

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

Supplies & Transport

Item number: 25/36/1

Title: 17th Company, Australian Army
Service Corps

January-February 1919



AWM4-25/36/1

87403

Capt. Caldwell Smith

4379.14.30

War Records Section

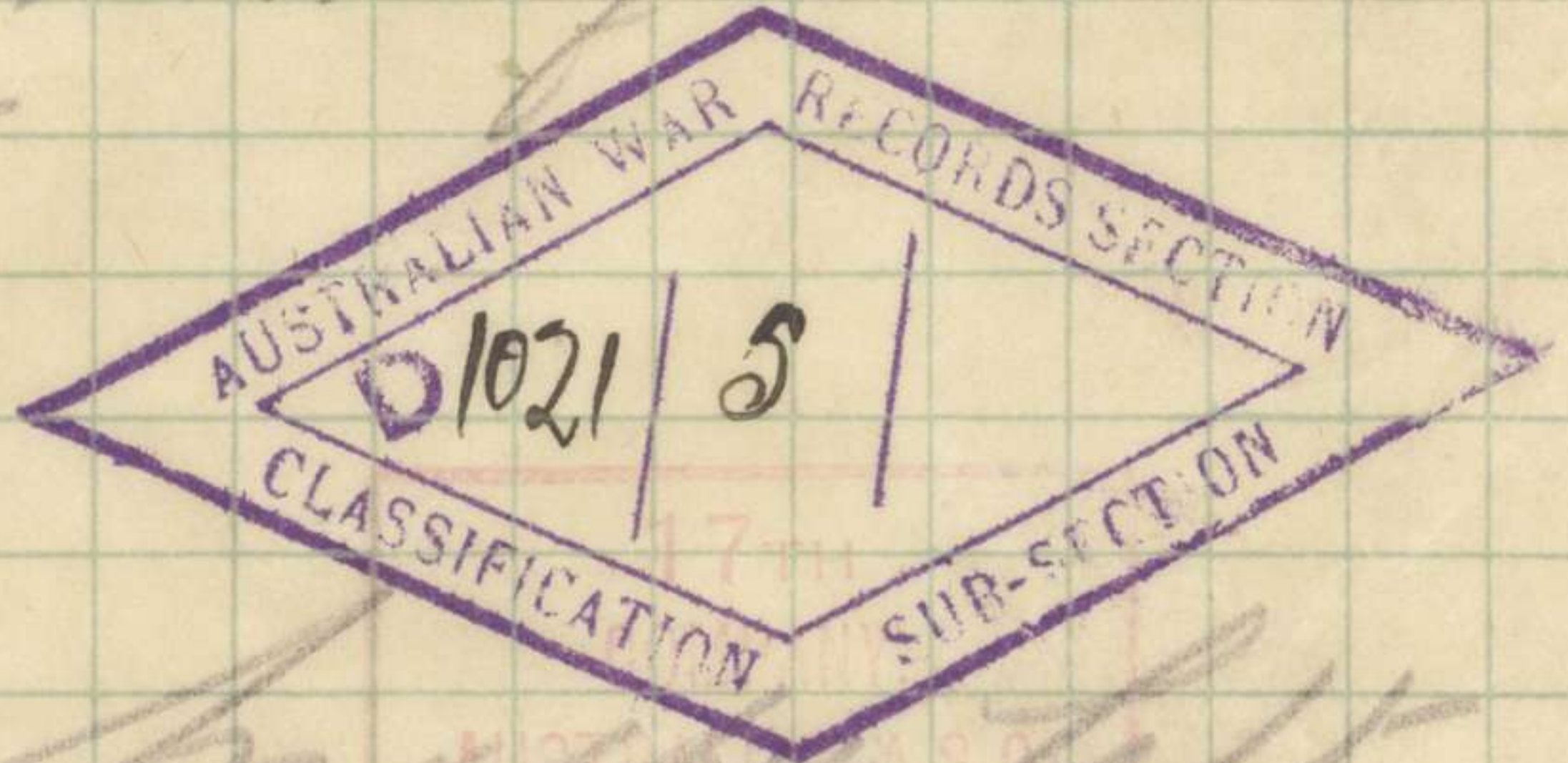
Attached you will find my effort
on water supply, food supplies &
transport on Gullupohi & Lommas Island
also what particulars I could
remember of the original companies
forming the train prior to September
Especially hope some of it is
of value to you

C/1
D829/2.

PA
D.S.
7.2.19.

C/1 Capt Walker

19



[Faint handwritten signature]
O.C. 14th MB

~~250A~~

The attached letters
have been copied and filed
with the main origin of
units and operation papers
D.S. 1 and
7.2.19.

In the Field

Capt Goldwell Smith

War Records Section.

Your I.A.W.A. 4349/14/30 of Jan 22nd together with pieces of War Diaries etc arrived last night and I will now endeavour to give you what information I can from memory. In a way it must almost be a story of my personal experiences whilst in charge of the Water Supply. I will endeavour to keep the personal element out, which at times may be difficult, and must ask you to treat it in the same manner taking out only what you require for your records.

As stated in the diary I arrived on Gallipoli on the 29th/30th Oct getting settled down about 4 AM. On the morning of the 30th I received instructions to take over the water supply 2nd Aust Division the position then was

Water was brought alongside the wharfs in water barges containing if I remember rightly about 5000 galls obtained from either MUDROS or LEMNOS Islands. It was then pumped

into a set of tanks on the beach
pumping plant also on the beach.

and controlled I believe by a Capt MILNER

Pipes tracks were laid from the beach
to tanks in VICTORIA GULLY two 2,000 galls
tanks, MCKAY'S GULLY two tanks 400 galls, such
WHITE'S GULLEY one tank 400 galls
BRIDGE'S ROAD four tanks approx 4,000 galls
REST GULLY four tanks 400 galls each
MONASH GULLY four tanks approx 4,000 galls

From VICTORIA Gully water was packed
up on mules, 8 galls of antiseptics being used
two to each mule, mules in strings
of three in charge of a PUNJABEE, to
BROWN'S DIP where water was placed
in a series of tanks capacity forgotten
The same procedure took place from
BRIDGE'S ROAD to the top of WIRE GULLY
where there were three 300 galls
galvanized iron tanks

The same procedure from MONASH'S
GULLY to NO 3 Field DEPÔT at the
top of the gully where there were
tanks with a capacity of approx
3,000 tanks, later on we procured
an oil engine to pump for this
gully. Fatigue parties for loading
& unloading the water carriers were
provided from the units in the line

This was the water service immediately in rear of the 5th A.I. Bde from QUINN'S + POPE POST & 6th A.I. Bde etc in the LONE PINE SECTOR.

Water for the 7th A.I. Bde was drawn by mules from tanks on the NORTH BEACH. to RUSSELL'S TOP.

At each system of tanks were parties of A. S. C. men from 2nd Div Train as water issuers who duties were to check all water pumped into the tanks, and to issue daily to each unit according to the strength of water parties would be instructed daily as to what units were authorised to draw from each series of tanks and as to the issue 1 gallon $\frac{1}{2}$ gall or $\frac{1}{4}$ galls. Water parties under an NCO from the unit would report to draw their water & the NCO had to be in possession of a chit showing the number of men he was drawing for that day and another showing the approx number he would draw for the following day. Each chit to be signed by the commanding officer or Adjutant. Water parties came for their water with petrol tins, kerosene tins, biscuit tins which consisted in fact every conceivable

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articles that would hold upwards of a gallon. At this period when water was plentiful the approx capacity was guessed at but later on when the question was most serious, it became necessary to work out the exact capacity of petrol tins, kerosene tins & biscuit tins and issue instructions that water could only be drawn in these articles and would capture a certain number of gallons.

The cists for the day's issue would be checked nightly & a return received by me showing the approx number of gallons remaining in each tank till 6 p.m. nightly. Cists for the following day's issue would be totted and quantity required ~~and~~ ascertained and that less the amount still in the tanks would be indented for on the officer in charge of Beach Tanks through 2nd port Sec P.Q. and water pumped up about midnight. No allowances were made for wastage during the several handlings every gallon requiring to be accounted for, but while

water was plentiful tanks would generally be filled to their capacity.

Later on when water became scarce and troops were placed on 1/2 galls per man it became necessary to be more accurate than ever. All tanks were measured & exact capacity worked out which was painted on the tanks, measuring sticks were also made showing so many gallons to the 1/2 inch this also being painted on the tanks.

It also became necessary for me to accompany an N.C.O from the head office who was responsible for turning on the mains to all tanks. Water remaining in the tanks would be measured & then the exact amount would be measured in, taps turned off & locked and receipts given for amount of water pumped in. This work used to commence about midnight and finish about 5 A.M.

Everything continued more or less normal with an occasional 1/2 gallon issue until Nov 25th when everything had to be done at night. A work of the gullies where the tanks were situated were exactly

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health resort at night time & frequent
casualties from bullets & bombs were
the result. The work of packing water at
night to BROWN'S DIPLO WIRE GULLY became
very arduous particularly as it became
very cold & wet and the tracks up
the gullies almost beyond even the
mules but thanks to the untiring
energy of the Punjabis (Indians) we
generally succeeded in delivering the water.

Our difficulties were also increased
about this time owing to our fantasses
becoming somewhat unserviceable.
Leaking considerably & the brass stoppers
being lost in the dark & mud. Wooden &
canvas stoppers were made but with
little effect. We also improvised wooden
crates to hang on each side of the pack
saddles to carry eight petrol tins, four
on each but this did not save the
situation much they began to leak
& the tops lost. These difficulties
were nothing to what we had to put
up with after the snow storm on the 24th

Immediately afterwards a heavy frost set in and every pipe from the beach forward froze and it became necessary to transport every gallon of water by mules from the beach. This of course necessitated working at night. All troops at this stage were on 1/4 gallons per man, that was the authorized issue but owing to the several handlings that took place less than that amount actually arrived to the man. During the first stages of the frost it was quite a common sight to see men collecting ice off the water in shell holes etc putting it in stoves to melt thus augmenting their water supply. Although the weather was extremely cold the men were lucky if they obtained more than one cup of tea a day.

The first lot of water drawn from the beach by quills was from the tanks at North Beach, 25 mules being obtained from the lines in White Gully + 25 mules from Mule Gully. Instructions were

received by horse between 10 PM & 10-30 PM
 on the night 10-30 & ~~was~~ draw by this
 method & we commenced work at
 midnight & between that hour & seven
 o'clock next morning 2,400 galls were
 transferred to tanks at REST GULLY &
 BRIDGE ROAD. via MULE GULLY & REST GULLY.
 Next night we drew from tanks on
 the beach close to HELL'S SPIT and our
 difficulties were further increased
 so that we had to work absolutely in the dark
 & the track to the beach was only wide
 enough for two mules to pass or one mule
 cart at a time and as the 1st Division
 were using the same track to go higher
 up the beach congestion was inevitable
 Here again the Indian N.C.O.s did
 remarkably work in getting mules & carts
 out of awkward predicaments. On this
 occasion & every night afterwards
 our transport consisted of 25 mules
 & 5 mule carts. The mule carts each
 carried 3 iron fantasses of 11 gallons each
 The loading & unloading fantasses

were again provided from the
 Battalions in the line. These conditions
 & methods prevailed until the 10th inst
 with only an occasional 1/2 gallon
 issue. The amount of water
 transported under these difficult
 conditions speaks for itself. The
 average nightly amount being
 3,000 gallons. It was on these
 methods that the troops in the line
 had to rely for water.

I might say that this water was
 delivered to all tanks previously
 served by pipes & during the day
 the tanks at WIRE CULLY & BROWNS DIP
 were filled from that supply.

From the 10th onwards the pipes
 were gradually repaired & the
 difficulties of transport eased
 considerably but the quantity never
 again actually reached normal.

On the evening 14th inst I received
 instructions from Q's 3rd Division to
 get as much water forward into

all tanks, check the amount
and obtain receipt for same from
staff Capt's of Brigades. By the
afternoon of the 18th all tanks
had their full capacity, as follows

NO 3 FIELD DEPOT Tanks	2960	Galls
MONASH GULLY	" approx	4,000 "
REST GULLY	"	1540 "
BRIDGE ROAD	"	4,000 "
WIRE GULLY		900 "
WHITE'S GULLY		400 "
MCKAY'S	"	800 "
VICTORIA	"	4,000 "
BROWN'S DIP		unknown

The necessary receipts were obtained
& water handed over to guards of the
respective Brigades.

At 4 AM on the 19th and the water
party & myself left WATSON'S PIER
arriving LEMNOS Island during the
day. All fantasses were destroyed
prior to leaving & the majority of tanks
got off.

On arrival at LEMNOS. ~~There~~ I was again put in charge of the water supply and the best said the better.

The wells & tanks were as stated in the base diary. The wells were all soakage and never on one occasion did they give as much water as they were credited with when handed over. In most cases the water was drawn up by windlass & bucket in a few instances pumps were available and then the tanks were brought into use to secure a more even distribution & to enable the water to be properly chlorinated. The water of a greyish colour & had to be boiled before it could be used with safety.

The issue never reached $3/4$ gallons per man & on numerous occasions wells would run dry & this necessitated diverting the work to other wells already overtaxed. Large fatigue parties were required to carry the water from the wells to the bins & their work

was rendered more arduous owing to the scarcity of receptacles.

I was fortunate for a short period in obtaining two water carts & teams from a Base Depot on the Island & also obtained five others from the 11th or 13th English Division camped near us. This eased the work considerably on the carrying parties.

Before concluding on this water question I might mention two separate efforts which were made to secure further water supplies on Gullible.

The first was an American well boring plant which was installed on the right hand side going up MONASH CUBBY without success. An outstanding feature of the plant was a propelling arm which each time it was erected came under observation of the

CHESSBOARD & crew that fire one shell aimed at it demolished

The cook house of the 13th Light Horse was being dug in quite close to it. The plant was then moved higher up on the left hand side of the gully and after a lot of trouble in erecting it & protecting it with a high sand bag wall nil results were obtained. I believe it eventually found its way down to the beach & quite likely is still there.

Another effort was a Condenser on ANZAC BEACH. It was made of roughly concrete & sand bag walls were erected for protection & the plant made ready to commence work.

It too was doomed to failure as the day previous to its commencing a shell from Beachy Bill, I think, put it out of action & the condenser too may probably be found still on ANZAC BEACH.

4379/13/40

I note that your particulars of the 2nd Aust. Div. Train commenced on the 2nd Sept 1915 + I will endeavour to give you a few particulars prior to that date but will be unable to give exact dates or data.

The Companies who eventually formed the train were the * South Australia

14th Coy AASC (* 4th L. H. Brigade Train)
 Capt SANDO, CAPT. WALKER, Capt FOWLER-BROWNSWORTH, LIEUT WADDELL + LIEUT. BLACKMAN. Interim Officer Capt HANKIN

15th Coy A.A.S.C. New South Wales
 Capt INUGENT, LIEUT MCCREA LIEUT. BARRATT, LIEUT VOYSEY, LIEUT DUNNINGHAM.

16th A.A.S.C. West Australia
 Capt MANNING, Capt DUFFY, Capt BLANCH, LIEUT KERR, LIEUT ENNIS.

17th A.A.S.C. Queensland
 Capt HARTE ~~LIEUT~~ CAPT BOLTON, LIEUTS STABLER, ELLIOTT, GEARING.

The 14th A.A.S.C. went into camp at MITCHAM South Aust + did all its training there until its departure.

The 15th A.A.S.C. I believe were in camp at the WARREN. S.V.S. W + completed its training there.

The 16th A.A.S.C. I believe went into camp at BLACK BOY HILL West Australia but during April embarked for MELBOURNE going into camp at BROADMEADOWS. I believe all wagons horses etc were left behind at BLACK BOY HILL.

17th A.A.S.C. were in camp at ENOGERRA. The AFRIC was allotted to the 14th, 15th + 16th Bays and about May 15th the 15th Bay embarked. CAPT MUGENT, O.C. Troops. About May 22nd the 16th A.A.S.C. embarked at MELBOURNE. CAPT MANNING becoming O.C. Troops + Capt DUFFY adjutant. These two officers remained in the positions until final disembarkation.

On May 28th the AFRIC arrived at Outer Harbour ADELAIDE and the 14th A.A.S.C. embarked. The ship sailed on May 26th.

The 14th A.A.S.C. embarked in two separate parties. One under Capt HARTE boarded the ASCANIUS (A11) on May 24th & the other, who had remained behind with the horses & eventually sailed without them, under Capt BOLTON on A 36 on June 26 from BRISBANE.

Each Company was composed of two transport sections & one supply section & requisitioning section.
 approx 5 Officers 150 other Ranks
 33 G.S. Wagons 2 Lorries 1 water cart
 1 water cart.

We left Australia with four horse teams but prior to leaving for France they were reduced to two horse teams.

The 14th A.A.S.C. was attached to the 4th Light Horse Brigade, 11th, 12th, 13th Regiment
 Col SPENCER-BROWNE in command

15th A.A.S.C. attached to 5th A.I. Bde
 Col HOLMES^{14th, 18th, 19th, 20th Bde} in command.

16th A.A.S.C. to the 6th A.I. Bde
 21st, 22nd, 23rd, 24th Bde

Col Linton in command

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14th AASC attached to 4th A.I. Bde
25th, 26th, 24th, 28th Batten

Sgt BURSTON in command.

The journey of the AFRIC across was uneventful shortly after leaving the coast of WEST AUSTRALIA a severe storm broke lasting about four days causing considerable inconvenience to the horses & (minor injuries) as we were unable to remove them from their stalls. Another storm was encountered a few days later but of less severity. From then nothing happened and we anchored off ADEN about June 22nd this by the way was the first sight of land we had had since leaving AUSTRALIA. We remained there only 6 hours then passed through the RED SEA arriving off SUEZ about June 23rd. The approximate number of horses on board was 500 & only 20 died on the voyage and considering we made the journey during the hottest months was most

creditable to all concerned
 disembarkation was commenced
 almost immediately & the different
 Companies left for the CAIRO district
 the 16th Company to the AERODROME
 camp HELIOPOLIS, the 14th & 15th Companies
 to POLYGON CAMP close to the ~~the~~
 ABBASSIA Barracks

The 14th Company arrived some days
 later at POLYGON CAMP.

At these camps very little training
 was done. The night was terrific and
 parade hours from 4-30 AM to 9 AM
 and 4-30 PM to 7 PM.

Early in July the different brigades
 were concentrated and the 14th Coy
 joined the 4th L. H Bde at the new
 camp NOI OASIS. Then HELIOPOLIS

The 15th Company joined the 5th Bde
 at the AERODROME.

The 14th Company joined the 4th Bde
 and remained at POLYGON CAMP.

Previous to the concentration of Base
each unit drew its own supplies
from the DEPOT at ZEITOUN.

Afterwards supply DEPÔTS were opened
at the respective camps + each company
looked after its own Brigade.

Training was immediately commenced
consisting of dismounted + mounted
drill wagon drill + the complete
routine of stables + stable horse
management.

This continued until ~~early~~ ^{early} ~~late~~ ^{late} August
I believe when MAJOR GIBBS ~~was~~ took
command of what was to be known as
the 2nd Light Divisional Train.

The 14th Company was made the
nucleus of the Headquarters Company
and its number changed to the

20th A.A.S.C. The strength of this new
Company was approx equal to the
other three put together + it became
necessary to obtain a further supply
of horse wagons + men.

The 4th L. H. Ammunition Column

was drafted into the Company
and the balance required drawn
from the reinforcement camp ZEITOUN.
Capt SANDO remained in command
eventually being promoted to MAJOR.

The balance of horses were drawn
from the remount DEPOT. ABBASSIA

The balance of wagons were never
received.

The training became more intensive
from this on consisting of route
marches & bivouacs, the practice
of defending convoys from enemy
attacks etc etc.

One route march embraced the
whole of the transport of the Division
less Artillery. Battalion First Line
Transport, Field Ambulances
~~and~~ Divisional Train etc
took part. The route being through
CAIRO to MIA DI. The whole
bivouached at MIA DI. returning
to camp the following day.

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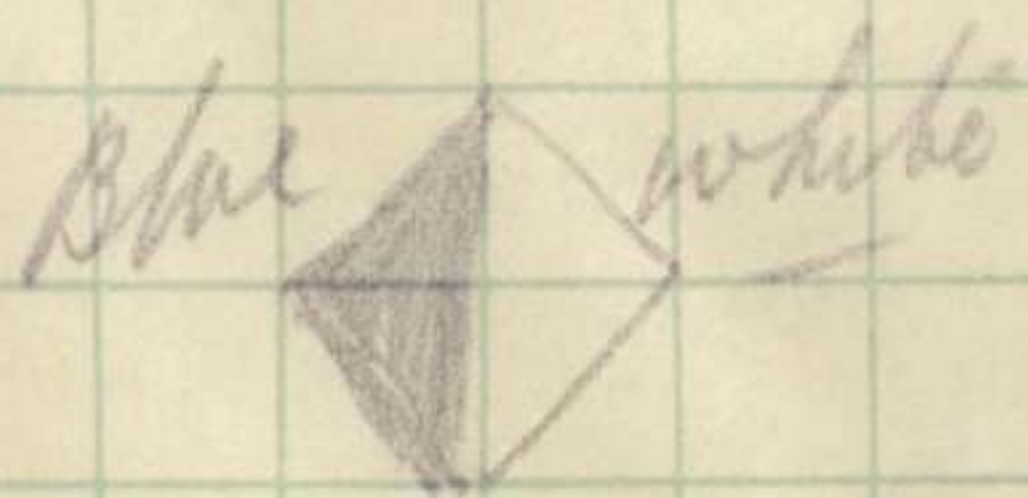
Ref Para 2 There is little I can tell
you re the equipment there being
nothing of special interest. The
wagons (were Australian made
& remained with us until our
departure for France when they
were handed over to the A.N.Z. Division
new wagons from Office pattern were
shown from ABBEVILLE. As I said
previously we originally had four horse
teams of 4 & 4 drive which necessitated
a brakeman breaking three men to
a vehicle. When we were cut down to
two horse teams one man only was
required the driving from the top.

Reference changes in command
Major CIBBS was the first C.O.

1st Aust Div Train. He was succeeded
by Major (Lieut Col) MANNING, who is
still in command. All other changes
took place after Sept 1915 & will
be shown in details submitted

Official names were kept by
 Capt SANDO / 14th A.A.S.P. 4th L. H. Brigade
 (from) Capt HARTE, 17th A.A.S.C.
 Capt MANNING 16th A.A.S.C. all of which
 I believe were forwarded to records
 you may be successful in tracing
 them

The colours of the 2nd SW Trench
 are a diamond shape 1/2 blue. 1/2
 white worn white to the front



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Supply & Transport. 4379/14/30

The actually working of above was not in my hands but will endeavour to give you a few facts which come under my notice. Fuller particulars can be obtained by the two officers mentioned at the head of your letter particularly relative to supplies also from Major MILNE D.A.F.M.C. Australian Corps who was Supply Officer ANZAC BEACH & handled the beach supplies.

Supplies were brought down in store ships and unloaded into iron barges & lighters which were able to berth alongside WALKER'S & WATSON'S PIER. Once the barges etc. set out for the Piers it was the signal for the guns on ACHI BARBARA to commence firing and intermittent shelling with shrapnel & a little H.E. went on until barges got away & the beach became quiet. Other difficulties were that immediately

a little wind came along, the sea became rough & and after it was impossible to get the barges in. After one or two storms the two piers were nearly demolished and were only afterwards temporarily fixed.

Supplies once landed would be taken into the main dumps on the Beach and here the representative from the train Lt (MAJOR WADDELL) would report daily to draw

Dumps for the Bages of the 2nd Div were established at WHITE'S GULLY under Capt DUFFY, NO 3 depot top of MONASH GULLY under 1st Capt BOLTON afterwards Capt (MAJOR) FOWLER-BROWNSWORTH, MULE GULLY.

LIEUT. SHEARER. Reserve dumps were also placed in BROWNS DIP & other spots I have forgotten. These rations were under guard consisted mostly of tinned meat & biscuits & were not to be issued except under specific instructions. You will note that in the précis that these instructions were

3 3
given just prior to the evacuation.
The normal issue of supplies took
place from the first three mentioned
depôts, it was there the Quartermaster
handed in his daily demand for rations
(A B 55) and reported daily with a
fatigue party to draw.

Each of these depôts had to keep
up a reserve of rations for, I think, three
days consumption & to make every effort
not to have them depleted.

It was the duty of Lieutenant WADDELL
to keep in touch with Supply Officers
of the depôts & ascertain their bulk
daily requirements & any rations to
keep up their reserves when depleted.
Owing to rough weather it was sometimes
impossible to land supplies & these
reserves had to be drawn on.

He would submit his requirements
to the Beach Officer Major MILNE &
obtain everything possible.

The transport at his disposal
consisted of mule carts when weather

permitted them getting to the beach if not pack animals were used. It must be remembered that towards the end it was not an infrequent happening to have the whole beach under water.

Whenever possible Lt Radcliff would allocate the supplies for the various dumps on the beach and dispatch the transport direct for WHITE'S & NO 3. The track led round

HELL'S SPIT to WHITE'S then on up BRIDGE'S ROAD, REST GULLY to MONASH.

HELL'S SPIT was under most perfect observation & shells daily, when the transport was moving, was the order. Casualties were few to the transport & it used to be one of the amusing turns to see the Indians gallinging to get round the bend just there was only room for one at a time but they invariably tried to crowd with the result a wagon or two got upset. Frequently it had to be necessary to send all supplies by pack mules through

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WIDE GULLY & over REST GULLY.
Under normal conditions rations
were issued from the various dumps
at 2 PM daily. For the 6th Bde drawing
from WHITE'S DEPOT pack mules were
used for delivery sometimes mule
carts. The Quartermaster stores for
6th Bde Headquarters, 21st & 22nd Battalions
were situated at the top of WIRE,
GULLY, 23rd & 24th Battalions BROWN'S DIP

5th Brigade Battalions in the vicinity
of QUINN'S & POPE'S POST. 4th Brigade
Battalions near RUSSELL'S TOP I believe
the last two brigades had to use
carrying parties only which was
extremely arduous owing to the
mountainous sector they occupied.
One or two Battalions of the 5th Brigade
rigged up a wench & dragged
their supplies up the hill in a sledge
& carrying parties had also to be
used by these Battalions for ordnance
& engineers, ammunition, supplies.

The difficulties of supplies were greatly increased during the period of Nov 25th when all supplies had to be drawn from the Beach at night, allowed to the various depots and issued to the units.

~~The work of~~ Lt WADDELL & his party together with the transport experienced most severe difficulties when a storm broke & particularly during the snow storm of Nov 24/28. During these periods it became ~~impossible~~ ~~to~~ impossible to obtain fresh meat & bread, tinned meat & biscuits being the ration.

From the first week in December the arrival of rations at the Beach became irregular & the reserve began to get low but not serious. Then the first orders for vaccination were received & reserves depleted still more & as I have mentioned the special reserves were ~~fast~~ fast.

The dump at WHITE'S contained quite a lot of medical comforts, port wine, champagne, tinned fowl etc etc & the

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bulk of this was despatched to the Beach on the hope of getting it away to the Hospital ships that were at anchor. Whether it ultimately reached them I cannot say.

Large quantities of rum were on hand but all was destroyed under the personal supervision of an officer. When the final parties left the amount of ration left behind was very small mostly tinned meat, biscuits, hygiene etc. It was first anticipated that we would burn the remainder + volunteers were forthcoming to remain behind to set fire to the dumps but it was then realized that the fires would light up the whole area + be a grave danger to the men who were holding the line where they made for the beach.

Two days prior to the evacuation orders were given for seven days supplies, water + ammunition to be placed on PLUGGEE'S PLATEAU in case the it became necessary for the returning troops to make a stand.

These rations were never required
 owing to most of the mule carts & pack
 mules having been withdrawn the
 remaining transport personnel had a
 very heavy task during the formal days
 of laying explosives etc for land mines
 to the line & the rations & ammunition
 at PLUGGEE'S PLATEAU. I regret I am not
 in possession of actual figures for the last
 few days transport work they would
 make interesting reading.

The mule transport with Indian
 personnel came under the control of
 Lieut. Ker (Major KERR. D.A.F.M.C. 1st Division)
 assisted by an interpreter and those
 of us who had to use it cannot speak
 too highly of its efficiency, it was one
 continued round of hard work well
 done.

The Supply & Transport question was
 quite normal on L'EMNOS Island. Rations
 were drawn from a big supply DEPÔT
 & quite a number of Motor Lorries were
 available.

Before concluding I would like to point
 out that every dump & depot would
 be & were badly shelled & that most of
 the tracks leading to the forward dumps
 & to some units were under sniper's
 observation, particularly No 3 depot
 & its vicinity. Broom stick bombs
 or shells like an eighteen pounder fastened
 on a long stick full of H.E. were almost
 nightly called at this depot & a
 machine gun used to play on it quite
 regularly. In fact towards the end the
 Garfinkel's very one of the stores was
 one mass of bullet holes. The gully
 leading to the depot had sandbags
 walls resting alternately on each side
 for protection & it was here most
 casualties occurred to men & mules.

That just about brings me to the end
 I have written quite a number of
 pages whether it is composed of the
 material you require is another matter
 but I sincerely hope there is a little that
 will be of value to you.