

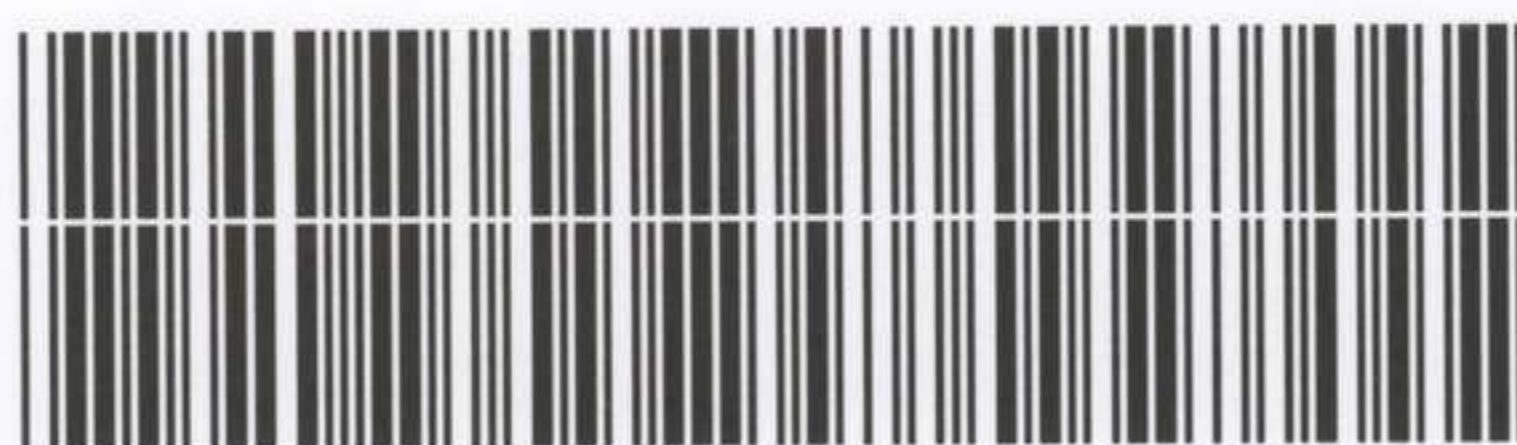
**AWM4**  
**Australian Imperial Force unit war diaries,**  
**1914-18 War**

Formation Headquarters

**Item number:** 1/47/2

**Title:** Administrative Staff, Headquarters  
3rd Australian Division

November 1916



AWM4-1/47/2

WAR DIARY

Army Form C. 2118.

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

or  
**INTELLIGENCE SUMMARY.**

(Erase heading not required.)

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Larkhill	21/11/16		The Division commenced to embark for France via Southampton <del>via Southampton</del> . The detailed arrangements for the move were issued by Southern Command. The embarkment <sup>&amp; disembarkation</sup> were carried out very satisfactorily.	Appendix 1.
HARVE	22/11/16		1 <sup>st</sup> Flight of troops landed in France & were sent to rest camps at <del>Harve</del> and around HAVRE.	Appendix 2.
BAILLEUL	23/11/16		1 <sup>st</sup> Flight arrived at BAILLEUL, as per appendix. The train ran 9 hours late and arrived at intervals of approximately 2 hours. The disembarkment was carried out well and yards cleared within 1 hour of arrival of train. A guide & a bus was provided by II ANZAC CORPS and the billeting party proceeded in advance having been provided with the necessary map of the area allotted <sup>under II<sup>nd</sup> ANZAC CORPS</sup> . The troops were to be billeted as follows: Headquarters of the Division, 1 Field Ambulance, Divisional Train at STEENWERCK, 9 <sup>th</sup> Inf Brigade <sup>Group</sup> LA CRECHE, and OUTERSTEENE, 10 <sup>th</sup> Inf Brigade Group STRAZEELE & MERRIS, 11 <sup>th</sup> Inf Brigade Group BORRE. The 11 <sup>th</sup> Bde billeting was not used as the troops after 2 1/2 hours rest were moved into ARMENTIERES.	Appendix 3.
STEENWERCK	24/11/16		2 <sup>nd</sup> Flight arrived.	

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STEENWERCK	24 <sup>th</sup> 29		<p>The GOC. ADC, GSO 1 &amp; 2, AA &amp; QMB arrived via <del>the</del> BOULOGNE</p> <p>Completion of the move of the Division into the area. Instructions for complete <del>return</del> administrative returns by the Division issued. The area occupied by the Division includes <del>Armentieres</del> ARMENTIERES and north of the River LA LYS. is billeted as follows:</p> <ul style="list-style-type: none"> <li>2 <del>Reserve</del> Battalions of each Inf Brigade in ARMENTIERES,</li> <li>PIONEER Battalion, 3 Field Cos Engineers</li> <li>2 Field Ambulances</li> <li>2 Battalions Infantry, Divisional Ammunition Column — STEENWERCK AREA</li> <li>DIV Train — LA CRECHE.</li> </ul> <p>The Area taken over by the Division has been held by a small composite force, known as FRANK'S FORCE. Owing to the weakness of the force, the area was in a very bad state. Work had been commenced on Horse Standings by a previous division, but the bulk of the work done with the exception of standings actually occupied by Artillery &amp; Infantry transport of the small force occupying it, had been taken down, and the material removed.</p> <p>The ground was exceedingly boggy and it <del>was</del> <sup>was</sup> extremely necessary in the interests of the horses to put down brick standings. No overhead cover exists and altogether the prospects for the horses during the winter <del>was</del> not propitious.</p> <p>Work was immediately commenced with materials available.</p> <p>The accommodation for men in billets in Armentieres is good, in the rear area fair, but owing to the season of the year, the majority of better</p>	

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H	30/11/18		<p>barns normally occupied by troops, were filled with grain. There were no satisfactory bulleting records of the area, and under instructions from II ANZAC, bulleting schemes were prepared, not only for the area occupied, but for the rear area from <del>west</del> east of STEENWERCK to HAZESBROUCK.</p> <p>Owing to the quick movement of troops into the line, the work of the Divisional Train was rendered difficult, but was efficiently carried out, supplemented by motor transport.</p> <p>Owing to the late arrival of supply trains difficulty was experienced in getting supplies to the troops in the front line, as the distance to be covered with horse transport was approximately 9 miles, and supplies arriving at railhead late in the afternoon on one day, were required for next days consumption in the line.</p> <p><u>Fuel</u> Information was received that supplies of fuel would be difficult to obtain during the winter months, and that an attempt should be made to accumulate a reserve, and that the utmost economy must be exercised.</p> <p><u>Forage</u></p> <p>There was a fair supply in barns. It was discovered that Requisition officers from other areas were exploiting the area prior to the arrival of the division. This was stopped.</p> <p>Hay was brought up as quickly as possible in order to clear the barns for bulleting of troops.</p>	

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			<p><u>Ammunition.</u> The supply of ammunition for the left sector was obtained from the New Zealand Division, and of the right sector from the 34<sup>th</sup> Division, who were supplying Frank's force.</p> <p><u>Rations.</u> The issue of rations is <del>as per appendix</del> plentiful &amp; suitable. In addition one day's ration preserved (meat, biscuits) held in supporting points; one day's iron ration held in reserve for troops in the front line. To be used either in the event of any occurrence preventing normal delivery of rations, or, in the event of an advance, if necessary to carry two days' ration on the man. These rations are turned over at least once every three months. Extra trench rations are issued twice weekly to men in the trenches during the winter months, and may be issued daily. These are issued by the Railhead Supply Officer on the authority of the G.O.C. Division.</p>	<p><del>Appendix</del></p>
			<p style="text-align: right;">Robt Jackson Major Secretary</p>	

PROGRAMME No. 34.

ORDER OF EMBARKATION.

3rd Aust: Division.

Index No.	UNIT	From	To.
<u>November 17th.</u>			
1	Divisional Supply Column	Avonmouth.	Rouen.
2	Motor Ambulances	"	"
<u>November 21st.</u>			
3	Divisional Ammunition Sub-Park	"	"
<u>1st Day - November 21st.</u>			
4	33rd Battalion	Southampton.	Havre.
5	34th do	"	"
6	35th do	"	"
7	H.Q. 9th Inf. Bde: Sect Sig. Coy: & 24th Coy Train	"	"
8	9th Aust: Machine Gun Company	"	"
9	9th Aust: Trench Mortar Battery	"	"
10	H.Q. & H.Q. Coy Div. Train.	"	"
11	Field Butchery	"	"
12	Field Bakery	"	"
13	5 Depot Units of Supply	"	"
14	X.2.A. Trench Mortar Battery (personnel)	"	"
15	H.Q. & No. 1 Sec. D.A.C.	"	"
<u>2nd Day - November 22nd.</u>			
16	36th Battalion	"	"
17	37th do	"	"
18	38th do	"	"
19	H.Q. 10th Inf. Bde: Sec. Sig. Coy: & 23rd Coy Train	"	"
20	Divisional Headquarters	"	"
21	10th Aust: Machine Gun Coy.	"	"
22	10th Aust: Trench Mortar Battery.	"	"
23	9th Aust: Field Coy R.E.	"	"
24	Y.2.A. Trench Mortar Battery (personnel)	"	"
25	No. 3 Aust: Sanitary Section.	"	"
26	No. 2 Section D.A.C.	"	"
<u>3rd Day - November 23rd.</u>			
27	39th Battalion	"	"
28	40th do	"	"
29	11th Aust: Machine Gun Coy.	"	"
30	11th Aust: Trench Mortar Battery	"	"
31	9th Aust: Field Ambulance.	"	"
32	10th Aust: Field Coy R.E.	"	"
33	Z.2.A. Trench Mortar Battery (personnel)	"	"
34	3rd Aust: Mobile Vet: Section.	"	"
35	H.Q. & No. 1 Section Signal Company	"	"
36	No. 3 Section D.A.C.	"	"
<u>4th Day - November 24th.</u>			
37	3rd Aust: Pioneer Battalion.	"	"
38	41st Battalion	"	"
39	10th Aust: Field Ambulance.	"	"
40	11th do	"	"
41	11th Aust: Field Coy R.E.	"	"
42	H.Q. Divisional R.E.	"	"
43	Infantry Base Depot	"	"
44	No. 4 Section D.A.C.	"	"
<u>5th Day - November 25th.</u>			
45	H.Q. 11th Inf. Bde: Sec. Sig. Coy & 25th Coy Train	"	"
46	42nd Battalion	"	"
47	43rd do	"	"
48	44th do	"	"

WAR OFFICE (Q.M.G.) 2

(R.E.J./E.D.)

13th November, 1916.

Headquarters,  
3rd Australian Division.

I beg to give details of the arrivals of the trains of "Charmain" below please.

Series No. 1

Train No.	1	due at	5.09	on 24th Novr,	arrived	14.00,	24th.
" "	2	" "	6.49	" " "	"	15.53	"
" "	3	" "	8.09	" " "	"	18.05	"
" "	4	" "	11.09	" " "	"	22.32	"
" "	5	" "	14.09	" " "	"	2.08	25th.
" "	6	" "	16.09	" " "	"	3.10	"
" "	7	" "	17.09	" " "	"	4.15	"

Series No. 2

Train No.	8	due at	5.09	on 25th Novr,	arrived	15.50	25th.
" "	9	" "	6.49	" " "	"	16.35	"
" "	10	" "	8.09	" " "	"	19.50	"
" "	11	" "	11.09	" " "	"	3.14	26th.
" "	12	" "	14.09	" " "	"	8.43	"
" "	13	" "	16.09	" " "	"	8.10	"
" "	14	" "	17.09	" " "	"	11.35	"

Series No. 3

Train No.	15	due at	5.09	on 26th Novr,	arrived	2.14	27th.
" "	16	" "	6.49	" " "	"	3.44	"
" "	17	" "	8.09	" " "	"	7.09	"
" "	18	" "	11.09	" " "	"	9.32	"
" "	19	" "	14.09	" " "	"	13.50	"
" "	20	" "	16.09	" " "	"	14.19	"

Series No. 4

Train No.	21	due at	5.09	on 27th Novr,	arrived	21.47	27th.
" "	22	" "	6.49	" " "	"	23.00	"
" "	23	" "	8.09	" " "	"	0.10	28th.
" "	24	" "	11.09	" " "	"	1.37	"
" "	25	" "	14.09	" " "	"	4.45	"
" "	26	" "	16.09	" " "	"	11.58	"
" "	27	" "	17.09	" " "	"	9.08	"

Series No. 5

Train No.	28	due at	5.09	on 28th Novr,	arrived	13.25	28th.
" "	29	" "	6.49	" " "	"	15.50	"
" "	30	" "	11.09	" " "	"	18.25	"
" "	31	" "	17.09	" " "	"	2.08	29th.

BAILLEUL.  
3rd December, 1916.

(Sgd) C. PAY, Lieut.  
R. T. O.

(R.E.J./E.D.)