd. Aust. Division,

I have to report that the following articles shipped at Sydney on the Transport "Demosthenes" for this company have not yet been delivered:

(AS ABOVE.)

Sgd. W. Nash, Lieut.,

3:8:16.

O.C., 3rd. Field Bakery, A.I.F.

2. O.C., 3rd. Field Bakery,

You might enquire from D.A.D.O.S., Divisional Headquarters as to whether any of your missing stores have been brought over to Lark Hill from Tidworth.

Sgd. MC. Blakett, Lieut.,

a/D.A.Q.M.G., 5:8:16.

V.-

3. D.A.D.O.S.,
3rd. Aust. Division.

Report on the articles shipped at Sydney on the Transport "Demosthenes" for the 3rd. Field Bakery, and not delivered from the said transport -

There were 6 canvas water troughs, brought on board but only five have been delivered. As regards the remainder of the articles, all were put on board the transport on the morning of the 18th. May, date of sailing, and were not put in the hold in which the rest of the stores belonging to the company were placed, but were put in one of the other holds. The missing articles were packed in boxes or tied in bundles before being sent from the Ordnance Stores, Darling Island, Sydney, and were properly marked. Vouchers for the delivery of same by the officials of the Ordnance Stores are in my possession. From enquiries made at the Quartermaster's office of the 41st. Battalion, who were on board the transport and from whom a fatigue party remained behind to unload the stores, I am informed that after the stores, which I have received, were placed on the trucks and despatched to Amesbury, 2 were subsequently discovered on board the transport, and handed over to the Embarkation Officer at Plymouth. I have communicated with him and on the 4th. August, he telegraphed as follows:-

"Reference your letter re cases ex Demosthenes, aaa Two cases sent per troop train ex Kyarra yesterday leaving here 12.30 p.m. aaa". Up to date the two boxes have not arrived. Prior to disembarkation I had instructed one of my S.Q.Ms.S. to remain on board with a fatigue party and see that the articles were safely consigned, but under instructions verbally received from the O.C., ship (Lt.-Col. Board, O.C., 41st. Battalion) to the effect that no one was to remain on the ship, my instructions were countermanded. The O.C., Ship stated that all articles of the various units on the ship would be despatched by the Ship's Quartermaster and his fatigue party, who were the only ones to be left on the ship.

Sgd. W. Nash, Lieut.,

O.C., 3rd. Field Bakery, A.I.F.

9:8:16.

These stores were never traced nor received, and verbal authority was received from the D.A.D.O.S., 3rd. Aust. Division, to replace the missing stores. However, they were again the subject of correspondence on the 10th. December, 1917, as only verbal

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authority had been received to replace them. The following is a copy of this correspondence :-

1. Headquarters, 3rd. Aust. Division.

I have before me the correspondence regarding the mobilisation equipment of the above unit, which went astray on the disembarkation at Plymouth on the 20th. July, 1916 (HQ. 3rd. Aust. Div. 138:33). As was stated in the previous correspondence I have instructed one of my Staff Quartermasters-Sgt. to remain behind on board with a fatigue party and see that the stores were safely consigned, but under instructions subsequently received from the O.C., ship, my instructions were nullified. These deficiencies were the subject of numerous correspondence, and the units mobilisation equipment was then completed on the verbal authority of the D.A.D.O.S. I am aware that, now, this unit, is an independent one, but my purpose in writing is to obtain the written authority for these deficiencies to be made good, as they were issued by the D.A.D.O.S., 3rd. Aust. Division.

Sgd. W. Nash, Capt.,
O.C., 3rd. Field Bakery, AIF.

2. O.C., 3rd. Aust Field Bakery.

The following remarks by D.A.D.O.S. are sent for your information. Sgd. Selwyn King, Major,
D.A.Q.M.G., 3rd. Aust. Division.

Headquarters 3rd. Aust. Division.

Every effort was made to trace the missing stores, but without success. As the unit had to be completed with mobilisation stores before moving overseas, the demands submitted were approved by me.

13/10/17. Sgd. W. Jack, Capt.,
D.A.D.O.S., 3rd. Aust. Division.

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However, the issues of the stores to replace those which were lost was subsequently covered in further correspondence, ~~attached~~.
(Annexure "A").

Meanwhile the 3rd. Australian Division was being formed and concentrated at Larkhill, and hitherto the bread for the supply of the troops of this division had been supplied by the combined efforts of the 3rd. Aust. Bakery and 67th. Field Bakery (Imp. Forces), who were working in the same bakery. Subsequently however the 3rd. Aust. Bakery undertook and carried out the whole of the issues of bread for the division, which averaged 25,000 lbs. per diem. The output of a bakery of the size of this unit was laid down as 26,000 lbs., and although the above figures are an average there were many days in which the issues considerably exceeded this amount and in other days, fell short of this amount, as for instance, on occasions when a brigade would be away on a trek. Towards the end of the month of October and during the month of November, baking was carried on under considerably difficulty and great inconvenience. The weather was very inclement and the supplies of fuel and other commodities erratic, and added to this, large numbers of men were going sick owing to the exacting conditions and subjection to extremes of heat and cold. At last, however, definite orders were received for a move to France, and preparations were made for moving. This entailed considerable preparation, principally on account of the mobilisation stores which had to be cleaned, packed up and transported. These weighed approximately 25 tons and were very bulky, and had to be loaded, off-loaded and transported over the whole route as far as Calais, France, the subsequent destination of the unit. On the morning of the 21st. November 1916, the unit left Larkhill camp, Salisbury Plain at 2 a.m. and marched as far as Amesbury Railway station, from which station the unit proceeded to Southampton, and there detrained for one day. On the night of the 22nd. Nov., the Channel was crossed and Le Havre reached, where another delay of 1 day occurred. The next destination was Rouen, where after another day's delay the unit proceeded to Calais arriving there at 7.30 a.m. on the night of the 26th. November 1916. The weather was very inclement and everyone being tired after the journey and the work of moving the stores, a good sleep came as a welcome relief. However, it transpired that the Calais bakery was in urgent need of our services, and the following day, Sunday, saw a recommencement of arduous and exacting work with long hours.

Before proceeding further, it would appear that a description of the Calais bakery is here necessary. It was a high brick building, which before the outbreak of war had been used as a paper factory; and ~~and~~ the bottom floor was converted in the main part of the bakery, and there ^{were} housed the 12 large and 12 small Hunt steam ovens. Use was also made of the floor for making the dough, and for moulding up, the two higher floors being exclusively devoted to the making of dough. The dough was conveyed from the higher floors to the moulding room below by means of large chutes, and the finished article was conveyed to a breadstore which was separated from the bakery building by a railway line, upon which was loaded the bread train. Subsequently a smaller store was erected at the end of the building and by this means the bread baked on the north and south sides of the bakery were ~~was~~ carried to the respective breadstores. The erection of this second breadstore also enabled the train to be loaded quicker, one half from one store and the other half from the other. In addition to the bakery and breadstore were the yeast room and brewhouse.

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The yeast room at this time was composed of an underground room, rudely fashioned and the side supported by ammunition boxes. This was considered the best means then available for keeping the yeast in a cool and fit condition for use, but this was subsequently replaced by an underground brick structure, properly fitted up and fitted with electric light and fan for cooling purposes in the warm weather. The "brewhouse" as it was then, - or rather to be more correct, the "brewtent" was used for the local manufacture of a certain amount of parisien yeast daily. This was in case of an interruption in the supply of the compressed yeast from England, and subsequently a large brewhouse was erected and provided with proper ventilation, and all the appurtenances necessary for this work. The flour store was also handy to the bakery and was served by a railway from which supplies were brought from the docks at Calais, or Dunkirk.

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At a later period nine Perkins ovens were installed to meet the then growing output and this number was subsequently increased to 39, the object being to make provision against air raids. These ovens were housed outside the bakery proper, although connected to the main building by a roof. It was felt that on account of the increasing number and intensity of the air raids, extra provision should be made in case the main bakery was hit, so that the production of bread could still be carried on, even if at a reduced output, as Calais was one of the principal sources from which bread was sent to the armies. It should be here mentioned that at this time no protection was afforded against hostile aircraft, and in September '17 a start was made at converting the ramparts of the town in dugouts for the troops. This was accordingly done principally by voluntary labor supplied by men during their spare time.

WORK: - At the time that this unit arrived at Calais, the conditions of work were, as previously stated, very exacting and laborious. There were two shifts namely, 4 a.m. to 3 p.m. and 3 p.m. to 1 p.m. to 3 a.m. This will show that the hours were very long, and is accounted for principally by reason of the fact that the men had to carry the stock of flour into the bakery for the following day's work, after having finished their shift. To carry on an average of 250,000 lbs. of flour as well as perform their work in the bakery soon told on the men and resulted in a very high percentage of casualties. Repeated attempts to alter the system had up to this time failed, and it was in May, 1917 that relief came. An exchange of Master Bakers was made between Calais and Boulogne, and this together with the fact that the sole command of the Calais Bakery had passed in Jan. '17 to Capt. Miles (now Major) O.C.. 2nd, Australian Field Bakery, resulted in the inauguration of the 3 8-hour shifts, and the provision of special labor to carry the flour. This proved a great relief and the system also enabled every man to have 16 and 24 hours off each week end according to his shift. The shifts were 6 a.m. to 2 p.m. 2 p.m. to

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10 p.m., and 10 p.m. to 6 a.m. and each week each shift was advanced 8 hours, thus the 6 a.m. - 2 p.m. shift would become 2 p.m. - 10 p.m. the following week and so on. The percentage of this unit and the total strength of the bakery was approximately 10 per cent, the total personnel at the bakery being approximately 1,000, and this unit's 92. The output of bread varied according to demand, but averaged 400,000 lb per diem, and on some occasions individual issues exceeded 440,000 lbs. From these figures it will be seen that this unit's approximate average productions were 40,000 lbs. per diem, compared with 26,000 lbs. the quantity laid down in A.S.C. Manual Part II. The issue of bread was according to Loading Table supplied from the Headquarters Base Supply Depot, and was as follows:-

The bread in the stores was bagged up into bags of 25 loaves (50 lbs). and bags of 50 loaves (100 lbs)., according to the size of bag procurable. These bags were then loaded into trucks, the trucks sealed up and labelled with a section number, the number, the designation of some depot or dump on the L. of C., or in Army Groups. At the first the loading was done by white labor, and latterly by Chinese, and average number of trucks despatched each day from the bakery was 40. Bread baked at the bakery would, or should reach its destination 3-4 days later.

The capacity of the bakery is set out in annexure "B" which shews the "normal" and "forced" output of the ovens.

In March 1917, an unfortunate accident occurred at the bakery, at which fortunately, no lives were lost, although several were injured. Just after the inauguration of the Chinese labor for flour carrying, one of the concrete floors, which had evidently been overloaded with flour, collapsed and came right to the ground. Nine were injured but were convalescent in a week, and this resulted in the disruption of output slightly for a few days, the top floor being isolated. However, with the aid of this unit's 60 mobilisation store troughs, and which up to this time had not been used, the situation was relieved by commencing work in an adjoining part of the bakery which had previously been used by the French Civil Authorities as a civilian flour store.

The G.O.C... Gen. Sir W.R... Birdwood also paid a visit to the bakery and inspected the men of this unit, who fortunately, at the time, were not on duty, and having inspected the bakery and interrogated the men, expressed himself as very pleased with what he saw.

In finishing the account of the operations at Calais, it would perhaps not be out of place, to emphasise the splendid devotion to duty of the unit, in the face of most exacting conditions, bad housing, and at many times inferior and insufficient food. Another thing which contributed greatly to the difficulty of properly carrying out the duties were the incessant air raids, which towards the end of 1917 and during the first half of 1918 had become very intense. Nightly and daily visitations became persistent for hours at a time and during this time the work had to be carried on, and was carried on most nobly without any protection whatever, and the marvel of all was that there were no casualties in the unit resulting either from bombs or anti-aircraft shrapnel.

MOVE TO ROUEN. On the 14th. August 1918, instructions meanwhile having been received, this unit entrained and proceeded to Rouen. The 2nd. Aust. Field Bakery also at Calais left on the 25th. August, and the two units were replaced at Calais by the 6th (Imperial) Field Bakery from Rouen. The 1st., 4th., and 5th. Aust Field Bakeries being already at Rouen, this meant that the whole of the five Aust. Field Bakeries were now at the one base, and produced the whole of the bread which was required from Rouen Base Supply Depot.

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COMMAND AND SITUATION. There were two bakeries at Rouen, styled, respectively "Bakeries North" and "Bakeries South" respectively. That on the north was situated on the north bank of the River Seine, and that on the south was situated on the south bank of the River Seine. The 2nd. Australian Field Bakery and 1st. N.Z. Field bakery were accommodated at Bakeries South under the command of Major J. Miles O.C., 2nd. Aust. Field Bakery. At Bakeries North, were accommodated the 1st. 3rd., 4th. and 5th. Field Bakeries under the command of Major Prior O.C., 1st. Aust. Field Bakery. This Officer was nominally in charge of the whole of the bakeries and was responsible to the O.C., No. 2 Base Supply depot. The system of administration Bakeries North (where this unit was working) was practically the same as at Calais, except that the whole of the clothing requirements for the four companies were pooled and issued under the one Officer in charge of this.

About the South Bakery little is known as this unit did not work there, but sufficient is known to say that it was a hand bakery, and the ovens were the army type, "Perkins Field ovens".

NORTH BAKERY. - This bakery was responsible for the loading of the bread train, and supplies to Paris to meet the necessary requirements. It was a machine bakery in the fullest sense of the term, the whole of the doughs being made, the moulding performed by machinery. The machinery was supplied by Messrs J. Baker and Sons, England, and the ovens were of the same type as those in use in Calais, - Steam ovens. The work was performed in two shifts, 4 a.m. - 1 p.m., and 1 p.m. - 10 p.m. and the average output was 190,000 lbs. per diem, the limit of output being 210,000 lbs. and this figure was often reached and maintained for some time after the armistice was concluded. The train was loaded on a special line at the breadstore, the system being exactly the same as at Calais, and the average number of trucks loaded daily was 15. The system of consigning was the same as at Calais, but the loading was done by A.I.F. Personnel instead of Chinese personnel, it being thought that no Chinese or other element should enter into contact with an organisation which was purely Australian. All matters of administration were carried out by A.I.F. personnel, such as regimental police, boot repairers etc. etc. The personnel were housed in wooden huts, situated in two compounds, and the cooking carried out by our own men.

ARMISTICE. Just about when work was at full pressure, the armistice was a fait accompli, and it is not intended to give a description of the happenings which took place in Rouen. The scenes were of the wildest and what exactly happened can better be imagined than described. A tribute should, however, be paid to the units, that the output was maintained in the midst of rejoicings, and their regard came later on when two clear days "off duty" were granted. During the month of December 1918, the issues on the bread train showed a gradual decrease, and dropped from 190,000 - 200,000 lbs daily to 95,000 lbs. and in the end of the month issues by train were discontinued. This was, due no doubt, to the moving forward of the Armies, and the consequent lengthening of distance between Rouen and the railheads. Local issues, which had however, grown to a large extent since the armistice, principally on account of the large influx of troops into Rouen and surrounding districts, had to be met and the South Bakery, proving inadequate for this alone, both the North and South contributed to these issues. This had the effect of reducing the output at North Bakery to 80,000 - 90,000 lbs. per diem and during the month of January this was the cause of reducing work at the bakery to one shift, namely from 7 a.m. to 2 p.m. In accordance with arrangements which had been made by the Director-General of Army Education 150 other ranks were received at Rouen who were anxious to either commence an apprenticeship in bread making, or were (in other cases) anxious to carry on with completing their course and which was interrupted on the outbreak of war. Just when these men arrived orders were received for this unit in conjunction with the 2nd, Australian

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Field Bakery to proceed to Le Havre for duty there. The cause of this was the low output from Rouen, and the shortage of Imperial personnel at Le Havre on account of drafts being sent to the new Army Bakery at Cologne, Germany. Accordingly on the 13th. January. 1918 the two units left Rouen and arrived at Le Havre the following morning, and commenced duty the same day. By this move, the "Australian Bakeries" at Rouen (in the sense of all being together) came to an end and once more these two units came under Imperial control the same as at Calais, as regards the production of bread.

LE HAVRE. The bakery or, rather, bakeries at Le Havre are a collection of small buildings, each capable of accommodating two sections of 14 men. To each doughroom are attached 6 Perkins ovens in blocks of three, back to back. On arrival at Le Havre the only other personnel at present there were four sections of Imperial troops, and with these the arrival of these two units, ten extra sections were available - four from this unit and six from the 2nd. Field Bakery. The number four was the maximum that could be worked by the company, as the strength of the unit had been reduced, through sickness and leave to approximately 60 other ranks, and this number never could be exceeded after this.

WORKING. - The system of working was the same as that followed at Calais, with the exception that only one shift was worked, the dough-makers going on duty at 9 p.m., and the sections or day workers coming on duty at 6 a.m. Flour, coke and wood were brought to the bakery by transport arranged by the O.C., Bakeries and the yeast used was the same form as that at Calais and Rouen, namely the compressed form in 7-lb. bags. At the commencement 60 doughs of 280-lbs each were made and baked off in 6 runs of 1 hour each, and the work commencing at 6 a.m., would be finished at about 2 p.m. - 8 hours. This yielded an output of from 22,000 - 23,000 lbs and was fairly well maintained in the first weeks of the unit's stay at Le Havre. On certain days the requirements fell to 15,000 lbs and 12,000 lbs bread, caused principally by the fluctuating numbers of troops in Le Havre. At the present time the output from this unit's bakery is 6,000 - 7,000-lbs daily, and this has been caused by reason of the fact that German P. of W. Labor is now being employed at the various Bakeries in France and 4 sections of 15 men each are at present employed in this base. This number will be increased as the two Australian units and the 1st New Zealand Bakery (which arrived a week after this unit) are gradually demobilized, the intention being to gradually replace all Imperial and Dominion Bakery Personnel at the different bakeries by P. of W. labor. The housing accommodation at this base are very good, the camp is clean and well provided with concrete ~~floor~~ paths. Although more freedom is allowed the unit in its working as a bakery at Le Havre, the system is much the same as at Calais, and the accounts are kept at the O.C., Bakeries office an Imperial Officer responsible to the O.C., No. 1 Base Supply Dept.

DEMOBILIZATION. - On the 8th, February 1919, 1 other rank, proceeded to rejoin the Aust. Gen. Base Depot at Le Havre for the purpose of demobilisation he being of "B" class category. The bulk of this unit belong to the 1916 class for demobilisation purposes, having enlisted in that year, but on the 12th. March, 1919, 7 other ranks proceeded to the A.G.B.D., at Le Havre for the same purpose, as having enlisted in 1915, they are the first to go from this unit. They marked the commencement of the gradual disbanding of the unit.