

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

Tunnelling & Survey

Item number: 16/3/12 Part 1

Title: 2nd Australian Tunnelling Company

November 1917



AWM4-16/3/12PART1

AUSTRALIAN
TUNNELLING COY.

2nd AUSTRALIAN TUNNELLING COY. A.E.

No.

Reference Maps

Sheets Nos. 11, 12, 19, 5a, 28,
& 57c.HEAD-QUARTERS Situated at LA PANNE on the Coast of Belgium,
until the 18th.Unit camped at ST IDESBALDE in the SAND DUNES, Sheet 11. W 5 c 3.1.
until the 18th.The Company left LA PANNE on the 18th, and was on the march 18th
to 22nd inclusive.Head-quarters situated at POPERINGHE, in the YPRES sector, 28. G 1 d 6
and Unit camped on the Ouderdom Road, from 22nd to 25th.

The Company on the march 25th to 27th.


HEAD-QUARTERS and Sections NO. 1, 2 & 4. camped in HAVRINCOURT WOOD,
in the CAMBRAI sector. Map Reference . S. 57c Q 7 d Cent.

The work of the Company was in the NIEUPOORT BAINS sector until the 18th, on the extreme left of the British Line, which was held by the 9th Imperial Division, until the Sector was taken over by the French.

The Company commenced work in CAMBRAI sector on the 27th, this latter sector was held by the 4th Corps ~~6th and 3rd Imperial Divisions.~~

SUMMARY OF WORK FOR THE MONTH.

- | | |
|----------------|--|
| No. 1 Section. | Nieuport Bains Infantry Subway. MQR 14c.
Road Repairs, Filling in Craters.
Sheet. 57 c K 27 d central to Q 4 c central. |
| No. 2. " | Boppy Mountain Dugouts. M 20 a 5. 4.
Road repairs, Filling in Craters.
Sheet. 57 c K 32 b 6. 6. |
| No. 3 " | Bathurst Post. R 24 b 76. 78. Cobar Post.
R. 24 B. 8. 4.
Road repairs, Filling in Craters.
Sheet 57c Q 4 b 5. 0. to L 25 d central. |
| No. 4. " | Boche Close Support. M 21 a 75. 35.
Hurle Bise. M 14 c 60. 75.
Left Reserve Machine Gun Post. M 14 a 9. 8.
Mount Boppy " " " M. 20 a 5. 4.
Road Repairs, Filling in Craters.
Sheet 57c K 27 c 5. 2. |



8/11/17

No. 4
No.
Date

Section, under Capt. A.F. COHEN, completed HURLEBISE Machine Gun Position at M14 c 60. 75. This position was connected to The Nieuport Bains Infantry Subway by a 6'x 8' gallery (82 feet long) and a 6'x 8' galley (55 feet long).

9/11/17.

Work Normal.

10/11/17.

No. 4 Section, under Capt A.F. Cohen, completed BOCHE Close Support. M 21 a 75. 35. The following footage was driven.

Vertical Shafts.	5'x 3'	6'
Galleries.	6'x 3'	303-
Galleries.	6'x 4'	-6
Total footage.		<u>315 feet.</u>

11/11/17 &
12/11/17.

Work Normal,

13/11/17.

Officers' Mess, Major. E.N. MULLICAN and Capt. A. F. COHAN, Moved from Villa "Rustica" La Digne to make room for Head-Quarters of a Belgian Division.

14/11/17.

MACHINE GUN POSITIONS. RIGHT RESERVE, LEFT RESERVE, MOUNT BOPPY, BATHURST AND COBAR POST. "N"
Owing to the Company moving out of the sector the above Machine Gun Posts could not be completed, but all shafts were connected, and camouflage tops placed on all positions in the RESERVE LINE.
BOPPY MOUNTIAN DUGOUT SYSTEM. M 20 a 5. 4. All the galleries were connected, but the whole of the proposed scheme could not be completed owing to the Company moving to another sector. It was estimated to complete the work would take 3 weeks.
The system consisted of a number of 6'x 3' and 6'x 4' galleries built in the sand Dunes to obtain the maximum amount of head cover. Entry was made by means of 5 Incline Shafts.

15/11/17.

Changes in attached infantry. Appendix N No. (VIII).

16/11/17.

Work ceased on NIEUPORT BAINS INFANTRY SUBWAY. M 14 c. This was constructed by No. 1 Section under Capt, L de J. Grut for the purpose of giving a safe passage for troops from existing passages under cellars to two positions in the front line trenches, situated on West side of Yser Canal, namely "Lighthouse" on extreme left, (M 14 a 85. 20) near the sea, and a position in BRIDGE Trench just in front of The BREWERY. The latter connection had 2 entrances, leading into trench under parapet.
Sets (6'x 3') in the clear, put in by aid of back laths and face boards, were used in main gallery, which was driven on water level, and giving a minimum of 20 feet of head cover. Access to the Subway was obtained by means of thirteen Inclines at 60 degrees averaging about an interval of 150 feet each 5'x 3' in the clear and fitted with stairways.
The Subway was started from an incline in a cellar, slightly west of Beach Support Trench, but later on was extended under buildings for a distance of 900 feet. The last incline being put down close to Nieuport Bains theatre. M 14 c 5.7.

(Continued over page)

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Q16/11/17.

(contd.) NIEUPORT BAINS INFANTRY SUBWAY. (contd).

At a point just before reaching HURLE BISE. M14 c 5. 7. the Subway branched in 3 directions, The left branch running roughly parallel with Beach Avenue going to the "Lighthouse" situate at the front line. The Subway from original entrance near Beach Support to the "Light-house" being named BRISTOL TUNNEL. An extension parallel to front line was driven from the "Lighthouse" towards the sea, to a position known as BARREL POST. M 14 a 75. 20. The central branch passed through Hurle Bise to the "Brewery", and thence to the front line an exit being provided at both Hurle Bise and the Brewery and two ing the front line trenches. The right branch connecting to the "Regina Hotel" M 14 c 6. 5. The Subway from Regina to front line being known as Bedford Tunnel. The intersection of these two branches being very acute, a loop was put in to avoid congestion of traffic. A small dugout system known as Station Tunnel Dugouts situated just south of Hurle Bise M 14 c 5. 7. was connected to Subway. Two parallel dugouts built of 6'x4' sets known as Bexhill and Brighton Tunnels were put in ^{between} the INFANTRY SUBWAY and Bath Avenue. Great care had to be taken in driving this SUBWAY, as in other galleries in this sector, owing to the fineness of of the sand and the heavy enemy shelling. Faces had to be worked continuously with back laths and face boards, and if stopped required to be securely boxed up. Trouble was met with in the shape of sewer pipes, etc., near the Hurle Bise and a deviation put in to get around them. This work occupied one section from the middle of July to the middle of November.

Footage Summary of SUBWAY (not including Station Tunnel Dugouts, and Bexhill and Brighton Tunnels.

Adits.	6' x 4'	76'
Inclines	5' x 3'	322.
Galleries.	6' x 3'	3,512
Total Footage.		3,910. feet.

See Plan Appendix No.

A shallow subway or covered trench made by the French, connecting passage way under Hurle Bise existed but owing to a lack of head cover, (if not more than 5 feet) it was constantly being crumped in.

SUMMARY OF WORK done while the Company was in the NIEUPORT BAINS sector. See Appendix N No (1X).

The following letter forwarded by Controller Of Mines, 4th Army

" The Corps Commander directs me to inform you that he considers the work carried out by the Tunnelling Companies in the REDAN, NIEUPORT, NIEUPORT BAINS AND the DUNES during the past months is highly creditable to all concerned.

He Wishes his appreciation conveyed to the 2nd Australian Tunnelling Company and to the 256, 257, & 184 Tunnelling Companies."

(Signed) H. Knox.
Brigadier General.
General. Staff.

XV Corps.
15.11.17.

17/11/17.

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Photograph of Company Camp in Sand Dunes at St IDES-BALDE. N 5 c 3, 1. See Appendix N No. (X).

All plans &c handed over to C. G. G. 19^e Division Française

Photograph of Casino. NIEUPORT BAINS sector. M 14 c 25. 55. It was in these ruins that most of the spoil from the SUBWAY was emptied.

.....
See Appendix N: No. (X1) #

No. 2

AUSTRALIAN

18/11/17.

TUNNELLING COY.

No.....

Date.....

The Company left LA PANNE at 9 a.m. and marched to ~~LA~~ TETEGHAM, Sheet 19. I 15 c 8.8. via Adinkerke, following the route of the Dunkerke Canal to Bray Dunes, stopping for dinner at Ghyvelde. D 22 a 2. 3. and then took the road to Tetegham via Uxem. The night was spent in some barns belonging to the French farmers. One officer from each section rode ahead on motorcycles under the Adjutant to arrange for billeting. Lieut E. M. Tooth had charge of the motor lorry transport carrying rations for the journey, heavy kits and blankets. The weather was good for marching.

19/11/17.

MARCH ORDER. "The Company will assemble in column of route, with head of column 100 yards on Tetegham side of canal on Tetegham-Salohoeck road, in the following order from front to rear. Band, No. 3 Section. No. 4 Section, Reinforcements, No. 1 Section, No. 2 Section. The Company to be ~~formed~~ formed up ready to march off at 8.15 a.m. Motor bike party will move off at 8.30 a.m. in charge of Lieut Pattinson. The motorbike party will remain at Lodgehoeck until instructions are received from the Adjutant. Each officer in the motor bike party will be responsible for ~~finding~~ finding his own particular section to its billets and finding the section. 4 lorries will report at Tetegham Church at 9 a.m. one per section. Each section will have its baggage and loading party at Tetegham Church by 8.30 a.m. and Lieut Tooth will be in charge of this operation. The new lorries will be loaded up and move off by 9.30 a.m. for Lodgehoeck, where they will wait instructions. The rations for the whole company will move off in one lorry at 9.30 a.m. to Lodgehoeck and there wait instructions"

(Signed) E. N. MUKLLIGAN Major. O.C.
The Company commenced to march at 8.30 a.m. and arrived at a camp about 2 miles east of ~~22~~ Wormhoudt. A 8 b 6.6. about 3 p.m. where some camped in tents and the remained in barns. Good Weather.

20/11/17.

The Company left the camp at Wormhoudt at 9 am. and marched to Watou. Sheet 5a H.2, arriving there about 2.30. p.m. Good marching weather.

21/11/17.

The Company left Watou and marched to POPERINGHE where it halted. Accommodation was secured for Head-quarters, Officers' Mess and quarters, the men were camped about 2 miles out on the Ouderduin Road. H.-Q. G 1 d 6. 1.

22/11/17. &

23/11/17. Fixing Camp.

24/11/17.

Orders received from 2nd Army south that the Company was to proceed to METZ. (Sheet 57c Q 7 d.) and attach itself to the 1Vth Corps.

25/11/17.

The Company was supplied with 22 busses and lorries by the 19th Auxiliary Bus Coy, and left POPERINGHE at 9 a.m. The route taken being Steenvorde, Hazelbruck, St Vievant, Lillers, Rebreune and Arras, where it arrived about 6 p.m. Billets were secured from the Town Major. The weather was good.

25/11/17. MOVEMENT ORDER. " The Company will parade at 8.30 a.m. on the inst and embuss at 9 a.m. at the camp. Men will carry all kit with them and midday meal. The ration lorry is to move with the column. Motor bike party will leave at 9 a.m. under Lieut Pattinson. All officers' luggage will be carried in busses. Lieut Tooth will remain behind with a rear party and be responsible for the cleanliness of camp and Head-quarters."
(Signed) G.I. ADCOCK. Lieut. Adjt.

26/11/17. The Company embussed at 9 a.m. in busses provided by the A.S.C. at the Arras Railway Station, corner of Rue Gambetta, and debussed at METZ (Sheet 57c Q 20 c). at about noon. The route taken being via Bapaume, Bancourt, Haplincourt and Bertincourt, billets were secured in some of the cellars and the remains of the buildings.

27/11/17. MOVEMENT ORDER. " Mens breakfast at 7.30. a.m. Officers will make their own arrangements by sections. Sections will be ready to move off at 9 a.m. Mens kits to be stacked under cover if possible near road, under a guard.
(Signed). G.I. ADCOCK. Lieut. ADJT.
At 9 a.m. Head-quarters. Nos 1. 2. & 4 Sections left METZ and went to an old artillery dugout camp in HAVRINCOURT WOOD. Sheet 57c Q 7 d. This camp was very scattered and consisted of Tunnel Dugouts, Elephant steel and sand bag structures, also a number of small corrugated iron huts. The light railway ran right through the camp, rations and material had to be brought up on this as horse or lorry transport was impossible. Fortunately there was a pumping plant close handy and so water was obtained without much difficulty.

O.C.s Sections visited proposed work.

28/11/17. No. 3 Section and the Reinforcements which for the purposes of working were formed into a Section and called No 3 Section, under Capt Phippard, left METZ at 7a.m. and moved into a camp at sheet 57c Q 10 a 6.7. near Trescault. This was a good dry camp but owing to the bad state of the roads and the intense amount of traffic in the sector was difficult to reach.
Lieut. S. L. Wrathall detached from No. 4 Section was put on road reconnaissance of recently captured roads, with a view to reporting for further work.

No. 1 Section under Capt. L.de J. Grut left camp at Havrincourt Wood and marched to K 27 central, and commenced work of road repairing, filling in shell holes also filling in mine craters and keeping communication open from this point to Trescault Q 4 c central, a distance of about 2,500 yards.

No. 2 Section under Capt. G. L. Smith marched from camp at 7 a.m. to HAVRINCOURT and commenced work at Mine crater at K 32 b 6.6. known as "Etna". This crater was on the M Hinderburg Line and was blown by the enemy to hinder the British Advance, and was situated at the junction of the roads leading to Havrincourt, Hermes, St Huberts Cross and Metz. New roads had to be built across the crater and all the roads in the vicinity kept in order, so that communication could be maintained.

28/11/17.
(contd).

Date.....

No. 4 Section under Capt A.F. Cohen marched from camp Havrincourt Wood to Crater at K 27c 5. 2. and commenced work. The crater, ~~was~~ known as "Vesuvius" and was situated on the Hinderburg Line. The work consisted of pulling timber out of old enemy galleries at bottom of crater and stacking same, filling in crater and building new road across it, and keeping adjoining roads in repair.

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29/11/17.

No. 3 Section under Capt F.G. Phippard commenced work filling in craters and road repairs from Q 4 b S. C. to Ribeaucourt L 25 d central. The work consists of filling in 2 Mine Craters in Trescault blown by the enemy, filling in shell holes and road repairs, and keeping ~~some~~ open for communication. The distance of road to be repaired ~~is~~ about 5,000 yards.

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30/11/17.

The enemy made a violent attack on the right of METZ and succeeded in getting within 1,600 yards of the Company camp in Havrincourt Wood. The Guards Division went into the line and made a counter attack and drove him back to his original line.

Unit instructed to keep roads open 'at all cost' for the passage of ammunition. This was successfully done, men being kept at work continuously by means of shifts

Signed.

[Signature]

Lieut.
Officer Compiling Diary.

Seen

[Signature]

Major.
O.C. 2nd AUSTRALIAN TUNNELLING COY.

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No. 2
WAR DIARY
AUSTRALIAN
TUNNELLING COY.

APPENDIX NO. 1.
NOVEMBER 1917.

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MONTHLY LIST OF OFFICERS.

Unit. 2nd Australian Tunnelling Coy.
Station. In the field.
Month Ending. 30th November 1917.

Married or Single.	Officers doing duty with Unit.	Date.
S.	Major. E.N. Mulligan. O.C.	1/1/16.
S.	Capt. A.F. Cohen.	1/1/16.
S.	" L.de J. Grut.	1/11/16.
S.	" G. L. Smith.	1/2/16.
S.	" F. G. Phippard.	21/11/15.
S.	Lieut. G. I. Adcock. Adjutant.	25/9/16.
S.	" J. F. Pattinson.	9/1/17.
S.	" E. M. Tooth.	1/1/16.
S.	" K. B. Lewis.	25/9/16.
S.	" L. J. Lambert.	"
S.	" D. C. McKenzie.	1/4/16.
M.	" D. Brigstocke.	16/12/15.
S.	" J. A. Reid.	1/1/16.
S.	" L. L. Wrathall.	25/8/16.
M.	" L. Stead.	25/9/16.
S.	" C. H. Blumer.	"
S.	" F. H. Hooper.	"
S.	" A. W. Johnson.	8/2/17.
M.	" T. B. U. Bowling.	12/2/17.
M.	" R. J. Robin.	17/5/17
S.	" S. Halford.	"
M.	" H. V. Petherbridge.	26/8/17.
S.	2/ " N. J. P. Broome.	"

Officers Attached.

M.	Capt. J. H. Elliott.	Medical Officer.	5/2/17.
M.	" W. J. HICKS.	Chaplain.	31/10/17.

First Class Warrant Officers.

No. 3801.	Sergeant-Major J.H.W. McGain.	7/2/17.
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Officers absent from Unit.

M.	Capt. P.W. Wagstaff.	Supy. 2/Aust Edv Engrs	27/12/16.
S.	Lieut. M. Tiernan.	" List 251.	26/10/17.
M.	Capt. H. V. Trousselot.	Secd 1/Anzac. C/School.	20/7/17.
S.	Lieut. P. Care.	Supy. A.I.F. Eng.	8/8/17.
S.	" G. A. Cook.	Secd. Hospital.	16/10/17.
M.	" F. M. Bruce.	" "	29/9/17.

Officers quitted during month.

S.	Lieut. L.G. Wilkins.	Hospital. (sick).	12/11/17.
S.	Capt. A. F. Cohen.	" "	26/11/17.
M.	Lieut. L. L. Wrathall.	Retd from Leave.	4/11/17.
M.	" D. C. McKenzie.	Leave.	22/11/17.
S.	" D. Brigstocke.	"	"
M.	" T. B. U. Bowling.	"	26/11/17.
S.	" L. Stead.	"	"

Appendix O. (11)

Date 30/11/17

No. 2
 AUSTRALIAN
 TUNNELLING COY.
 No.
 Date

Daily Parade State

	H.Qrs.	Working	Fatigues	Sick	Total Rations	Hosp.	Leave	Missing	TOTALS
Officers	20				20	4	4		28
Coy. H.Qrs	28				28	2	2		32
No 1 Section	11	88		6	105	3	11	2	121
" 2 "	17	77	5	6	105	4	14		123
" 3 "	13	86	8	4	111	4	13		128
" 4 "	15	92		3	110	2	14		126
Supernumerary	1	2			3	1			4
TOTAL	105	345	13	19	482	20	58		562
Reinforcements	15	82		3	100	7	12		119
Poymaster	1				1				1
Town Major & Staff	8				8				8
TOTALS	129	427	13	22	591	27	70	2	690

Evacs. Barker G. Rowe. A.A. Patton. S. Bertinslow. J.
 Medhurst. J.R. Mc. Phail. D.S. Miller. J.
 McCullough. A. Hayes. R. Harrison. J.W.
 Torzillo. A. Simmons. T. Reid. W.
 Luttit. G. Peterson. F. Bennetts. W.G.

To Hosp.
 Capt. Cohen 29.11.17

[Signature]

APPENDIX

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Secret.

7-11-17.

XV Corps

WEEKLY MINE REPORT.

9th Division

2nd Australian Tunnelling Coy. A.E.

No. 2
AUSTRALIAN
TUNNELLING COY.
No.
Date

Designation of working	Trench No or Name	Map. Reference.	Shaft or Gallery.		Footage for week	No. of days worked	Nature of ground	Circumstances affecting progress.
			Depth.	Size inside timbers				
Nieuport-Bains	No 10 L.		16'	6x3	20'	20'	2.	There has been a considerable shortage of lagging, and faces have been held up in consequence. No Infantry were available for 2 days.
	No 11.		Horiz	6x3	27'	22'	2.	
	No 11. R.		16'	6x3	41'6"	41'6"	4.	
	No 11 L.		16'	6x3	23'6"	23'6"	3.	
	No 12.		Horiz	6x3	7'6"	7'6"	1.	
	No 12 R.		16'	6x3	41'	41'	5.	
	No 12 L.		16'	6x3	30'	30'	3.	
	No 13.		Incline	5x3	21'	9'	1.	
	No 13 R.		Horiz	6x3	13'	13'	12.	
	Railway.		16'	6x3	41'	41'	4.	
			6'	6x3	141'6"	18'6"	4.	

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(Signed) E. N. Mulligan Major.

O.C. 2nd Australian Tunnelling Coy.

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Secret.

XV Corps.

WEEKLY MINE REPORT.

7th 11th 17.

9th Division -

2nd Australian Tunnelling Company. A.E.

No. 2
AUSTRALIAN
TUNNELLING COY.
No.....
Date.....

Designation of working	Trench No or Name	Map Reference	Shaft or Gallery		Footage for week.	No. of days worked	Nature of ground.	Circumstances affecting progress.
			Depth	Size inside timbers				
Boppy Mountain Tunnel Dugouts		M20A54.						No. Infantry available for 2. days.
B1 Right Drive				6x4	56'	46	7 Sand.	
B2 Right Drive				6x4	45'	41'		
B3 Left Drive				6x4	43'	43'		
D x Cut				6x3	112'6"	21'6"		
D1. Left Drive				6x4	19'	19'		
D2 Left Drive				6x4	11'	11'		
E x Cut.				6x3	132'	26'6"		

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Signed E. N. Mulligan Major.
 O.C. 2nd Australian Tunnelling Coy.

Secret

7-11-17.

WEEKLY PROGRESS REPORT

XV Corps.

9th Division.

2nd Australian Tunnelling Company A.E.

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Designation of working	Nature of work or service	Map Reference	Section employed No.	Days Worked	Personnel OR.		Shifts per day	Probable date of completion.	Circumstances affecting progress
					Per Shift				
					A.E.	P.A.I.			
Boppy Mountain Tunnel Dugouts.	Driving in sand.	M200. 5-4.	2.	7.	17	22.	4	Decr 7 th .	

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Secret.

7/11/17

WEEKLY MINE REPORT.

XV Corps

9th Division

2nd Australian Tunnelling Coy. A.E.

No. 2
AUSTRALIAN TUNNELLING COY.
No.
Date.

Designation of working	Trench No or Name	Map Reference	Shaft or Gallery		Footage for week	No of days worked	Nature of ground	Circumstances affecting progress
			Depth	Size Inside timbers				
BATHURST		R29a						No Infantry. 1-11-17 Scarcity of lagging.
Right Drive		7678.		6x4	66'6"	4'6"	7 Sand	
Left Drive				6x4	29'6"	9'		
COBAR		R29B.						
A Right		84.		6x3	63'6"	37'6"		
Left				6x4	22'6"	20'		
x Cut to No.3 Shaft				6x3	3'	3'		
B Right				6x4	91'6"	41'6"		
Left				6x4	58'	45'		
Shaft No 1				5x3	18'	4'		
" 2.				5x3	16'6"	6'6"		
" 3.				5x3	24'	13'		
" 4.				5x3	26'6"	22'		

(Signed) E.M. Mulligan Major.

O.C. 2nd Australian Tunnelling Coy.

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Secret.

XV Corps

9th Division

WEEKLY MINE REPORT.

2nd Australian Tunnelling Company A.F.C.

No. 2
AUSTRALIAN TUNNELLING COY.
Name.....
Date.....

Designation of working	Trench No or Name.	Map Reference	Shaft or Gallery.			Footage for week.	No. of days worked.	Nature of ground	Circumstances affecting Progress.		
			Depth.	Size inside timbers.	Total footage						
Bosche Close Support.	Drive No1 Shaft	M21a. 75.35.	4'6"	5x3.	92'	63'6"	7	Sand.	Complete.		
	" 2 "	"	4'3'6"	5x3. 5x3.		4'6" 1'6"					
Left Reserve	No2 Drive	M19a. 9.8		6x3.	57'6"	3'6"			7	Sand.	Complete.
	" 1 Left	"		6x4.	46'	46'					
	No2 Right	"		6x4.	33'	33'					
Hurk Bise m6 Post.	Drive	M14c. 6095		6x3.	22'6"	19'6"			7	Sand.	Shortage of logging delayed work.
	"	"		6x4.	36'	36"					
Mount Poppy R 17.18.	No2 Shaft	M20a. 54.	8'	6x4.	8'	8'	7	Sand.	Shortage of logging delayed work.		
	" 3 "	"	11'	5x3.	11'	11'					
	" 1 Drive	"		6x4.	7'6"	7'6"					
	" 2 "	"		6x4.	4'	4'					

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(Signed) E. N. Mulligan
Major
O.C. 2nd Australian Tunnelling Coy.

Secret.

7-11-17

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WEEKLY PROGRESS REPORT.

XV Corps.

9th Division

2nd Australian Tunnelling Company A.E.

Designation of working	Nature of work or service	Map. Reference	Section employed No.	Days worked	Shifts per day.	Personnel		Average working party	Circumstances affecting progress
						Per Shift	O.R.		
						A.E.	P.A.I.		
Machine Gun Positions	5x3 5x3 6x3 6x4 } Gallery.		4	7	4	18	20	24	

APPENDIX

Secret.

14th 11.17

XV Corps

WEEKLY MINE REPORT

9th Division

2nd Australian Tunnelling Company A.E.

No. 2	
AUSTRALIAN	
TUNNELLING COY.	
No.....
Date.....

Designation of working	Trench No. or Name	Map Reference	Shaft or Gallery			Footage for week	Nature of ground	Nature of ground	Circumstances affecting progress
			Depth	Size inside timbers	Total footage				
Nieuport Pains	No. 11 R		16'	6x3	1009'	59'3"	7	Sand	
	No. 11 L		16'	6x3	976'	54'	7	"	
	No. 12 R		16'	6x3	979'	56'9"	7	"	
	No. 12 L		16'	6x3	973'	67'3"	7	"	
	Railway		6'	6x3	149'	76"	7	"	

(Signed) E. N. Mulligan.
Major

O.C. 2nd Australian Tunnelling Coy

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APPENDIX

17

Secret.

14/11/1917.

XV Corps.

WEEKLY MINE REPORT.

9th Division

2nd Australian Tunnelling Coy A.E.

No. 2
AUSTRALIAN
TUNNELLING COY.

Designation of working	Trench No. or Name	Map Reference.	Shaft or Gallery.		Footage for week.	No. of days worked.	Nature of ground.	Circumstances affecting progress
			Depth	Size inside timbers.				
Boppy Mountain Tunnel Dugouts		M200. 54.						
A 2. Right				6x4 13'6"	13'6"	} Sand	Complete	
B 1 Right				6x4 66'6"	10'6"		"	
B 2 Right				6x4 66'6"	21'6"		"	
B 3 Right				6x4 12'	12'		"	Work stopped.
B 1 Left.				6x4 47'6"	38'		"	In progress.
B 2 Left.				6x4 37'	31'		"	"
B 3 Left.				6x4 53'6"	10'6"		"	Complete
D 1 Left.				6x4 66'	47'		"	"
D 2 Left.				6x4 40'6"	29'6"		"	In progress
D 1 Right				6x4 5'	5'		"	Work stopped
D 2 Right.				6x4 1'	1'	"	"	

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(Signed) E.N. Mulligan
OC. 2nd Australian Tunnelling Coy

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WEEKLY PROGRESS REPORT

14/11/49

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XV Corps

9th Division

2nd Australian Tunnelling Company A.E.

Designation of working.	Nature of work or service	Map Reference	Section employed No.	Days worked.	Personnel OR Per Shift		Probable date of completion.	Circumstances affecting progress
					Shifts per day	P.A.E. P.P.I.		
Poppy Mountain Tunnel Dugouts.	Driving in sand.	M200. 5-4.	2	7	4	18 20	Dec. 7 th	

19 APR 1950

Secret

14.11.17

WEEKLY MINE REPORT.

XV Corps

2nd Australian Tunnelling Company A.E.

9th Division

No. 2
AUSTRALIAN TUNNELLING COY.
No.
Date:

Designation of working	Trench No or name	Map Reference	Shaft or gallery		Footage for week	No of days worked	Nature of ground	Circumstances affecting progress	
			Depth	Size inside timbers					
<u>Bathurst</u>		R29a.							
Right Drive		7678.		6x4 91'	24'6"	7	Sand.		
Left Drive				6x4 56'	26'6"				
X Cut to No 2 Shaft.				6x3 13'6"	13'6"				
" " " 4 "				6x3 8'6"	8'6"				
Officers Cubicle				6x4 9'	9'				
Shaft No 1.				5x3 19'6"	5'				
" " 2.				5x3 22'6"	5'6"				
" " 4.				5x3 22'	8'				
<u>Cobar</u>		R29b.							
A Left Drive		84.		6x4 42'	19'6"				
B " "				6x4 66'	8'				
X Cut to No 3 Shaft.				6x3 11'6"	8'3"				
" " " 4 "				6x3 13'	13'				
No 3 Shaft.				5x3 36'	12'				
" " 4 "				5x3 32'	5'6"				

(Signed) E.N. Mulligan Major
 O.C. 2nd Australian Tunnelling Coy.

APPENDIX 20
 684

Secret

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WEEKLY PROGRESS REPORT

14-11-17 585

xv Corps
9th Division

2nd Australian Tunnelling Company A.E.

Designation of working	Nature of work or Service	Map Reference	Section employed No.	Days worked	Shifts per day	Personne O.R.			Circumstances affecting progress
						Per Shift	Average working party		
						A.E.	P.A.I.		
Machine Gun Positions	6x4 } Galleries 6x3 } 5x3 Shafts		3	7	4	16	16	12	

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Secret.

XV Corps

9th Division

WEEKLY MINE REPORT.

14/11/17

2nd Australian Tunnelling Company A.F.

No. 2 AUSTRALIAN TUNNELLING COY.
No.
Date.

Designation of working	Trench No. or Name	Map Reference	Shaft or Gallery			Footage for week	No. of days worked	Nature of ground	Circumstances affecting progress
			Depth	Size inside timbers	Total footage				
Bosche. Close Support Y13+14.	No 3 Shaft	M 210 75.35. Shaft Drive	4'6"	5x3	4'6"	4'6"	17	SAND	Complete.
				5x3	5'6"	5'6"			
Horle Bise	Drive	M 14c. 60.75		6x4	50'6"	14'6"			
Bobby Mountain R 17+18.	No 2 Shaft " " Gallery		17'	5x3	17'	9'			All shafts connected.
			17'6"	5x3	17'6"	17'6"			
				6x4	57'6"	46'			
				6x3	95'	95'			

APPENDIX
686

Signed. E. N. Mulligan
Major.

OC. 2nd Australian Tunnelling Coy.

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Secret.

WEEKLY PROGRESS REPORT.

14/11/17

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XV Corps.

9th Division

2nd Australian Tunneling Company A.E.

Designation of working.	Nature of work or service.	Map Reference	Section employed No.	Days worked	Shifts per day	Personnel I.O.R.			Circumstances affecting progress
						Per Shift	Average working party		
						AE	PA	I	
Machine Gun Positions	5 x 3 Shafts 5 x 3 6 x 3 } Galleries 6 x 4 }		4	7	4	17	16	24	

APPENDIX

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No. 2 AUSTRALIAN WAR DIARY, COY.
No.
<u>Secret.</u>

600 24
APPENDIX
 APPENDIX N NO. 2
 NOVEMBER 1917.

Copy No. 2..... 688

DEFENCE SCHEME. 2nd Australian Tunnelling Coy.

The 2nd Australian Tunnelling Coy with its attached infantry is disposed in NIEUPORT BAINS in cellars and tunnels as follows;

(a)	No. 1	Section	40	Sappers.	62	Infantry.
(b)	2	"	38	"	52	"
(c)	3	"	34	"	46	"
(d)	4	"	42	"	58	"

In the event of a hostile attack or landing, All the above parties will assemble at once under their officers, and stand to in their quarters without waiting for orders.

Parties Nos a,b,c. will then be at the disposal of the left Battalion in the line to use:-

1. To man Bath Avenue in case of an attack from the sea.
2. To man support trenches in NIEUPORT BAINS in case of frontal attack.

Party No. d will be held as immediate Brigade Reserve and be under the orders of the Brigade Commander.

O.C. Left Battalion in the line is responsible for warning O.C. Nos - 1, 2, & 3 Sections to stand to.

For this purpose one orderly from Nos 1, 2, & 3 Sections respectively will report daily to Left Battalion Headquarters at dusk and will remain at Brigade Headquarters until 8 a.m.

The Brigade is responsible for warning No. 4 Section, and for this purpose an orderly from No. 4 Section will be at Brigade Headquarters from dusk until 8 a.m. every night.

Men on shift, sappers and infantry, will remain under cover but will get into communication with the correct infantry garrison and act under orders of the officers commanding the Garrison.

All parties must understand that in the event of the enemy penetrating our defences anywhere he must be attacked at once without hesitation or waiting for orders.

x (SIGNED) E. N. MULLIGAN. Major.
 O.C. 2nd Australian Tunnelling Coy. A.E.

Distribution.

File.

War Diary.

O.C. No. 1 Section.

2

3

4

Brigade Major. S. A. F. Infantry Brgd.
 (for information).

WAR DIARY No. 2
 AUSTRALIAN
 TUNNELLING COY.
 SECRET

COPY No. 2.

No.....
 Date.....
INSTRUCTION No. 12 re P.A.I.

1. The infantry attached to this Unit are to be reduced by 100 by the return of the detachment ~~to~~ from S.A.I. Battn.
2. The men of the 3rd S.A.I. Battn who are in camp on the 5th inst, will march out at 2 p.m. and report to 256 Tunnelling Coy, R.E. The remainder will be relieved and sent down from the trenches on night 5/6th of November and will march out at 10 a.m. on the 5th inst, and rejoin the rest of the detachment.
3. To enable O.C. No. 3 Section to continue work without a break, and to equalise the infantry attached to sections, the following transfers will take place as early as possible.

From No. 1 Sect.)	to	33 O.R.s
2 ")	to No. 3 Section	30 "
4 ")		40 "

(Signed). G.I. ADCOCK. Lieut, Adj. 2nd Australian Tunnelling Coy. A.E.

4/21/17.

DISTRIBUTION.

- File.
- War Diary.
- O.C. No. 1 Section.
 - 2 "
 - 3 "
 - 4 "
- O.C. 3rd. South African Infantry Detachment.
- O.C. 256 Tunnelling Coy. R.E. (for information)
- Lieut Brigstocke.

[Handwritten signature]

WAR DIARY.
 AUSTRALIAN
 TUNNELLING COY.
 Secret.
 No.....
 Date.....

APPENDIX No. (V11).
 NOVEMBER 1917.

THE FOLLOWING INSTRUCTIONS WITH REGARD TO HOSTILE GAS SHELL BOMBARDMENT ARE ISSUED FOR GUIDANCE.

1. The Box respirator is an efficient protection. Rapid compliance with existing anti-gas standing orders will ensure safety from "Mustard Gas Shell".
2. Owing to the difficulties of recognising Gas Shells, Box respirators will be immediately worn when a bombardment commences against a town or a wood. They will not be removed without orders from a responsible officer.
3. Orders will be issued that after a gas shell bombardment no man is to remove his Box respirator until a responsible officer has decided that it is safe.
4. Klaxon Horns and Sirens will be placed at selected points near billets occupied by troops in towns or woods. A sentry will be placed at each horn and will sound it when ever there is an indication of enemy gas shells. This sentry will then visit cellars, bivouacs in his neighbourhood and rouse all sleeping men.
5. During a severe bombardment of this nature troops should if possible be entirely removed from the neighbourhood, until it is thoroughly clear of gas.
6. Divisions will arrange a system which will ensure that after a gas shell bombardment, sentries are posted on all approaches to the affected area, to warn approaching troops to put on box respirators. These sentries to remain on duty until the area is thoroughly clear of gas.
7. A small amount of wood or inflammable material will be collected and put in every cellar or dugout occupied by troops at the conclusion of a gas shell bombardment, fires will be lighted at the entrances of cellars etc, and will not be occupied until they are free from gas.
8. The G.O.C. right Division will issue orders that so far as he considers it practicable.
 - (a) Nieuport is to be evacuated.
 - (b) Box respirators are to be worn by all troops passing through NIEUPORT.

(Signed) G. I. ADCOCK. Lieut, Adjt.
 2nd Australian Tunnelling Coy. A. E.

691

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NOVEMBER 1917.

Copy No. 2.

No. 2
WAR DIARY.
TUNNELLING COY.
Secret.
No.....
Date.....

INSTRUCTION NO. 12 re P.A.I.

Infantry Working Parties will report to their Units on the 16th inst and will move as under :-

- 1st Regiment to Yorkshire Camp.
- 2nd " " La Panne.
- 4th. " " La Panne,

Parties will be rationed by this Unit to the 16th inst.

Officers commending Detachments will report to their Regiments and arrange the times they are to proceed to their respective destinations and also make the necessary arrangements for accommodation.

Section Commanders will return all attached Infantry to this Unit Camp on night 15/16th November.

(Signed). G. I. ADCOCK Lieut, Adjt.
2nd Australian Tunnelling Company. A.E.

Distribution.

- File.
- War Diary.
- O.C. No. 1 Section.
- 2 "
- 3 "
- 4 "
- O.C. 1st South African Infantry.
- 2nd " " "
- 3rd. " " "
- 1st. " " Brigade. (for Information).
- O. C. Camp.

