

AWM4

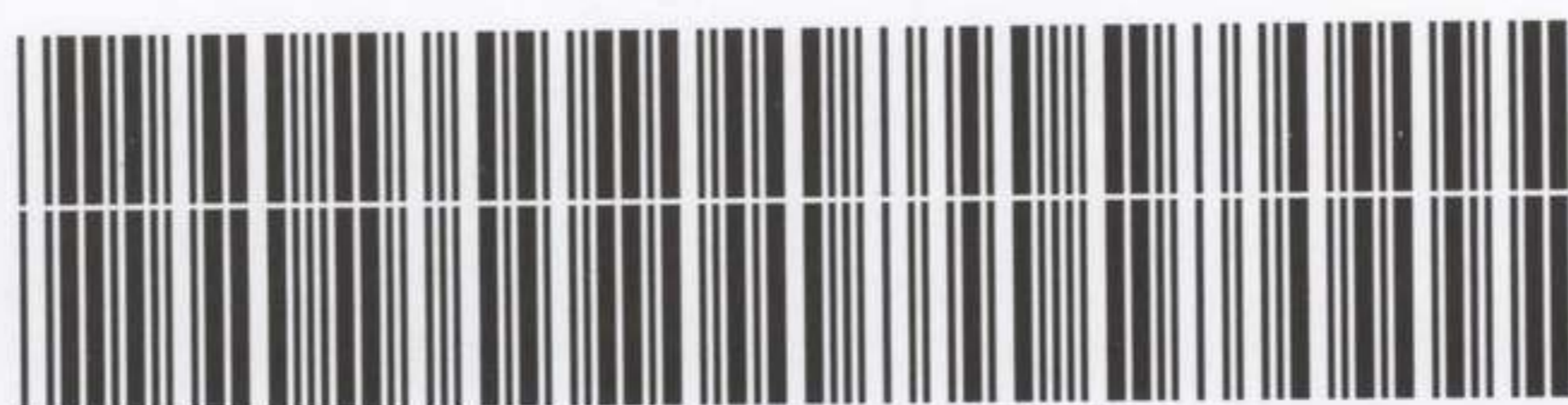
**Australian Imperial Force unit war diaries,
1914-18 War**

Medical, Dental & Nursing

Item number: 26/50/29

Title: 7th Australian Field Ambulance

July 1918



AWM4-26/50/29

18,000-12/17-87

CONFIDENTIAL.

ORIGINAL.
DUPLICATE.
TRIPLICATE.



103

Australian Imperial Force.

WAR DIARY

OF

7th AUSTRALIAN FIELD AMBULANCE

FOR

JULY 1918

Signature of Officer compiling

a m Wilson L¹-CO

O/C 7th AUSTRALIAN FIELD AMBULANCE

Signature of Officer Commanding

a m Wilson L¹-CO

O/C 7th AUSTRALIAN FIELD AMBULANCE

71b
 AUSTRALIAN
 FIELD AMBULANCE
 Date.....

WAR DIARY

Confidential Supplement

Army Form C. 2118.

or
 INTELLIGENCE SUMMARY.

(Erase heading not required.)

Page 1

109

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.

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
AMIENS — VILLERS-BRETONNEUX ROAD. Street 62 nd N. 26. d. 1. 3.	1-7-18		<p>As the Ambulance was changing the 2nd Australian Divisional Front Capt. R. L. POULTON with one (1) Sub-Division of Bearers from 6th Australian General Ambulance and Capt. F. H. BEARE with one Sub-Division of Bearers from 5th Aust. Fld. Amb. were attached for duty.</p> <p>One (1) Daimler and one (1) Ford Motor Ambulances were attached from each of 5th and 6th Field Ambulances.</p> <p>An appendix attached is a map showing the evacuation routes; also, dispositions of personnel and equipment.</p> <p>A spell of fine weather continued, but the roads are becoming very dusty.</p> <p>Twenty (20) Sick and four (4) wounded were evacuated during the day.</p>	<p>Map showing EVACUATION ROUTES. DISPOSITIONS OF PERSONNEL etc.</p>
<i>Do.</i>	2-7-18		<p>The selected sites for the Battle R. A. P's. and Evacuation Routes in the Forward Area were reconnoitred in anticipation of the stunt on the morning of July 4th. Considerable difficulty was met with owing to the fact that the digger routes were under direct observation from the German lines. Three (3) Battle R. A. P's. were constructed by the Engineers ranging from 800 to 1000 yards in front of the present positions of R. A. P's.</p> <p>The two on the left were in Communication Trenches within about 50 yards of the front line and were occupied during the stunt by P.M.O's of 21st and 23rd Div. The one on the right was about 300 yards from the front line. They were just splinter-proof shelters made of elephant iron and reinforced with a few feet of earth and some sand bags. They could accommodate about three stretcher cases at one time. The Evacuating Routes were all across the open as the Communication Trenches were much too narrow to carry a stretcher along.</p>	

amw

7th
AUSTRALIA
FIELD AMBULANCE

WAR DIARY

or

INTELLIGENCE SUMMARY.

(Erase heading not required.)

Army Form C. 2118.

Confidential
Page 2.

109

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.

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
<i>Sheet 62^o N. 26. d. 13.</i>	<i>2-7-18</i>		<p>A Deeper Relay Post for the two Right R.A.P.'s. was established in one of the Support Trenches, known as 'DIGGERS SUPPORT', where the evacuating Route crossed this trench. There was no accommodation in this trench for the Bearers other than the holes which they cut out from the side of the trench. There was about a 500 yards carry from the R.A.P. to this first Deeper Relay Post.</p> <p>The second Deeper Relay Post was established in a deep uncompleted dug-out, in one of the Reserve Switch Trenches, known as 'VILLERS SWITCH'. This Relay Post was about 600 yards from the first (1st) Relay Post.</p> <p>The Advanced Ambulance Post was selected at the Original R.A.P. of the Battalion on the left. From the latter R.A.P. on the right, a direct route was reconnoitred to this Ambulance Post, the distance being 800 or 900 yards. In addition, various routes were reconnoitred with a view to bringing up the Ford Motor Ambulances into the latter Area. The best route was selected and a digging party of bearers was put on after dark to cut away a steep embankment which the cars could not negotiate; also, some inconvenient shell-holes were filled up.</p> <p>Three (3) Dumps of 20 stretchers each were placed forward in the vicinity of R.A.P.'s. These stretchers were to be used by returning German Prisoners in carrying in wounded.</p> <p>Twenty nine (29) sick and fifteen (15) wounded were evacuated during the day.</p> <p>In the early morning, visibility not being good, a Ford Ambulance was taken up on a trial trip to see if the route</p>	
<i>Do.</i>	<i>3-7-18</i>			<i>a.m.</i>

D. D. & L., London, E.C.
(A10266) Wt W5300/P713 750,000 2/15 Sch. 52 Forms/C2118/16

7th
AUSTRALIAN
FIELD AMBULANCE

WAR DIARY
or
INTELLIGENCE SUMMARY.
(Erase heading not required.)

Confidential
Page 3
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.

109

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Sheet 62 ^D N. 26. d. 1. 3.	3-7-18		<p>could be successfully negotiated; also some alternative routes were tried.</p> <p>In addition, the Horse Transport Sergeant was shown routes for Hosed Ambulance Wagons in the case of certain eventualities occurring, and especially in case of wet weather when it would be impossible for the Fords to negotiate the routes.</p> <p>Two Segur Sub. Divisions of 5th Aust. Fld. Amb. and one Segur Sub. Division of 6th Aust. Fld. Amb., together with 2 Hosed Ambulance Wagons and one large Motor Ambulance from each of 5th and 6th Aust. Fld. Ambulances, reported for duty.</p> <p>After dark all the squads were posted in their battle positions and during the night preparations were completed.</p> <p>Dispositions of personnel, blankets and stretchers, also Operation Order, are attached as appendices.</p> <p>Thirty (30) sick and thirty three (33) wounded were evacuated during the day.</p>	Disposition Operation Order.
So.	4-7-18		<p>Zero hour was fixed for 3:10 am.</p> <p>The attack was completely successful and before long German prisoners came streaming back and the unwounded ones were arranged in squads of 4 and carried stretcher cases to the Forward Loading Post.</p> <p>No difficulty was experienced during the evacuation, which proceeded smoothly and rapidly. Fortunately, the hostile shelling along the evacuation routes was extremely limited and apart from some isolated gas shelling along the evacuating routes, which caused more annoyance than damage, there were no factors which</p>	amw ev

Confidential.

Page 4

109

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.

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
<i>Shot 62³ N. 26. d. 13</i>	<i>4-7-18</i>	<i>5-30am</i>	<p><i>interfered with the evacuation of the wounded.</i> <i>The first cases arrived at the TUNNEL MOTOR LOADING POST at 5-30 a.m.</i> <i>and by 9am. practically all the cases had been brought to this point.</i> <i>The Walking Wounded were evacuated by means of Horses Ambulance Wagons to A.D.S. on the main Villers - Bretonneux - Amiens Road (N. 27. C. 3. 3.)</i> <i>and the stretcher cases by four @ Large Motor Ambulances working down the main Villers - Bretonneux - Amiens Road to the A.D.S. at N. 26. d. 13.</i> <i>The Walking Wounded were evacuated from the A.D.S. by Motor Charabancos which made one trip, and afterwards by Horses Ambulance Wagons.</i> <i>The Stretcher cases were evacuated by four @ Large Cars from the A.D.S. to the M.D.S. at ST. ACHEUL.</i></p>	
		<i>10.30 am</i>	<p><i>By 10:30am. the A.D.Ss. were practically completely cleared of cases.</i> <i>Cases were only dressed at the various Ambulance Post. That really required dressings, the idea being to prevent the repeated and unnecessary dressing of cases.</i></p>	
		<i>9pm</i>	<p><i>During the afternoon 18 squads of bearers, Horses Ambulance Wagons and additional cars which were put on the run, with the exception of 2 Ford Cars which continued to work in the Forward Area, were withdrawn and brought back to the A.D.S.</i> <i>S.O.S. signal went up on the Divisional Front. All the Forward Posts were warned and the Bearers, Cars & Horses Ambulance Wagons backed at the A.D.S. stood to at midnight, but no attack eventuated on the Divisional Front.</i></p>	
			<p><i>The following Casualties were sustained by the Unit and also by the 6th Aust. Field Ambulance Bearer, attached.</i></p>	
			<p><i>Killed in Action 1 OR.</i> <i>Dead of Wounds 1 OR.</i></p>	<p><i>6th Aust. Field Amb. Wounded in Action (Gassed) 4 OR's</i></p>

Amn 7

7th
AUSTRALIAN
FIELD AMBULANCE

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.

WAR DIARY
or
INTELLIGENCE SUMMARY.
(Erase heading not required.)

Army Form C. 2118.

Confidential
Page 5

109

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices																		
<i>Shut 62nd</i> <i>N. 26. d. 13.</i>	<i>4-7-18</i>		<p>The following are the numbers of wounded evacuated during the day.</p> <table border="1"> <thead> <tr> <th></th> <th><u>Shelters.</u></th> <th><u>Walkers.</u></th> </tr> </thead> <tbody> <tr> <td><i>2nd Aust Division.</i></td> <td><i>93</i></td> <td><i>89</i></td> </tr> <tr> <td><i>4th " "</i></td> <td><i>5</i></td> <td><i>15</i></td> </tr> <tr> <td><i>B.E.F.</i></td> <td><i>8</i></td> <td><i>2</i></td> </tr> <tr> <td><i>American</i></td> <td><i>1</i></td> <td></td> </tr> <tr> <td><i>P. of W.</i></td> <td><i>25</i></td> <td><i>15</i></td> </tr> </tbody> </table>		<u>Shelters.</u>	<u>Walkers.</u>	<i>2nd Aust Division.</i>	<i>93</i>	<i>89</i>	<i>4th " "</i>	<i>5</i>	<i>15</i>	<i>B.E.F.</i>	<i>8</i>	<i>2</i>	<i>American</i>	<i>1</i>		<i>P. of W.</i>	<i>25</i>	<i>15</i>	
	<u>Shelters.</u>	<u>Walkers.</u>																				
<i>2nd Aust Division.</i>	<i>93</i>	<i>89</i>																				
<i>4th " "</i>	<i>5</i>	<i>15</i>																				
<i>B.E.F.</i>	<i>8</i>	<i>2</i>																				
<i>American</i>	<i>1</i>																					
<i>P. of W.</i>	<i>25</i>	<i>15</i>																				
<i>Do.</i>	<i>5-7-18</i>		<p>Additional Searns were withdrawn from the forward post, the idea being to keep the number of Searns in the forward area as low as possible. During the action 68 Squads of Searns were available and 57 of these were used to clear the line. On the afternoon of 4th 18 were withdrawn from the forward area, the remaining 50 Squads being kept in the forward area in case of any hostile attack. Of these, 18 Squads were kept in reserve in deep dug-outs some distance from the front line. On 5th these 18 Squads were withdrawn.</p> <p>The Ford Motor loading Post which was established at 0.23. C. 4.0 for the battle, was still used for that purpose, thereby enabling some Searns Relays to be withdrawn.</p> <p>During the day very few casualties were sustained, only 3 wounded passing thro' the Ambulance.</p> <p>On this day nine (9) men reported suffering from the effects of Gas. None of them were at all severe, with the possible exception of 1 case. Four (4) constituted 1 Squad & were all gassed at the same time. The first shell of the Gas bombardment dropped direct into the trench where they were sitting. Dex Respirators were immediately adjusted but each of them then got a few breaths of Gas.</p>	<p><i>Ann W</i></p>																		

D. D. & L., London, E.C.
(A10266) Wt W5300/P713 750,000 2/18 Sch. 52 Forms/C2118/16

7th
AUSTRALIAN
FIELD AMBULANCE

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.

WAR DIARY
or
INTELLIGENCE SUMMARY.

(Erase heading not required.)

Confidential

Army Form C. 2118.

109

Page 6

Summary of Events and Information

Remarks and references to Appendices

Place	Date	Hour	Summary of Events and Information									
Sheet 62 ³ N. 76 d. 13.	5-7-18		The remaining men were gassed while carrying patients through a gassed area. They had their Respirators at the ALERT position, but a few seconds elapsed before they could lower the patient from their shoulders and adjust their Respirators.									
Do.	6-7-18		<p>Capt. J. H. B. BROWN, M.C. proceeded on leave to NICE.</p> <p>Majr. A. J. MOLLISON rejoined from leave to UNITED KINGDOM.</p> <p>Two @ Bearers Sub. Divisions, also 2 Horse Amb. Wagons and 1 large Car from each of the 5th and 6th Fld. Amb. were returned to their respective Units.</p> <p>During the day the following numbers of sick and wounded were evacuated -</p> <table border="0" style="margin-left: auto; margin-right: auto;"> <tr> <td></td> <td style="text-align: center;"><u>WOUNDED</u></td> <td style="text-align: center;"><u>SICK</u></td> </tr> <tr> <td></td> <td style="text-align: center;"><u>STRETCHERS</u></td> <td style="text-align: center;"><u>WALKERS</u></td> </tr> <tr> <td></td> <td style="text-align: center;">25</td> <td style="text-align: center;">36</td> </tr> </table> <p>It was found that Cases could be processed as well at the Tunnel Motor Loading Post (O. 27 d. 8:8) that there was no need to re-dress them, except in exceptional circumstances, at the A.D.S., so cases were thoroughly dressed at the Tunnel M.L. Post which is about 2000 yards from the nearest point of the Front line, marked 'O.K. for C.C.S.' and sent direct to M.D.S. thereby saving considerable time in handling Cases.</p> <p>Majr. A. J. MOLLISON proceeded to 7th Aust. Convalescent Depot, Le Havre and was struck off strength. Majr. Mollison has been 18 months with the Unit.</p> <p>The day was very quiet. 15 wounded and 29 Sick were evacuated.</p>		<u>WOUNDED</u>	<u>SICK</u>		<u>STRETCHERS</u>	<u>WALKERS</u>		25	36
	<u>WOUNDED</u>	<u>SICK</u>										
	<u>STRETCHERS</u>	<u>WALKERS</u>										
	25	36										
Do.	7-7-18											

Amw
6

718
AUSTRALIAN
FIELD AMBULANCE

WAR DIARY

or

INTELLIGENCE SUMMARY.

(Erase heading not required.)

Army Form C. 2118.

109

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.

Confidential
Page 7

Summary of Events and Information

Remarks and references to Appendices

Place	Date	Hour	Summary of Events and Information
Sheet 62 ² N. 26 d. 13. Do	8-7-18 9-7-18		20 wounded and 29 sick were evacuated this day. Capt. A.H. CROWLEY was taken on strength ex 2nd Aust Gen. Hospital. On the evening of 9 th from 8 pm to 10 pm the enemy shelled with vicinity of Tunnel Motor Loading Post (D. 27 d. 8. E.) causing considerable difficulty in getting cases in and out of the Tunnel. In addition, it rained during the evening & the Ford Motor Ambulances were unable to negotiate the route between the Tunnel & the Ford Loading Post with the result that extra Bearers had to be put on.
Do.	10-7-18		Only 4 wounded were evacuated during the day. Major A.P. DRUMMOND with P. Stryker Tent Sub-Division & horse transport details proceeded to No. 2 Corps Relay Post (Walking Wounded) Station at DREVIL & took over from 4 th Aust. Fld. Amb. The post is administered by D.D.M.S., Aust. Corps. The functions of this Post are as follows:- ① To do all local sick parades of units in the area. ② To forward on by Charabancs, attached to this Post, all Walking Wounded which arrive from this Divisional Area & the area immediately north of it.
Do.	11-7-18		The day was very quiet.
Do.	12-7-18		Quiet day - 8 wounded & 20 sick were evacuated.
Do.	13-7-18		The following awards have been made to members of the Unit for bravery during the action of July 4 th :- The Military Medal. For the Military Medal. No. 8726 Cpl. ROWLEY R.R. M.M. No. 3034 Pte. HAWKE, F.H. 9052 " McLAUGHLIN, R.G. 3510 " HUNTER, F.H.

amw

7th
AUSTRALIAN
FIELD AMBULANCE.

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.

WAR DIARY
or
INTELLIGENCE SUMMARY.

(Erase heading not required.)

Confidential
Page 8.

Army Form C. 2118.

109

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Shut 62 ^D N. 26. d. 13.	13-7-18 14-7-18		<p>On this day 3 wounded & 17 sick were evacuated. The work of re-laying the horse lines was finished in with; also re-laying for protection of engines and radiators of Motor Ambulances is being done. Reliefs of Bearers with forward area have not been recorded as it was not considered of sufficient importance, but with more forward posts where there was not much shelter, Bearers were relieved every 48 hours. In the posts further back and more comfortable they were relieved every 4 days. The men at the Tunnel Motor Loading Post were relieved every 7 to 10 days. The men stationed in R. A. P.s. on left and also in the 2 Bearer Relays were equipped with Primus Stoves, as otherwise it would be impossible for them to cook their food. Meat ration was always sent up cooked to these posts.</p>	
Do	15-7-18 16-7-18		<p>18 wounded & 21 sick were evacuated. 8 " " & 25 " 31 " " & 20 " Notification was received by the Ambulance of impending main operation by the 2 Divs. on the extreme right of the Divisional Front. The route of the 2 R.A.P.s at O. 35. d. 35. 6.5 and O. 36. 6. 8. 7 were re-constructed & the Bearer Routes & Relay Posts were established. During the evening the enemy heavily shelled the reserve and support areas of 1st Div. causing numerous casualties. Fortunately the unit suffered no casualties from this bombardment. 229 cases (Gas) were evacuated as a result of this bombardment. 20 wounded and 20 sick were evacuated during the day.</p>	
Do	17-7-18		<p>Capt. P. L. DANIEL was detached, temporarily as R.M.O., 19th Aust Coy. New Capt. PORTER who was evacuated suffering with P.U.O. 3rd Div.</p>	

D. D. & L., London, E.C.
(A10266) Wt W5300/P713 750,000 2/18 Sch. 52 Forms/C2118/16

amw. 8

7th
AUSTRALIAN
FIELD AMBULANCE

Confidential ~~SECRET~~
Page 9

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.

WAR DIARY
OR
INTELLIGENCE SUMMARY.

(Erase heading not required.)

109

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Shut 62 ^D N. 26. d. 13.	17.7.48.		<p>During the early part of the evening rain commenced to fall & made the suggested routes for Ford Motor Ambulances unpracticable with the result that during this shift the Fords had to run through MILLERS-BRETTONUEUX thereby incurring much more risk, owing to heavy hostile shelling.</p> <p>Two @ Bns. (25th and 26th) participated with this shift, about 500 men going over the parapet. The night was extremely dark and the rain made the ground very slippery, but cases were evacuated without much difficulty. - 48 wounded & 31 Sick were evacuated during the day.</p>	
Do.	18.7.48		<p>Capt. F. A. BEARE returned to his Unit (5th Aust. Fld. Amb.) before proceeding to relieve Capt. C. D. BATEMAN of 20th Bn. proceeding on leave.</p> <p>Capt. A. L. McLEAN, 5th Aust. F. Amb. was attached for duty.</p> <p>139 wounded and 23 sick were evacuated this day.</p>	
Do.	19.7.48.		<p>Two @ bombs dropped within 200 yards of horse transport.</p> <p>94 wounded and 24 sick were evacuated during day.</p>	
Do.	20.7.48		<p>19 " 6 gassed and 29 Sick " " " "</p>	b

9 MW
1000

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.

WAR DIARY
OR
INTELLIGENCE SUMMARY.

(Erase heading not required.)

~~Confidential~~ Army Form C. 2118.
Page 10

109

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Sheet 62 ^D N. 26. d. 1. 3.	21-7-18		Capt. J. H. B. BROWN, M.C. rejoined from leave to NICE. Capt. Brown was admitted to hospital on 6-7-18 and discharged to duty on 20-7-18.	
Do.	22-7-18		10 wounded and 22 sick were evacuated during day.	
Do.	22-7-18		30 " " 13 " " " " " "	
Do.	22-7-18	10pm	Capt. P. L. DANIEL rejoined from 19 th . Inf. Fm. About 10pm the enemy commenced a very area shoot of gas shells in Villers. Detonations in valley along to Right. A large proportion of MUSTARD Gas was used & the casualties were very heavy.	
Do.	23-7-18	7am	The weather was damp and the Gas hung about for a considerable time and as the Gassed Area was so extensive it was found impossible to move the men. The shelling lasted until about 7am on 23-7-18. The first casualties arrived at A.D.S. a couple of hours before this. The Unit's transport was severely taxed to evacuate all these patients. During the 24 hours the following numbers of cases was evacuated. Gassed. (Wounded. Sick)	
			546 (25 19)	

G.M.W. 10

7th
AUSTRALIAN
FIELD AMBULANCE

WAR DIARY
or
INTELLIGENCE SUMMARY.

Confidential
Page 11
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.

(Erase heading not required.)

109

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Sheet 62 N. 26. 2. 13.	23.7.18		<p>Three (Gas) Cases as they passed through the Tunnel Motor Loading Post & A.D.S. had their eyes washed with Sodium Bicarb Solution & were also given a solution of this substance to drink. Otherwise, they were all sent thro' as quickly as possible to the M.D.S. at ST. ACHEUL where the Gas Centre had been established.</p>	
Co.	24.7.18		<p>One @ 5th Fld. Amb. and @ 6th Fld. Amb., attached, were gassed. The weather was still showery and a few isolated Gas cases passed through. 2 ORs of 5th and 3 ORs of 6th Fld. Amb. were gassed.</p>	
Co.	25.7.18		<p>One @ Officer 38 ORs of comprising the Rearr Sub. Division of C Section of 129th American Field Ambulance (33rd Division) together with 1 Horse Ambulance Wagon and 1 Water Cart were attached.</p>	
Co.	25.7.18		<p>The physique of these men is very fine & they should make splendid stretcher-bearers. They are apparently very keen. The Bearers of 129th American Field Ambulance, after being exercised in Gas Drill, were posted in forward areas. They were allotted to Posts so that 1 Squad of Americans worked in conjunction with 1 Squad of Australians. The attached Medical Officer was posted at Tunnel Motor Loading Post.</p>	
Co.	25.7.18		<p>Fortunately, there was very little hostile shelling in the forward area during this period so that their entry into actual conditions of war was made easy for them.</p>	
Co.	25.7.18		<p>Major F.L. WALKER, MC was detached to A.D.M.S., 2nd Aust. Division as A.D.M.S., temporarily.</p>	

amw

7th
AUSTRALIA
FIELD AMBULANCE.

Confidential
Page B
Army Form C. 2118.
109

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.

WAR DIARY
or
INTELLIGENCE SUMMARY.

(Erase heading not required.)

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices																								
Sheet 62 N. 26. 2. 13.	31. 7. 18		<p>One Officer proceeded on leave to NICE and 6 O.R.s. to United Kingdom during the month.</p> <p>Strength of Unit at 31. 7. 18 Off. 10. O.R.s. 223.</p> <p>The following are the approximate numbers of wounded, gassed and sick who passed thro' during the month.</p> <table border="0" style="margin-left: auto; margin-right: auto;"> <tr> <td></td> <td style="text-align: center;">WOUNDED.</td> <td style="text-align: center;">GASSED.</td> <td style="text-align: center;">SICK.</td> </tr> <tr> <td></td> <td style="text-align: center;">700</td> <td style="text-align: center;">780</td> <td style="text-align: center;">720</td> </tr> </table> <p>The following casualties occurred in the Unit and amongst attached personnel during the month.</p> <table border="0" style="margin-left: auto; margin-right: auto;"> <tr> <td></td> <td style="text-align: center;">Killed in Action.</td> <td style="text-align: center;">Died of Wounds.</td> <td style="text-align: center;">Wounded Gassed.</td> </tr> <tr> <td>7th Aust. Fld. Amb.</td> <td style="text-align: center;">1</td> <td style="text-align: center;">1</td> <td style="text-align: center;">2</td> </tr> <tr> <td>5th " " "</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td style="text-align: center;">7</td> </tr> <tr> <td>6th " " "</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td style="text-align: center;">3</td> </tr> </table> <p style="text-align: right; margin-right: 50px;">all O.R.s.</p> <p style="text-align: right; margin-right: 50px;">a m w chn Lt. Col</p>		WOUNDED.	GASSED.	SICK.		700	780	720		Killed in Action.	Died of Wounds.	Wounded Gassed.	7th Aust. Fld. Amb.	1	1	2	5th " " "	-	-	7	6th " " "	-	-	3	
	WOUNDED.	GASSED.	SICK.																									
	700	780	720																									
	Killed in Action.	Died of Wounds.	Wounded Gassed.																									
7th Aust. Fld. Amb.	1	1	2																									
5th " " "	-	-	7																									
6th " " "	-	-	3																									

108

WAR DIARY

OF

7th. AUSTRALIAN FIELD AMBULANCE.

FOR

JULY

1918.

LIST OF APPENDICES.

No.	Subject.
1.	Operation Order, 7th. Aust. Field Ambulance, 2-7-18.
2.	Disposition Report of Officers, Personnel, Blankets and Stretchers for Operation of July, 4th. 1918.
3.	Medical Arrangements for Attack- Major F.L. WALL, M.C., Officer in Charge of Forward Evacuation.
4.	Procedure to be Adopted with Cases.
5.	Report on Work Carried Out at A.D.S. on July 4th. 1918 by Major A.P. Drummond, in charge Stretcher Cases.
6.	Operation Order, 7th. Aust. Field Ambulance, 17-7-18.
7.	Standing Orders- Gas- 7th. Aust. Field Ambulance.
8.	Notes on Gas Bombardment, July 1918.
9.	Notes on Health of Troops, July, 1918.
10.	Notes on Use of Ford Motor Ambulances in the Forward Area.
11.	Report on Work Done at No. 2 Corps Relay Post by Officer in Charge.
12.	Notes on Horse Transport for Month of July.
13.	Report on Mechanical Transport for Month of July.
14.	Report by Quartermaster for Month of July.
15.	Notes on Distances Wounded Travel.
16.	Return of Wounded and Gassed.
17.	Map Showing Positions of Ambulance Posts and R.A.P.'s. for Operations, of July 4th. and 17th.

a m Wilson. Lt. Col.

C.O. 7th. Australian Field Ambulance.

109

OPERATION ORDER, 7th Australian Field Ambulance, 2-7-18.

1. a. In the event of an advance in the Divisional Area, battle R.A.P's. will be established at O.19.d.7.2. (Post A), P.25.b.9.2. (Post B), ^{O.30.b.2.2} (Post X).
 - b. Bearer Relay Posts will be established at P.19.c.2.3. (Post C) and O.24.d.3.7. (Post D).
 - c. Major F.L. Wall, M.C. will be ~~responsible~~ responsible for the evacuation of wounded from the battle R.A.P's. to the Advanced Ambulance Post at O.24.c.2.3. (Post E).
2. Ford Amb. Loading Post will be established at O.23.c.4.1. Capt. G.H. Cameron will be responsible for the evacuation of wounded from Post E to the Tunnel Motor Loading Post at O.27.d.7.7. He will have at his disposal 3 Ford Ambulances (1 still being in reserve) and 1 Horsed Amb. Wagon if he is of the opinion that the latter can be used between Post E and Ford Loading Post.
 3. Major J.C. Campbell will be in charge of the Tunnel Loading Post and he will be responsible for the evacuation from the Tunnel Loading Post to the A.D.S. N.26.d.1.3.
 - (a) Capt. R.G. Burnard will be responsible for the dressing of urgent cases or cases not dressed.
 - (b) W.O. Brown will be responsible for the loading and unloading of Ambulances.
 - (c) Sgt. DeGaris "M.S.M." will superintend the running of Motor Ambulances. There will not be more than one (1) Large Ambulance at the Tunnel at one time.
 - (d) Three (3) Horsed Amb. Wagons will be in reserve at O.26.a central under Sgt. Troope "H.M." and will receive orders from Major Campbell.
 - (e) One Despatch Rider will be at Major Campbell's disposal.
 4. Capt. P.L. Daniel will be in charge of Walking Wounded Station at N.27.c.3.3. and Capt. W.J. Newing will work with him. The two (2) Motor Charabancs will be used for one trip and ~~will~~ will not return to this station but will come under the ~~orders~~ orders of C.O. 6th. Aust. Fld. Amb., ST. ACHEUL. He (Capt. Daniel) will then arrange with W.O. Carton to institute a Horsed Wagon Service between N.27.c.3.3. and ST. ACHEUL. Three (3) Horsed Amb. Wagons from 6th. Fld. Amb. will be at his disposal. Should the Horsed Amb. Wagons be insufficient to cope with wounded he will inform Major Drummond.
 5. Major A.P. Drummond will be in charge of stretcher cases at N.26.d.1.3. He will be responsible for the evacuation of stretcher cases to ST. ACHEUL. He will have at his disposal three (3) Motor Ambulances with one in reserve (2 from 5th. and 2 from 6th. Aust. Field Ambulances).
 6. a. Should the Tunnel Loading Post become untenable the cases will be transferred to Horsed Ambulance Wagons from Ford Ambces. at O.27.a. central and thence to O.25.c. central where they will be transferred to Large Motor Ambces.
 - b. Should this route become impracticable the wounded will be evacuated down VILLERS-BRETTONEUX-- FULLOY RD. to Car Loading Post of 4th. Aust. Division and the A.D.M.S. will be immediately informed.
 7. Officers in charge of part of the evacuating routes will immediately inform C.O. by D.R. or telephone if difficulties arise.

L M W D G M

Lt. Col.

C.O. 7th. Australian Field Ambulance



2

Disposition Report of Officers, Personnel (O.R's), Blankets and Stretchers.

<u>Location</u>	<u>Officers</u>	<u>Personnel</u>	<u>Stretchers</u>	<u>Blankets</u>
3 Brigade Dumps (for Prisoners carrying parties)			60	--
Post A. (Left R.A.P.)		4 squads	24	24
Post B. (Right R.A.P.)	1	4 "	24	24
Post X. (New R.A.P.)		4 "	24	24
Post C. (Bearer Relay)		6 "	6	6
Post D. (Bearer Relay)		6 "	16	16
Post E. (Adv. Amb. Post)	1	12 " (includg. 6 in Reserve)	52 (20 in reserve)	92 (60 in reserv)
Ford Loading Post		1 squad	6	6
Tunnel Loading Post	2	12 squads (reserve)	50 (30 in reserve)	180 (100 in res.)
R.A.P. (Right Brigade)	<i>Not involved</i>		24	24
Relay (" ")		4 "	8	8
Rear R.A.P.'s.			20	50
A.D.S.	2	11 " (reserve)	60	120
Walking Wounded Post	2	--	--	--
	8	68 Squads	364	564

not involved in operation

Squads will consist of 4 Stretcher Bearers.

a m w dsm

Lt. Col.

C.O. 7th. Australian Field Ambulance.

Medical Arrangements for Attack by 6th. and 7th. Aust. Inf Brigades on 4-7-18.

1. Pre-existing Medical Arrangements.

- (a) R.A.P. of 18th. Bn. (Line Left Brigade)) in 0.24.c.0.3.
 R.A.P. of 17th. Bn. (Support do.))
 From here cases were wheel-borne to Bearer Relay Post at 0.23.c.8.5.
 Thence " " hand carried " " Relay Post at 0.28.b.5.2.
 Thence " " wheel-borne " Car Loading Post at Tunnel 0.27.d.8.8.
- (b) R.A.P. of 25th. Bn. (Left Line Right Brigade) at 0.29.a.6.1.
 From here cases were hand carried to B.R.P. at 0.28.b.5.2.
 thence by wheels to Tunnel.
 R.A.P. of 26th. Bn. (Right Line Right Brigade) at 0.35.c.0.5.
 From here cases were wheeled to B.R.P. at 0.34.b.1.5.
 " " " " " " Tunnel.
 At each of these 4 R.A.P.'s. were stationed 2 squads of Amb. Bearers, 10 stretchers, 30 blankets.
 Relays were equipped in proportion.
 At Tunnel were 1 Large Car and 1 Ford Car with a personnel of 4 Nursing Duties, 2 spare Bearer squads and 2 Medical Off., together with about 40 spare stretchers and 70 blankets.

2. Medical Arrangements for the Advance.

- (a) Left Brigade Line was taken over by 21st. and 23rd. Bns. with 24th. Bn. in support.
 Right Brigade Front remained 1 s.q.
- (b) New R.A.P.'s.
 26th. Bn. retained old R.A.P.
 25th. Bn. moved to Battle R.A.P. at 0.30.b.1.3.
 23rd. Bn. moved up to Battle R.A.P. at P.25.b.4.8.
 21st. Bn. moved up to Battle R.A.P. at P.19.d.7.2.
- (c) Personnel.
 1 Amb. M.O. was stationed at Battle R.A.P. of 21st. Bn. and was responsible for evacuation of wounded from front line to 0.24.c.0.3.
 1 Amb. M.O. was stationed at 0.24.c.0.3. and was responsible for evacuation from that point to the Tunnel where 2 other Amb. M.O.'s. were stationed.
 38 extra squads were marched up to Tunnel in the afternoon (152 men) and extra stretchers and blankets were brought to Tunnel and a certain number of these taken to forward dump at 0.24.c.0.3.
 Map attached will show posting of personnel and equipment for the stunt.
 The extra bearers were marched up forwarded from Tunnel at 20.30 and all were posted with equipment by 23.00.

3. During the Operations.

As the Battle R.A.P.'s. were in line with the jumping - off tape, the first walking case came in just after zero and was followed in 10 minutes time by first stretcher case. This was dressed and left R.A.P. of 21st. Bn. at zero plus 20 minutes.

The first carry back to "Digger's Support Relay" was the only difficult part of the proceedings as the country which here was an uninterrupted wheat field devoid of land marks - perforce, had not been reconnoitred before. The possibility and utility of laying a tape the night before the advance had been discussed and abandoned. Other impediments were the darkness, the irregularity of the ground, the fact that our own machine gun barrage was in operation from support line and other places and that enemy S.O.S. barrage ran along the front of Digger's Support Line.

Later on tracks other than this first country one were tried from R.A.P., 21st. Bn. ~~xxxxxx~~

The first case from R.A.P. 23rd. Bn. missed the Digger's

2.

Support Relay, owing to losing direction while getting through the wire in front of the Digger's Support Trench (The case went right down to old R.A.P.). But subsequent cases were looked out for and guided in by bearers in Digger's Support Relay (a 6 feet Notice Board was erected here at daybreak).

Cases from R.A.P., 25th. Bn. arrived speedily and M.O. at old R.A.P., reinforced by 2 squads, (making 6).

was.

By zero plus $3\frac{3}{4}$ hours all congestion at R.A.P's. had been overcome and a few Hun stretcher cases remained. By zero plus $5\frac{3}{4}$ hours all R.A.P's. were clear and having breakfast.

By mid-day, consultation with Battalion and Brigade Commanders, gave assurance of security of the situation and all R.A.P's. and posts were reduced in agrarrison by $\frac{1}{2}$.

German prisoners were made good use of. Several parties were secured and halted at Digger's Support Relay and kept till stretcher ~~was~~ cases came up.

4. Roads.

These were all "foot-pads".

The road from P.19.d. to P.25.c. was good, but we only used 300 yds. of it.

The road from P.25.b. to P.19.c. did not exist- it had been ploughed in and was covered with wheat.

The road taken by Ford Car had previously been used only by Horse Transport. It was steep and ~~was~~ negotiable in completely dry weather.

only

The road up the bed of the Valley to "Old R.A.P." was not used in anticipation of shelling and gassing- which had been meted out to it frequently before the stunt.

VILLERS- BRETTONEUX was avoided for same reason.

5. Dug-Outs.

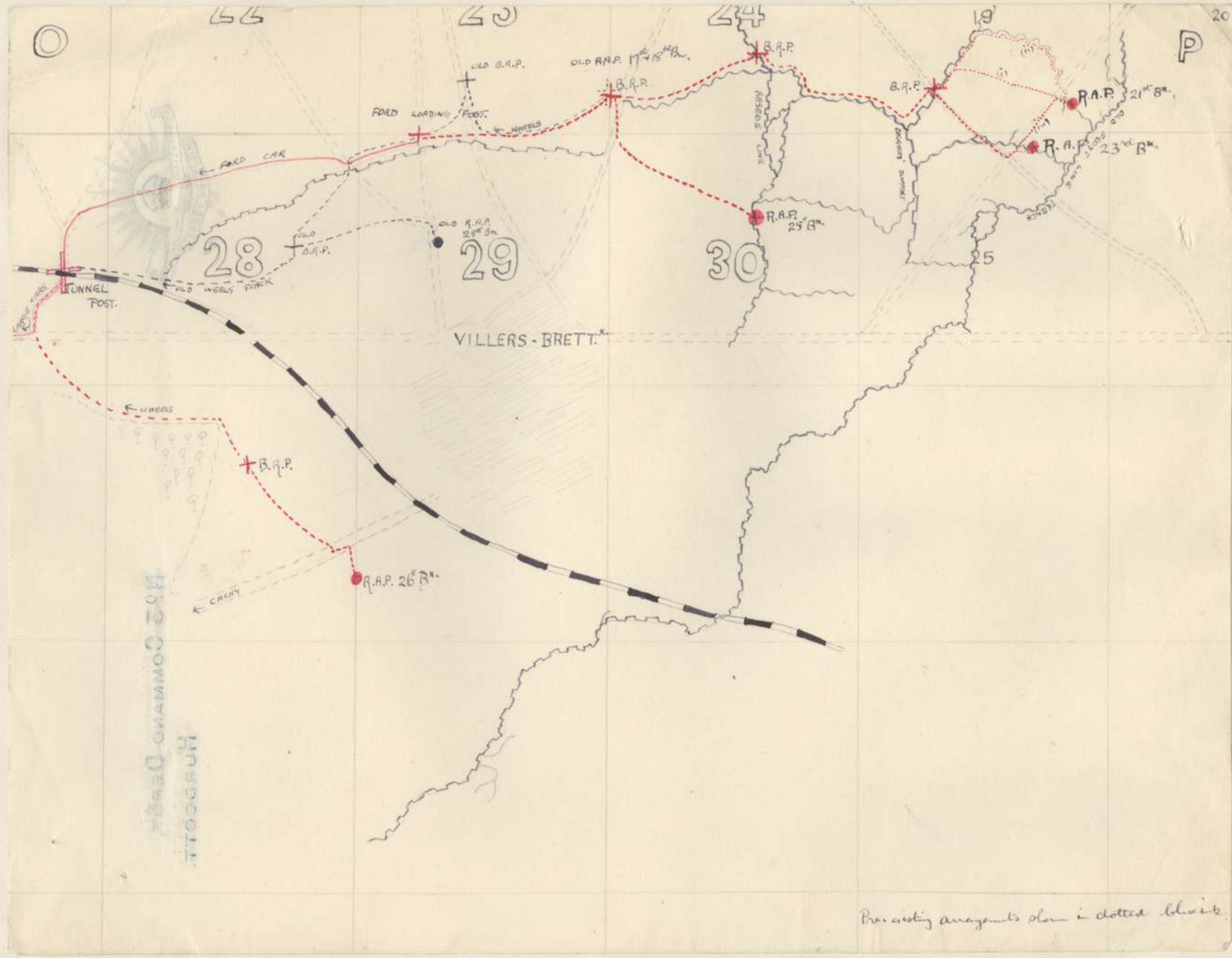
The Battle R.A.P's. were of elephant iron, size 6 ft. by 9 ft. The Amb. bearers sat in communication trenches. There was a deep dug-out at "Old R.A.P."; also at Tunnel.

6. Remarks.

Over-provision had been made for the number of casualties which actually occurred.

The building of forward battle R.A.P's. hastened the evacuation greatly.

(Signed) F.L. Wall Major, 7th.F.Amb
i/c Forward Evacuation.



109

Appendix 3

19



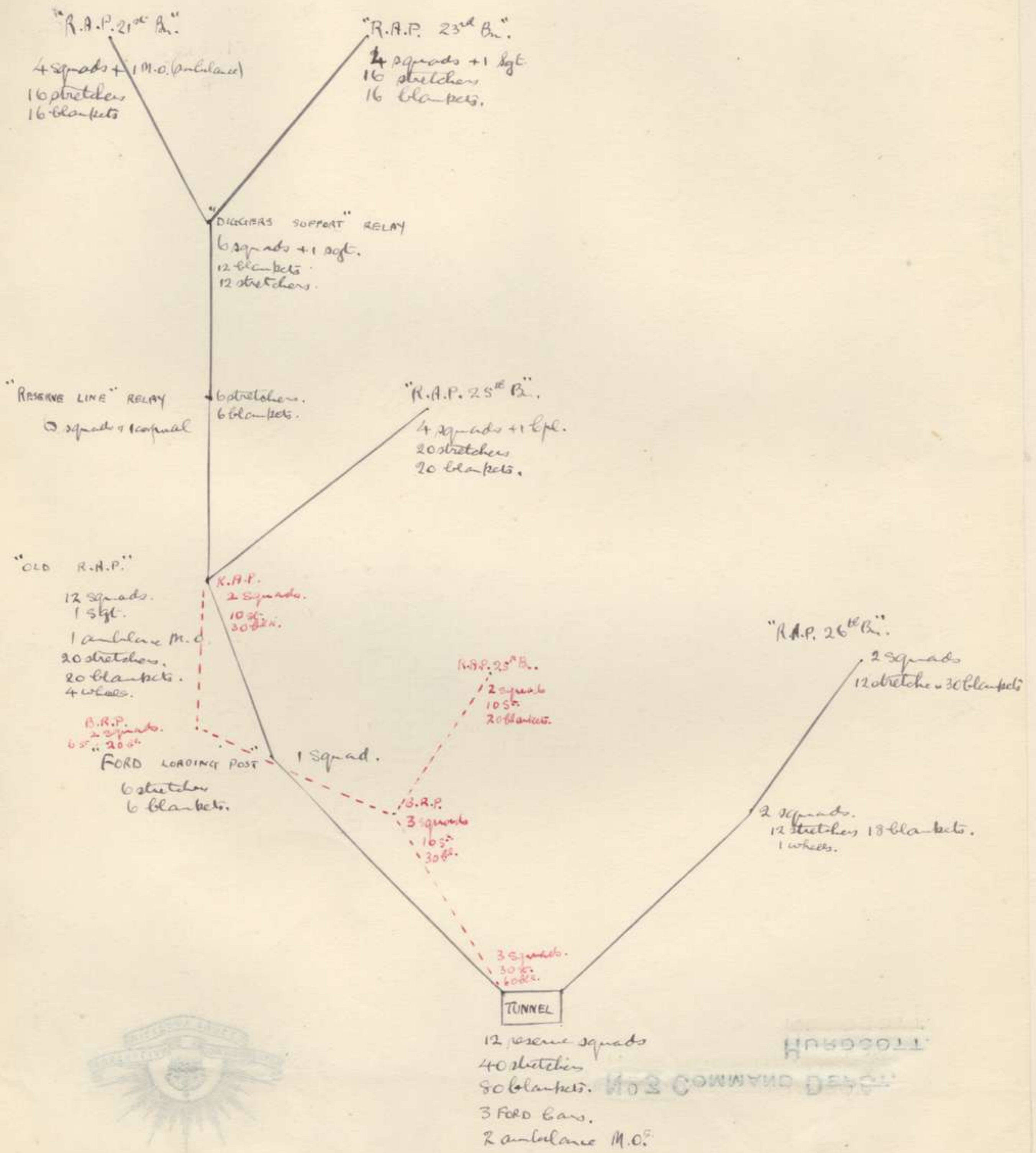
N^o 3 COMMAND DEPÔT,
HURDCOTT.



6/ 2 XIPUE

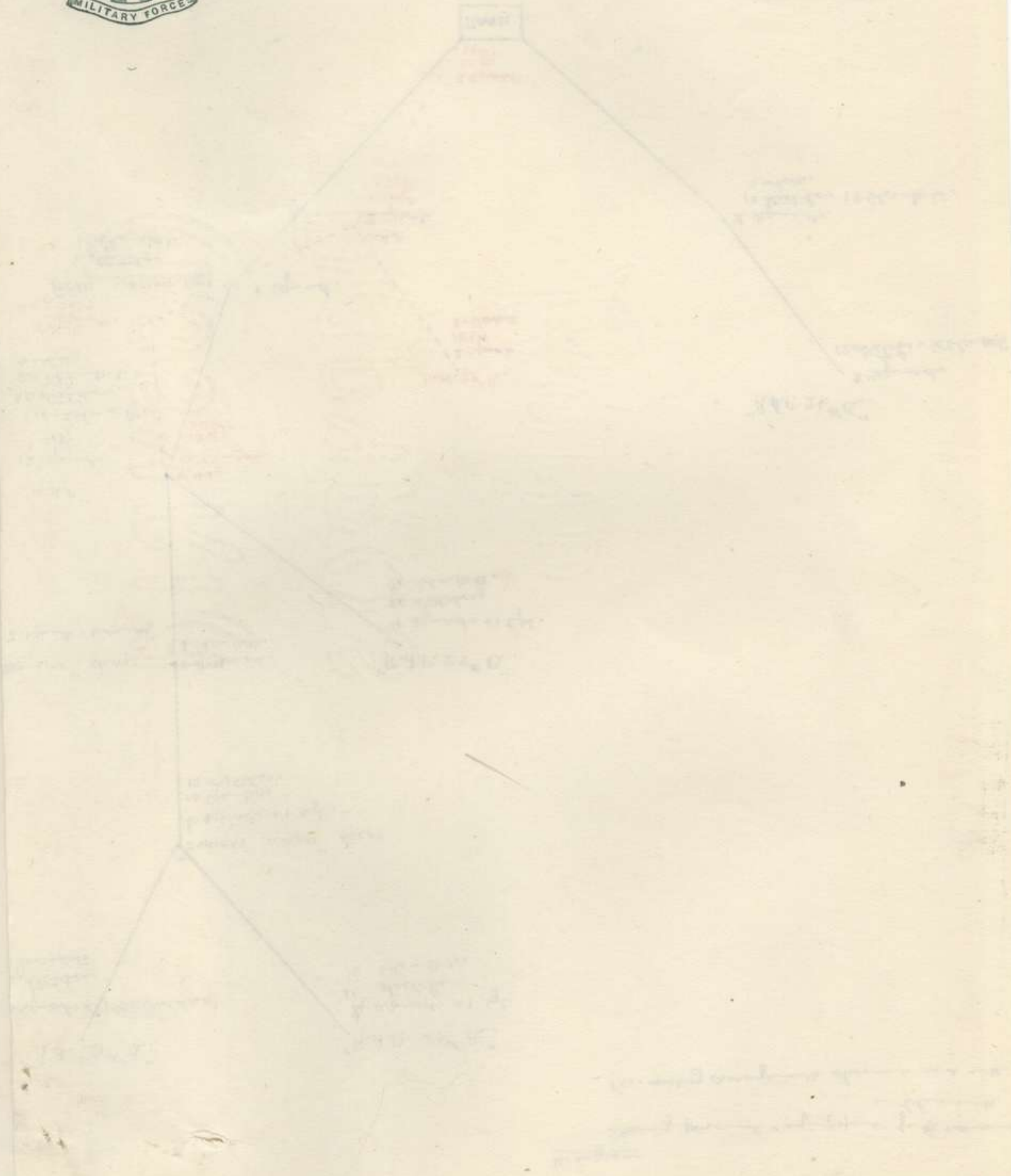
Diagram

Showing personnel & equipment for the advance in blue ink. Pre-existing arrangements shown in red ink.





N^o. 3 COMMAND DEPÔT,
HURDCOTT.



11

109 ✓

4

7th. Australian Field Ambulance.

Procedure to be Adopted with Cases

7th. Australian Field Ambulance.

Procedure to be Adopted with Cases.

The following rules will be observed.

A. Tunnel Motor Loading Post.

1. Wounded cases will be dressed properly and marked "O.K. for C.C.S." If the case requires that a Medical Officer see him at the A.D.S., the driver of the car will be informed; otherwise all cases will proceed direct to M.D.S.
2. Sick cases for C.C.S. will be sent to the H.Q.'s., A.D.S.; cases for D.C.S. will be sent to Walking Wounded A.D.S.

all cars will call on at A.D.S. Headquarters.

B. Walking Wounded Post.

1. Wounded. This Post will only be used for wounded in case of active operations.

During active operations, the walking wounded will be recorded and entered on W 3185 and A 36. They will then be evacuated to No. 2 Corps Walking Wounded Post at DIEUIL.

2. Sick. Cases for D.C.S. will be collected here and kept over night if necessary. If a large number is obtained the Motor Charabanc will be used to evacuate them from the Walking Wounded Post to the M.D.S., ST.ACHEUL. If only a few cases are obtained, the A.D.S., H.Q.'s. will be informed and a car will be used.

Sick cases will not be recorded.

/ instructions

In all cases the driver of the charabanc must be given written

C. A.D.S., Headquarters.

1. Wounded. Cases will be seen in the cars by the Medical Officer on duty. He will only remove them if necessary.
2. Sick will be evacuated as usual.

No recording of these cases will be done.

A M Wilson

Lt. Col.

C.O. 7th. Australian Field Ambulance.

5

Appendix 5 27

To: 109 C.O., 7th. Aust. Field Ambulance.

Herewith Report of Work carried out at A.D.S. (N.26.d.1.3.-- Sheet 62D) during operation of July, 4th, 1918, near VILLERS-BRETTONEUX.

The wounded received at this station were mostly lying cases, but, in addition, 2 walkers came down on each car containing 4 lying cases and were attended to at this station. The first car load arrived at 5-50 a.m. and was followed closely by others, keeping up a fairly continuous stream of wounded up to 11-55 a.m. Between 5-50 a.m. and 11-55 a.m. 109 cases were dealt with at this station. On arrival cases were immediately unloaded, the stretcher cases being placed on the ground and the dressing and general condition of the patient examined by a Medical Officer. Where the dressing was efficient and the patient's general condition good nothing further was done, but he was put aside for immediate evacuation. All other cases were taken into the Dressing Room and a more careful examination made. We had three (3) Motor Ambulances running to M.D.S. at ST.ACHEUL and back. This trip took about 30 minutes from time of cars leaving to time of return and there were rarely more than 3 or 4 stretcher cases awaiting evacuation at one time. In the Dressing Station particular attention was paid to haemorrhage, Every dressing saturated with blood was removed and a careful examination made for bleeding points, a moist eusol dressing then being applied and the patient then evacuated.

Three cases arrived with tourniquets, one T and T wd. R calf severing post tibial and peroneal arteries and a fracture of R tibia was in very low condition from haemorrhage and shock and was complaining of the pain caused by tourniquet, (another (German prisoner) had a large open wound of calf with severance of vessels. The third, who arrived later in the day, had a badly mangled leg with comminution of both bones, laceration of vessels and denudation of skin over the greater part of leg below wound. Anaesthetics were given in each of these cases, the vessels being tied in the first two and the leg amputated in the last case. The first man did not rally after operation though an attempt was made by means of intravenous saline, warmth etc. to combat the effects of haemorrhage and shock. He died a couple of hours later. The other two were evacuated after the effects of the anaesthetic had passed off. In addition to haemorrhage, special attention was paid to adequate splinting, shock and pain, appropriate treatment being adopted in each case.

Between 1 p.m. and midnight 15 more cases were admitted most of them from Blangy-Tronville which was heavily shelled during the afternoon.

In all 124 cases were put through between 5-50 a.m. and midnight.

A feature of note was the large proportion of abdominal wounds, 13 in all, many of them with protrusion of bowel and omentum. These cases were redressed, the protruding bowel etc. being covered with gauze soaked in hot normal solution.

Among the 124 cases, were 25 German prisoners, all stretcher cases, There were 4 gas cases up to midnight.

The wounds were chiefly caused by shrapnel or bullets and consequently there were fewer cases of multiple wounds and severe mutilation than one has seen from a bombardment of trenches with H.E.

(Signed) A.P. Drummond Major

7th. Australian Field Ambulance.

109 ✓

6

OPERATION ORDER, 7th. Australian Field Ambulance, 17.7.18

In the event of operations involving casualties, on the Right Brigade Front of the Division, the following procedure will be adopted:-

1. Battle R.A.P.'s. will be established on the Right Sector at O.35.d.35.65. and on the Left Sector at O.36.b.8.7.
The pre-existing R.A.P. at O.34. d.9.6. will be used as a Bearer Relay Post.
A Relay Post for the Left Sector will be established at O.30.c.6.6.
2. Two Ford Ambulances will be available for each Sector.
On the Right side the Loading Post will be established as close to the pre-existing R.A.P. as possible and the route taken will be through VILLERS-BRETTONEUX or along the valley.
On the Left side the Loading Post will be established at O.29.b.8.0. on the VILLERS-BRETTONEUX -HAMELET RD. The route to be taken will be either through CAMERON'S POST or through VILLERS - BRETTONEUX.
Captain F.H.BEARE will be responsible for the evacuation of the Right Sector and Captain R.G.BURNARD of the Left Sector.
3. Major J.C.CAMPBELL will be in charge of TUNNEL Loading Post and will be assisted by Major F.L.WALL "M.C." and Captain P.L.DANIEL.
All cases will be dressed as thoroughly as possible and marked "O.K. for C.C.S."
4. Captain W.J.NEWING will be in charge of Walking Wounded Post and will be assisted see that all cases are recorded, given A.T. Serum and despatched, straight to No.2 Corps Relay Post.
5. Captain A.H.CROWLEY will be in charge of Stretcher Cases at A.D.S. but will only remove them from the Motor Ambulances if necessary.
6. Sergeant DEGARIS will superintend the running of Motor Ambulances both forward and backward from the TUNNEL.
7. W.O. BROWN will superintend the Loading of Motor Ambulances at the TUNNEL.
8. Sergeant BAGSHAW, ^{with} the four (4) Horsed Ambulance Wagons, will report to Major J.C. CAMPBELL at the TUNNEL at a time to be notified later. These Wagons will be used for the evacuation of Walking Wounded from the Tunnel to the Walking Wounded Post. If the weather is bad and the roads impassable the Horsed Ambulance Wagons will evacuate the wounded from the R.A.P.'s. One (1) Horsed Ambulance Wagon will be stationed at CAMERON'S POST and will evacuate the wounded from this Post to the TUNNEL Motor Loading Post.

a m w brown Lt.Col.

C.O. 7th. Australian Field Ambulance.

1
GAS

Standing Orders, 7th. Australian Field Ambulance 7th. July 1918

The following Orders will be posted in all dug-outs occupied by 7th. Australian Field Ambulance and attached Ambulance Bearers.

1. The attention of all ranks is directed to the great dangers which may result from carelessness in not taking proper precautions from German Gas.
An enquiry will be held on all cases of Gas poisoning and if a reasonable precautions have not been adopted, the case will be classified as a Self-Inflicted Wound.
2. Box Respirators must be examined at least once daily and the eyepieces attended to.
3. Box Respirators must be constantly worn in the "ALERT" position.
4. In the case of heavy hostile Gas shelling, in the vicinity of an Ambulance Post, one bearer will immediately inform the nearest Ambulance or Regimental Medical Officer.
One bearer will remain in charge of the Post. The other bearers will move a short distance on either flank where the shelling is not so severe.
5. A Gas Picquet will be always on duty and the curtains on Gas-Proof dug-outs so arranged that they can be lowered immediately, if necessary.
6. If there is any suspicion of Gas in the vicinity, Box Respirators must be worn.

A M W Johnson

Lt. Col.

C.O. 7th. Australian Field Ambulance.

109

Appendix
my
24

When the Division was in the line, the Bosche scattered a few Gas Shells in the area practically every day. On two occasions, however, the night of July 16-17 and the night of July 22-23, the enemy put down two very intense Gas Bombardments. In the former case the shelling commenced about 12-45 a.m. and continued on and off until 4 a.m., about 6,000 shells being used. In the latter case the bombardment commenced at 10 p.m. and continued on and off until 3-30 a.m., about 9,000 shells being used.

In both cases a few GREEN CROSS were thrown in, first to make the men sneeze and deaden the sense of smell and these were followed by the overwhelming number of YELLOW CROSS (MUSTARD). In the former case the vast bulk of the shelling occurred in VILLERS-BRETTONEUX and the valleys to the Left whilst in the latter case the chief bulk fell in the village and the valley to the Right.

The enemy picked similar nights, both being slightly wet and misty, and the advantages of night Gas shelling are obvious to anyone who has tried to move about with a Respirator on in the dark.

In the first case, about 250 casualties were sustained and in the second case about 600.

From a Medical point of view, both attacks produced the same variety of cases. The first cases appeared at the Ambulance Post three to four hours after the shelling commenced and after that a steady stream followed. ~~Now~~ A few cases suffering with burns and minor inflammatory condition of eyes and throat drifted in from 24-36 hours later. The cases were practically all mild and showed varying degrees of conjunctivitis, laryngitis, bronchitis and gastric symptoms. In some cases marked photophobia was present and the men had to be led to the Ambulance Cars. Owing to the rapid accumulation of cases ~~at~~ at the Advanced Ambulance Post the majority of cases were converted into sitting cases, very few being made stretcher cases, though at the M.D.S. many of them were converted into stretcher cases. The cases as seen after a YELLOW CROSS bombardment are much different from the intensive BLUE CROSS where the phosgene gives such profound symptoms of collapse.

YELLOW CROSS gives a very large number of casualties, but very few deaths. As far as can be ascertained, from the present records, there have been only 9 deaths from the 800 cases, but, nevertheless, a large proportion of the other cases would be unable to return to the line for from 4 to 6 weeks and I am of the opinion that 20 to 30 % of the others will not return to the line again.

With regard to the Medical Treatment at the Advanced Amb. post, the cases were given doses of Soda Bicarb and also their eyes were washed out with this solution. This treatment was also carried out at the R.A.P's.

A few cases in which the gas was obviously present on the clothes had their clothes removed at the forward Ambulance Post, but the remainder were sent through as quickly as possible to the M.D.S. where they were completely bathed and changed.

Theoretically it would be better to bathe and change the patients at the Advanced Ambulance Post, but, practically, it is imperative to clear the forward area as soon as possible and only change a few of the worst cases.

None of the cases showed any signs of collapse at the forward area and restorative measures were not used to any great extent.

With regard to the prevention of gas casualties, from YELLOW CROSS, the matter is extremely difficult. It is almost impossible to move a battalion any distance at night if all the men are wearing gas masks as it is very hard to see trenches and wire and, in addition, the enemy very often surrounds his Gas ~~Shelling~~ Shelling with a barrage of H.E. and it is also difficult to pick out which area is not being Gas Shelled and also positions of great tactical importance cannot be vacated. The persistence of YELLOW CROSS Gas is also extraordinary, the ground being infective for about 24-48 hours afterwards. In addition, it is extremely difficult to keep on a gas helmet for more than a few hours at a time. In the former case, most of the casualties were sustained by the 22nd. Bn. who were right in the centre of the area and there was no place within 1,500 yards to which they could be safely moved.

moved

and in a working party from the 2nd. Pioneer Bn.

In the second bombardment, most of the casualties were sustained by ration and working parties. The whole of the 6th. Brigade Bns. suffered severe casualties and it was found extremely difficult to move the men ~~through~~ the darkness of the night

owing to

A few of the Ambulance men were gassed, some by coming in contact with gas patients and others by carrying patients into and through the gassed areas.

Gas-proof clothing was issued to some of the stretcher bearers, but the test was not of sufficient value to give a definite opinion of their ~~utility~~ utility. The problem as to the possibility of clothing all men in the forward area in suits impervious to this MUSTARD Gas will have to be seriously considered.

Gas gloves were also used to remove the clothing from patients that were stripped.

A M Wilson

Lt. Col.

C.O. 7th. Australian Field Ambulance.

9
NOTES ON HEALTH OF TROOPS, JULY, 1918.

During the month the outstanding feature has been an epidemic of diarrhoea in the Divisional Area and about 110 cases were passed through the Ambulance records and bacteriologically about 20 % of these cases proved to be dysenteric.

As no cases were kept by this unit, whilst clearing the forward area, no statement can be made as regards the clinical manifestations of the disease.

The origin of the outbreak is problematical. Undoubtedly, owing to the interchange of troops from the Eastern to the Western Front, there are many dysenteric carriers amongst the forces. The long uninterrupted spell of hot weather enabled the flies to increase very rapidly and at the end of July they were an absolute pest. The problems of sanitation in the Divisional Area and the necessity of chlorination of all water were well recognised in the Divisional Area. Only authorized water points were allowed to be used and all the wells in VILLERS-BRETTONEUX were tested and marked.

The great difficulty, however, was that the tour of the Division in the line was marked by one series of advances. Consequently, the men did a very considerable amount of digging and with the shortage of man power there were not enough men to properly clean up the lines that were vacated. The captured German lines were in a filthy condition and were devoid of even the most elementary sanitation. Their dead were buried actually in the trenches, just a little earth being thrown over the top of the corpses.

It is extremely hard for a Division to keep its area devoid of flies when it is fighting hard the whole time it is in the line and when the Hun Division opposite and to a lesser extent, the French on the Right, do not pay strict attention to the rules of sanitation.

a m w d m

Lt. Col.

C.O. 7th. Australian Field Ambulance.

109

Appendix

9

29

NOTES ON THE USE OF FORD MOTOR AMBULANCES IN THE FORWARD AREA.

Once more the unit was deeply indebted to the Ford Cars for their work in the Forward Area. When the Division came into the area, the Ford cars were used merely on the same routes as the large cars. When information of the stunt on July, 4th., was received various routes were reconnoitred to the left of VILLERS-BRETTONEUX. It was considered unsafe to take the wounded through the ~~xxxxx~~ village and so the mud track shown on the maps sent with the Diary was chosen. On the night before the stunt the bearers filled in the shell-holes and cut a track down from the bank to the Sunken Rd. at O.22.d.7.2. The route then passed along the mud track shown on the map and finally came to a rather insuperable barrier at O.23.c.4.0. and here was established the Ford Motor Loading Post for the stunt. The cars had practically no cover, but, fortunately, they did not sustain any damage. Three Ford Cars were put on the run from O.23.c.4.0 to the Tunnel Motor Loading Post at O.27.d.8.8., a distance of almost 2,000 yards. These 3 cars did continuous work all the morning.

I am of the opinion that Ford cars can be pushed very far forward provided that they are not left standing about, but kept moving, and only one car allowed to go forward at the one time, a continuous circuit being maintained.

During the stunt the Horsed Ambulance Wagons were used almost entirely in evacuating walking wounded from the Tunnel Motor Loading Post to the Advanced Dressing Station.

After the stunt, with the pushing forward of the front line, the bearers were again put on as working parties and the insuperable barrier at O.23.c.4.0. was completely cut away and the Ford M.L. Post was pushed forward to the post at O.24.c.0.2. Here the Ford car was sheltered by a large heap of mangels and a roll of camouflage was placed over the car so that it would not be too visible to hostile aircraft.

From the 4th. to 17th. ~~xxxxxxxxxxxxxxxx~~ the Ford cars worked along this track to the Tunnel M.L. Post, doing splendid work all through the distance being just over 3,000 yards.

On the stunt of the 17th. some considerable difficulties were encountered. Zero hour was at 8-30 p.m., the night very dark and wet and the mud track became quite impracticable for Ford Cars. As a result they had to be taken off the run, which was taken over by Horsed Amb. Wagons. The track was very slippery and one Horsed Amb. Wagon, fortunately empty, toppled right over the embankment at O.22.d.7.2. and was put out of action.

The Ford cars, however, took over the run through VILLERS-BRETTONEUX. A large amount of hostile shelling was encountered and bricks and bits of houses were flying in all directions, but, most luckily, all the cars got safely through.

The R.A.P. at O.35.c.0.5. was also cleared by Horsed Amb. Wagons along the mud track through the Valley which was impracticable for Ford Cars.

On the early morning of 24th. the work done by the Ford Cars was simply amazing. There were over 500 gas casualties in the forward area to be evacuated and the Ford Cars made trip after trip from the M.L.P. both along the mud track and through VILLERS-BRETTONEUX. On many trips 6-7 patients were carried. It was hardly fair to the cars, but they did the work successfully.

I have no alterations to make to the opinion expressed in my War Diary of April 1918 on the relative value of Ford Cars and Horsed Amb. Wagons. During the month they both did very good work in their respective spheres.

a m w dsm

Lt. Col.

C.O. 7th. Australian Field Ambulance.

Report by Officer in Charge of No. 2 Corps Relay Post.

No. 2 Corps Relay Post was taken over by "B" Section Tent Sub-Division of the 7th. Aust. Field Ambulance on July 10th. 1918.

This Post had been established some six weeks previously by a detachment of the 4th. Field Ambulance from whom we took over.

The work of the Post falls into three classes:-

- (1) To receive sick and wounded walking cases from the Right half of the Corps front and transfer them to C.C.S.
For this purpose 2 Motor Buses, 1 M.A.C. car and one Ford were attached to the Post.
- (2) To attend to the sick of various Australian and British Units in the surrounding district.
- (3) To attend sick civilians in the district.

During the period, July 10th. to 31st., we received and transferred from the Right of the Corps front

5 Officers.	540 Other Ranks	Sick.
5 "	542 " "	Wounded.

The greater number of these cases arrived by M.A.C. cars from Field Ambulances. They were given hot drinks and food while waiting and then transferred to C.C.S. by Motor Bus (London Bus type).

1. A few odd cases were transferred by M.A.C. car, attached.

The biggest day's work during this period was on July 23rd. when 413 cases were transferred, including 393 gas cases. To meet this rush empty Motor Lorries were requisitioned. At one period 6 of these lorries were employed between Relay Post and C.C.S. at CROUY. The experience gained that, during period of heavy fighting, with wounded coming in fairly rapidly, 6 to 8 Motor Lorries would be required, in addition to present transport to keep the post clear. Each bus or lorry takes from $1\frac{1}{2}$ to $1\frac{3}{4}$ hours to travel to CROUY and back. In good weather a bus can carry up to 30 patients; in bad weather, not more than 15 (except slight wounds who would not suffer from exposure to weather). A Motor Lorry can carry 15 patients so that in good weather 2 buses and 6 lorries could transfer 150 patients in $1\frac{1}{2}$ hours or at rate of 100 an hour.

2. During the same period we admitted directly from the local units and transferred to C.C.S.:-

2 Officers.	71 Other Ranks	sick.
1 "	1 " "	wounded. (both gas cases).

There were no outstanding features of interest in this part of the work.

3. The civilian sick afforded many points of interest. The class of patients attended were poor and ignorant in matters relating to health. The hygienic condition of the homes visited was poor. The class of case was such as one would meet in city or suburban work, but the percentage of tubercular complications decidedly high. Large numbers of dental cases attended, dental cases being very prevalent among the civilian population.

From noon 31st. July we received orders to evacuate all cases from the reserve division (including stretcher cases) in addition to previous work. Three extra M.A.C. ~~xxxxxxx~~ cars were attached for this purpose so that we now have 2 Motor buses, 4 M.A.C. cars and 1 Ford car and are in a much better position to cope with a rush than formerly .

(Signed) A.P. Drummond Major
~~In Charge~~ 7th. Australian Field Ambulance
 1/C No. 2 Corps Relay Post. DREUIL.

The past month has been an uneventful one for the Horse Transport.

The Horse Lines are situated in the BOIS DE PENDRE, about 10,000 ft distant from the A.D.S. The site is well protected from observation by trees, & the Horse Lines are surrounded by sod walls which should be ample protection against hostile aircraft.

During the month a few bombs fell in the vicinity of the Horse Lines, but no damage was done.

Evacuation of wounded. Although the Ambulance is evacuating the wounded of the Divisional Area, Hased Ambulance Wagons have not been extensively used. This is due to the fact that practically all the wounded are evacuated ~~there~~ along one path, namely the VILLERS-BRETONNEUX - AMIENS Rd. This is a fine broad road & is therefore eminently suited for motor ambulance cars. The weather has been almost uniformly fine throughout the month, which is another point in favour of the use of motor ambulance. During the operations of the 4th & 17th July, however, hased ambulance wagons were employed to supplement the motor ambulances, & on the 17th, when the ground was very muddy owing to recent falls of rain, they were able to proceed forward of Villers Bretonneux on roads inaccessible to Ford cars, & thus were of considerable assistance in the evacuation.

Hased Ambulance Wagons are being used daily to collect sick from reserve battalions.

Two Hased Ambulance Wagons each were temporarily attached from the 5th & 6th Australian Field Ambulances for the operations on the 4th & 17th July & were returned afterwards.

Casualties to men & horses - nil. One hased ambulance wagon was captured on July 17th while evacuating wounded in the forward area & was so badly damaged that it had to be condemned. A new one has since been supplied in its place.

J. W. Brown. Capt.

Transport Officer 7th Aust. Field Ambulance

Having been in the forward area for the month passed, it has meant a fairly heavy time on both our own cars and those attached from other units.

With the exception of a serious mishap to Daimler 9108 on the last day of the month, there has been little trouble other than ordinary minor difficulties which have not required workshop attention.

The work having been constant, with an occasional rush, has necessitated a large supply of petrol being drawn and the high mileage shows the amount of work demanded of the cars during that time.

For the whole period both a Daimler and a Ford have been attached from each of the 5th. and 6th. Field Ambulances and on the 4th. and 5th. insts 2 extra cars were attached from each of these Ambulances. Again on the 17th. inst 2 extra cars were attached from the 6th. Field Ambulance and throughout these cars from other units have assisted greatly in the work accomplished.

On the 8th. inst. Daimler 9108 reported back from workshops after having undergone a complete overhaul and this allowed Daimler 17485, which had been pending a relief, to move into workshops that day. This car reported back on 30th. inst. after being thoroughly overhauled. On the night of the 9th. inst. propeller shaft of Daimler 9108 broke and on the following day a complete back axle was fitted here. Stub-steering arm of Daimler 24100, attached from 5th. Amb., broke while running. No further damage resulted fortunately and the necessary preparation was effected here.

On the 12th. inst. 24110 (Ford) was sent to workshops with a cracked front cross member and generally in a bad condition, due to wear.

On 17th. inst this car was evacuated and on 23rd. was replaced by Ford No. 54527.

Major Harvey for the Aust. Corps inspected the cars of this unit on 13th. inst.

Two Ford wheels collapsed and the hub of another sheered off from a wheel itself. The cars were only out of action for a matter of a few hours.

Rear wheel of Daimler 9108 collapsed on the night of 17th. inst. and a new wheel was supplied from workshops. It was necessary, also, to requisition for a new carburettor float for Sunbeam 29591.

Towards the end of the month considerable spring trouble was experienced with the two Sunbeams as within the last week it has been necessary to fit two rear and one front springs on each of these cars.

With reference to Sunbeam springing, - on the later cars of this make arriving from the Base, it is noticeable that the springs, both front and rear, are widened to the extent of $\frac{1}{2}$ inch. This should eliminate the majority of springing troubles, as are experienced at present. It will be interesting to note any satisfaction which these new springs will give and if any marked improvement should result it will be a simple matter to have the ~~xxxx~~ same type of spring adjusted by shops.

The first rear spring to be broken during the 28 months work with Daimler Ambulances occurred on 29th. inst. This speaks very highly for the rear springing of these cars and in this isolated case there was a distinct flaw in the spring. This happened to Daimler 24100, attached.

Mileage and petrol consumption for the month are as follows:-

Car.	Miles.	Petrol.	Average.
Daimler 44006	2096	185 gal	11 miles per gal.
9108	1249	109	11
17485	320	29	11
24100	1525	129	12
Sunbeam 29592	1564	139	11
29591	2120	188	11
Ford. 24109	1725	118	15
24110	391	25	16
24111	1423	99	15
54527	140	9	16
TOTALS.	12553	1030	12

Owing to the fact that the 6th. Field Ambulance has daily changed their cars attached to us, it is impossible to give any mileage return for their cars.

(Sgd) R.E. DeGaris Sgt.

2nd. M.T. Coy. attached.

Report by Quartermaster for month ended 31st. July, 1918.

Rations for the month were drawn from the 17th. and 20th. A.A.S.C's. and no difficulties were experienced.

Total rations drawn for the month were 11,661 of which 770 were for patients' consumption.

Bread ration average was 75%.

Meat ration average was 61 %.

Other commodities were drawn as per scale and quality of same was up to the usual standard.

Medical Comforts were drawn as required for use at the A.D.S. and for issue to R.M.O's.

A moderate quantity of Red Cross supplies was drawn for patients.

A quantity of comforts for personnel was drawn and issued to men in the forward areas, proving a welcome addition to ordinary rations.

No difficulties were experienced in forwarding the men's rations to the forward posts. They were made up and packed in sandbags at A.D.S. and forwarded to the Tunnel Motor Loading Post for collection and conveyance by carrying parties to the various posts.

The following were returned to A.S.C. during the month :-

Paper, waste.	71	lbs.
Cardboard.	50	"
Fat.	35	"
Tins, empty.	12	bags.

These quantities are smaller than usual owing to the lesser number of patients, part of the unit being detached during the greater part of the month and owing to a proportion of the unit being in the forward area, whence salvage can only be returned with difficulty.

Ordnance supplies drawn equalled the demand.

Saddlery was repaired as needed and 35 pairs of boots were mended by Saddler for the month.

The tailor was kept busy with repairs to clothing etc.

The following Medical Stores were issued during the month :-

Bandages.	8,400.
Shell dressings.	2,500.
Wool.	260 lbs.
Lint.	190 "
Gauze.	2,000 yds.
Thomas Splints.	48.

(Signed) O. Matthews Q.M. & Hon Capt.

7th. Australian Field Ambulance.

15

27/6/18
2/8/18

A.D.M.S.,
2nd. Australian Division.

NOTES ON DISTANCES WOUNDED TRAVEL.

It has always been a subject of interest in this Unit as to how long it actually takes for a wounded man to arrive at the C.C.S., where he can obtain efficient operative treatment. Accordingly, when the Division came into the line, an attempt was made to have the time recorded on the Medical Card (A.F. W 3118) of every patient passing through the Unit. The R.M.O's. were all seen personally and the matter explained to them and also the Ambulance M.O's. ; and, in addition, the C.O. of the M.D.S. and C.C.S's. expressed their willingness to assist in the recording of cases.

In addition, the number of times a case was redressed was recorded on the Card. This also proved of value in showing how few times a case need be dressed before arriving at the C.C.S.

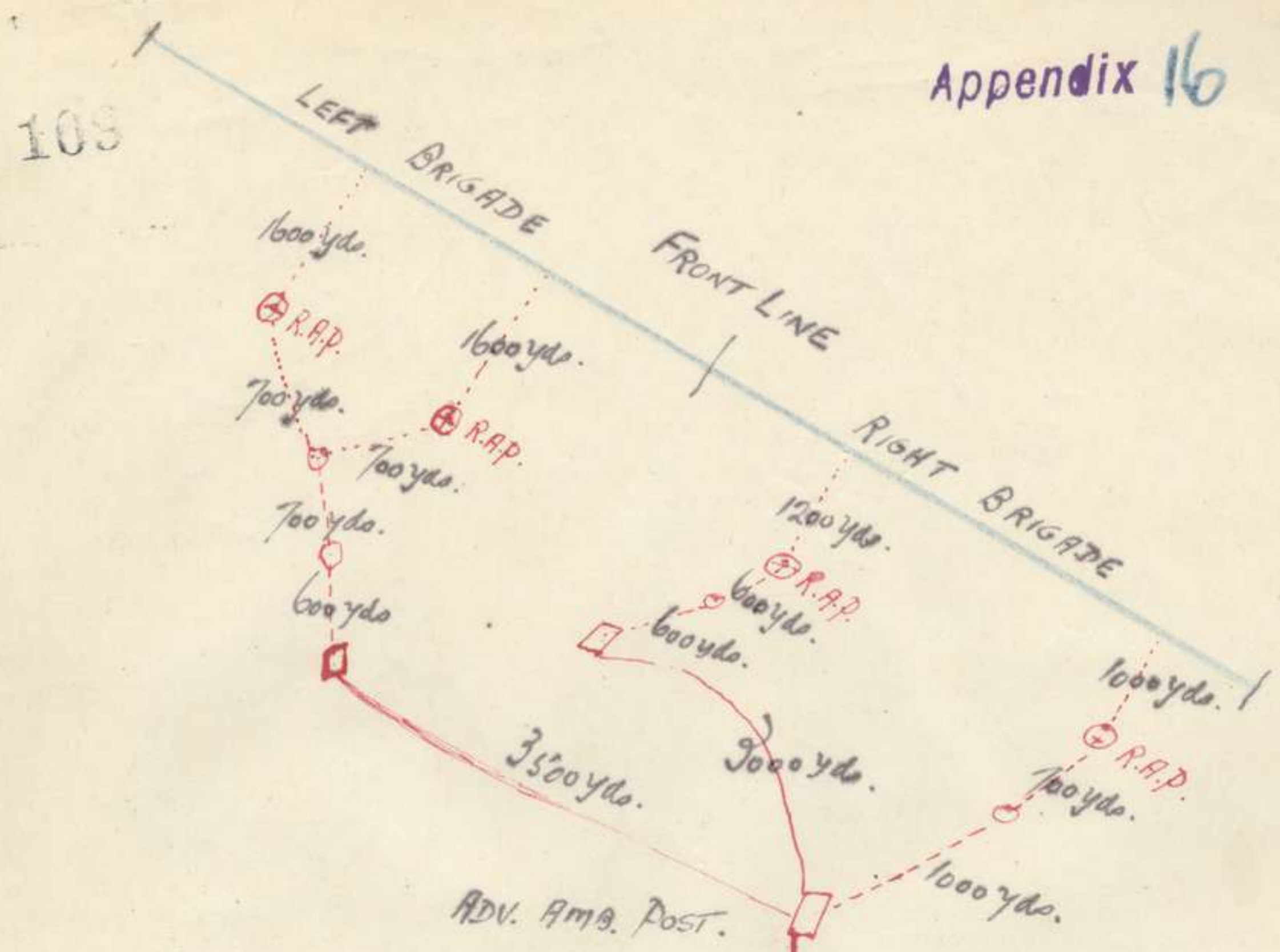
A specimen of A.F. W 3118, filled in as was done in the area, is attached.

On the next sheet is shown a diagrammatic representation of the evacuation scheme from the area at the end of July, 1918. The distances are, of course, the great points of interest, together with the mode of conveyance.

During this tour in the line, the chief objective was to get men as quickly as possible to the C.C.S. and also, that a minimum of dressings should be done. Urgent cases were not removed from the cars at the A.D.S., but were sent straight through from the Adv. Ambulance Post to the Main Dressing Station.

Appendix 15

22



NOTE

The distance of the R.A.P.s. is taken from the outpost line and so they are much nearer than appears in the diagram.

4 1/2 miles

A.D.S.

2 1/2 miles

5 1/2 miles

WALKING CASES

M.D.S. ST.ACHEUL.

STRETCHER CASES.

No. 2 Corps Relay Post (DREUIL)

14 miles

LEGEND

- R.A.P.
- HAND CARRY
- WHEEL CARRY
- BEARER RELAY
- FORD CAR LOADING POST
- TRACK OF FORD CAR
- LARGE CAR LOADING POST
- TRACK OF LARGE CAR.

12 miles

C.C.S. (CROUY)
(Nos. 5447 on alternate days)

PLAN OF EVACUATION.

SHOWING DISTANCES.

It will be seen that on the Right, a soldier near the front line, had to travel a distance of 24 miles, and on the Left, 25 to 26 miles, before obtaining sufficient operative treatment. It is impossible for an abdominal case to arrive at the C.C.S. in very good condition after a journey of nearly 30 miles- the greater part of which is along indifferent roads and, moreover, in the winter time, in spite of the artificial heating of the cars, the patient would probably be very cold and collapsed on arrival.

The statistics of times taken for the patients to proceed from the forward area to the C.C.S. are as follows :-

750 cases actually had their times recorded on the A.F. W 3118, being about $\frac{1}{2}$ of the total wounded passing through during the month. Gas patients were not included in the records, as they were frequently detained for bathing and treatment at the M.D.S. Moreover, of these 750 cases recorded, 200 were obviously detained en route, for some reason, either because of the lightness of their wounds and consequently they were kept until other cases came along or because of their severity, when they were detained either at the A.D.S. or M.D.S. to permit of restorative measures being taken.

Of the remaining 500 cases, the statistics are strikingly in accord. The variations in time are due to the distance between the Advanced Ambulance Post and the place where the man was actually wounded. The time between the Adv. Amb. Post and the C.C.S. is practically constant and is about four hours, the first $1\frac{1}{2}$ being spent on treatment at the Advanced Ambulance Post and the subsequent journey of 8 miles to the M.D.S., and the remaining $2\frac{1}{2}$ hours being expended in treatment at the M.D.S. and the subsequent journey of 14 miles to the C.C.S. Consequently, a man being wounded near an R.A.P. which was about 1 hour's journey from the Adv. Amb. Post does not arrive at the C.C.S. until 5 hours have elapsed from the time of his being wounded. However, special cases, such as abdominal, often arrive at the C.C.S. in 1 hour less than this time, which, though satisfactory under present conditions, might be reduced by nearly 2 hours if an operating centre were nearer the line.

The cases which arrived at the C.C.S. on July 4th., after the stunt of the capture of HAMEL, are of special interest. Zero hour was at 3-10 a.m. and the first cases arrived at the C.C.S. about 9 a.m. Owing to the early hour of the stunt, some considerable difficulty was experienced in collecting the wounded and the first Stretcher Cases arrived at the Advanced Ambulance Post about 5.30 a.m., - $3\frac{1}{2}$ hours later they were at the C.C.S. The average of $5\frac{1}{2}$ hours from the time a man was wounded till his arrival at the C.C.S. was maintained for the first batch of cases who were wounded near the jumping off tape, but it gradually increased as the man got further toward their objective and finally reached about 9-10 hours for a few stretcher cases, wounded just on reaching the final objective. Nevertheless, the time - $3\frac{1}{2}$ to 4 hours - from the Advanced Ambulance Post to the C.C.S. was maintained during the whole of the day.

The cases arriving at the C.C.S. from the Stunt on the evening of 17th. July are also extremely interesting as regards times. On this occasion the zero hour was fixed at 8.30 p.m. just at night fall. Unfortunately it was a very dark night with enough rain to make some of the roads for the Ford cars impracticable and, in addition, made things very difficult for the Horses ambulances, one of which - fortunately empty at the time - skidded and toppled over a bank, six feet high, on to a sunken road beneath and was put completely out of action.

The first cases arrived at the C.C.S. about 2.30 a.m. having taken about 7 hours. Owing to the darkness and the rain, the times between the Advanced Ambulance Post and the C.C.S. was increased to $4\frac{1}{2}$ - 5 hours and the later cases of the Stunt took 9 - 10 hours to arrive at the C.C.S. Had the weather conditions been favourable the time would have been reduced considerably, as many of the cases were detained at the M.D.S. to allow of restorative measures being taken, as most of the patients were very wet and cold.

109

3

In addition, another interesting fact was disclosed from the marking of the A.F.W. 1116 in the particular way described. Practically all the men were re-dressed by the Regimental Stretcher Bearers, but a large majority of these cases - about 90% - were re-dressed by the R.M.O.'s, and acting on the Divisional Order the majority of these cases were marked "O.K. for C.C.S.". After leaving the R.A.P. only about 10% of cases were re-dressed at the Advanced Ambulance Post and the A.D.S. and about 20% were re-dressed at the M.D.S.

In this way the majority of the cases were only re-dressed once and about 30% twice and very few more than twice before reaching the C.C.S. The consulting Surgeons at both C.C.S.'s. were interviewed about the condition of the cases arriving at the C.C.S. and they expressed themselves as well satisfied with the system as adopted.

However, the main point for which the Statistics were collected is as follows:-

The distance from the M.D.S. to the C.C.S. is about 14 miles and at least 1½ hours in the case car for a stretcher case. The road is extremely bad in parts and had not the C.O. of the 6th. Australian Field Ambulance opened up the alternative route along the tow-path many cases would have arrived at the C.C.S. in much worse condition.

I should very respectfully, Sir, like to bring to your attention the advisability of establishing an Operating Centre as near as possible to the M.D.S. - for example at MONTIERS-, thus saving the last trying 14 miles and 2 hours in the Motor Ambulances.

In support of this suggestion, Sir, I should like to say that during the operations at POZIERES in 1916 an Operating Centre was established at WARLOY, within a few hundred yards of the M.D.S. and undoubtedly was the means of saving many lives.

The objection to this suggestion seems to be in the fact that in case of a hostile advance great difficulty is experienced in evacuating these patients. Could this difficulty be overcome by the utilization of Water Transport (Hospital Barges)?

a m w dson

Lt. Col.

C.O. 7th. Australian Field Ambulance.

60

Appendix 16

Army Form W. 3118.

FIELD MEDICAL CARD.

A.T. Serum }
Dose and date } 1st
2nd

No. Rank
Name
Unit

FIELD AMBULANCE NOTES.

Battle Casualty Accidentally Wounded. "Sick"
(Strike out description which does not apply).

Morphia }
Dose and time }

No. of F.A.
Date of admission
F.A. diagnosis

Date of wound or }
onset of illness }

Date of wound or onset of illness	Time	Remarks
Wounded	03.00	Dressed by Sgt. S.
C.A.P.	04.00	Redressed by Platoon
Adv. Amb.	05.00	Not Dressed
H.D.S.	06.00	" "
M.D.S.	08.00	Redressed
C.C.S.	10.00	

Additional F.A. Notes to be written on back of card.

C.C.S. diagnosis (if altered from above)

Base Hospital diagnosis (alterations or additional)

Religion

W3159/M2063. 1,750M. 6-17. M. & H., Ltd. (M65413).

109

60

Appendix 16

Date of entry and medical unit admitting must be recorded immediately on admission. Brief clinical notes to be added later and signed by M.O.

No. of C.C.S.
Date of entry

No. of Hospital
Date of entry

This F.M. Card must not be destroyed, and it must be transmitted with the patient if he is evacuated to U.K. Temperature charts or additional clinical notes may be sent with it, either in the same or in another envelope attached to the patient.

109

16

109

RETURN OF WOUNDED AND GASED ADMITTED PERIOD 29th. June to 2nd. August, 1918.

PERIOD.	Wounded.		Gassed.		Totals.	
	Admtd.	Evacd.	Admtd.	Evacd.	Admtd.	Evacd.
Week ending 5-7-18	296	292	10	8	306	300
" " 12-7-18	17	15	4	5	21	20
" " 19-7-18	138	80	573	552	711	632
" " 26-7-18	240	236	222	216	462	452
" " 2-8-18	122	119	28	13	150	132
TOTALS.	813	742	837	794	1650	1536

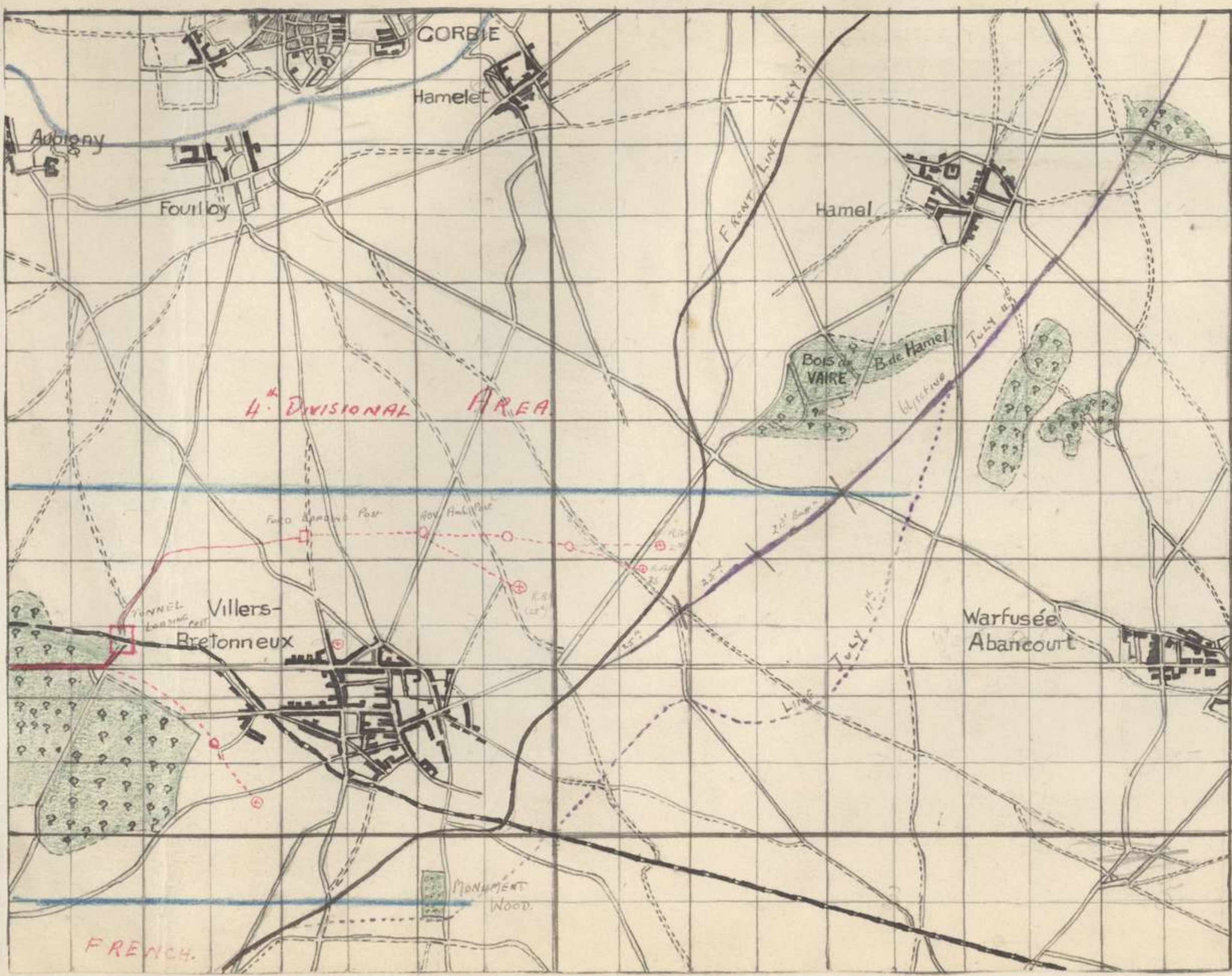
amw ds m

Appendix 16

28

2

11



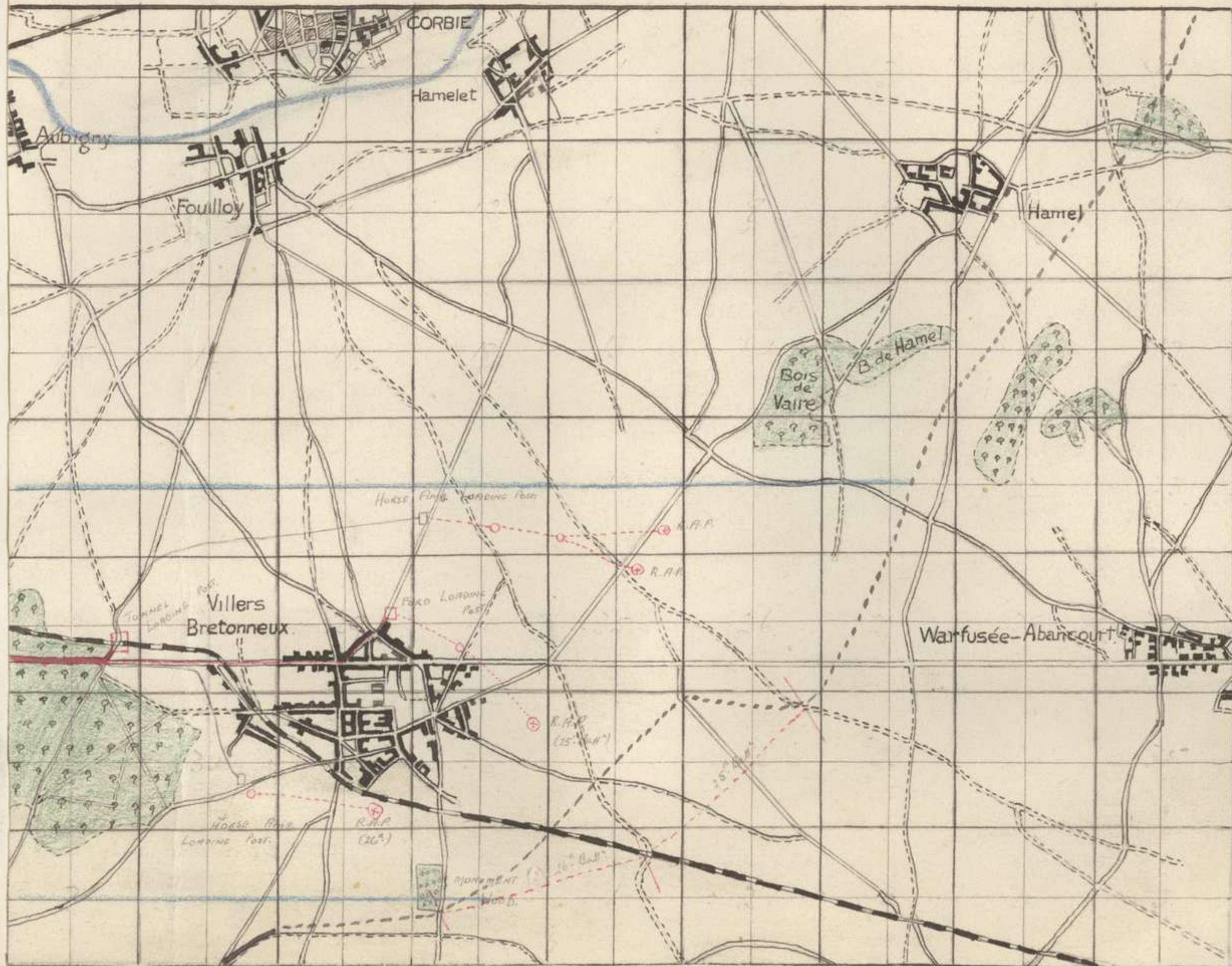
MEDICAL ARRANGEMENTS FOR JULY 4th
 FRONT LINE JULY 3rd
 POSITION LINE (ALL GAINED)
 LINE JULY 4th (REACHED BY PEACEFUL PENETRATION) NO STUNTS.
 R.P.R.
 Blanche Relay
 Blanche Tranch
 Forwarding Post
 Tunnel
 Tunnel Lodging
 LARGE CAR TRACKS

109 73

Appendix 111

29

3



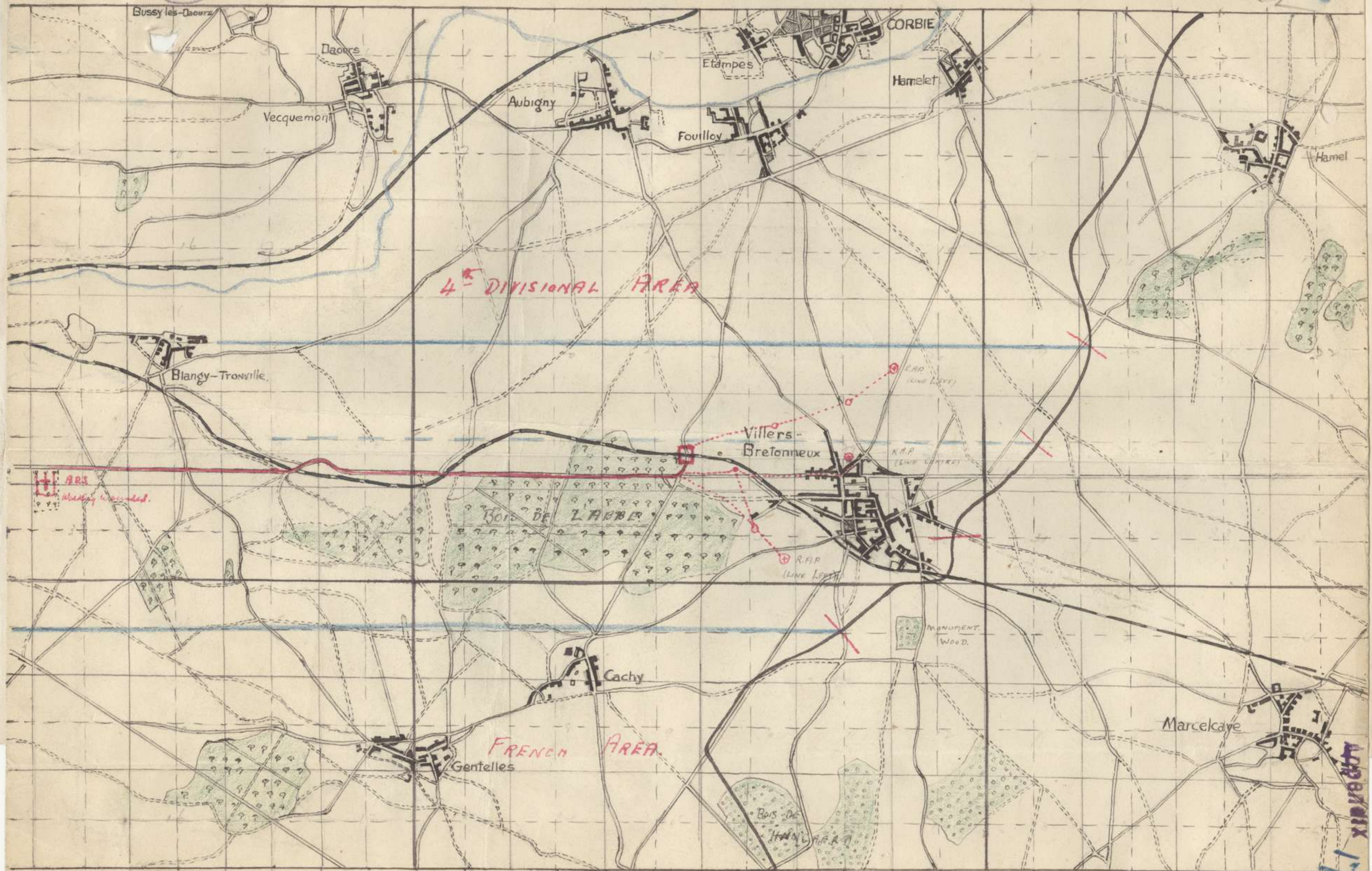
MEDICAL ARRANGEMENTS FOR JULY 17th

- Front Line before attack.
- - - - Objective gained.
- R.A.P.
- Horse Line
- Forward Loading Post
- Horse Line Loading Post

109
73

1

109 200



4th DIVISIONAL AREA

FRENCH AREA

ARS
Wounded

1.	M.A.P.	SHEWING	MEDICAL	ARRANGEMENTS	ON	TAKING OVER	JUNE	28 th
2.	"	"	"	"	FOR	STUNT	JULY	4 th
3.	"	"	"	"	"	"	JULY	17 th

Appendix IV