

AWM4

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

Supplies & Transport

Item number: 25/4/8

Title: Senior Mechanical Transport Officer,
Australian Corps

August 1917



AWM4-25/4/8

WAR DIARY

Army Form C. 2118.

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INTELLIGENCE SUMMARY.

(Erase heading not required.)

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
MORBECQUE.	1/8/17.		Nothing to report. Routine as usual. Weather...Rain all day. Lieut Col A, Moon, O.C. "K" Supply Column visited this office.	
	2/8/17.		Lieut Colonel A/S.M.T.O. accompanied by Major J, Hamilton attended a conference of S.M.T.O of Second Army held in the offices of the D.D.S. & T, re ordering and accumulation of Spare Parts in M.T. Units. S.M.T.O., returned from England where he had been on duty in connection with the formation of new Australian M.T. Units (AC/119/2). Weather...Unceasing Rain all day. <i>MLT</i>	
	3/8/17.		Reference entry of yesterday on the subject of a Conference at D.D.S. & T., Second Army re the ordering and accumulation of Spare Parts in M.T. Units, see appendix attached- report by Major J, Hamilton on this matter. (AH/686) S.M.T.O., accompanied by Adjutant visited D.D.S. & T., Second Army. Routine as usual.	<i>Appendix No 1.</i>
	4/8/17.		Weather...Rain all day. <i>MLT</i> Reference yesterdays entry on the subject of the ordering and accumulation of Spare Parts in M.T. Units. Received from Director of Transport, through D.D.S. & T., Second Army a circular letter in which it is brought to notice that Units are in the habit of hoarding an unnecessary stock of spare parts, largely in excess of requirements. The retention of spare parts on the off chance of their being required is strictly forbidden and such retentions must be due either to wilful neglect to comply with instructions contained in the various circular memoranda which have been issued from time to time from the office of the D. of T,	

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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
MORBECQUE.	4/8/17.		<p>In accordance with D.of T's instructions, Units are being impressed with the necessity of maintaining within their Units as small a stock of "Spares" as possible, for in view of the present shortage, it is obvious that the spare parts carried by a Unit should be the minimum consistent with the permanent maintainence in running order of the vehicles of that Unit (AH698).</p> <p>Captain Tatham attended a conference of Adjutants at D.D.S. & T. Second Army to discuss the events of the week and any querries which have arisen.</p> <p>Weather.....Rain all day. <i>WWT.</i></p>	
	5/8/17.		<p>S.M.T.O., 1st Anzac and Adjutant inspected Sunbeam Touring Car W.D. No. 1588 on charge to 1st Australian Div Train. This vehicle is in Workshops with Chassis Frame broken through, and is considerably strained and liable to fracture in another place.</p> <p>No. 1 A.D.S.C., are asking for the evacuation of this vehicle.</p> <p>No. AM/816 Driver Greeshaw E.G. transferred to No. 1 A.S.P. from the strength of this Unit.</p> <p>Notification received from D.A.G., A.I.F., that Lieut L.R.Bradbury from R.F.C., is re-appointed to A.I.F. as Lieutenant with Seniority as from 4/7/16 and for purpose of pay from 21/7/17 and is posted for duty as supernumerary to Establishment pending absorption. (AH/282).</p> <p>Weather....Fine and Warm. <i>WWT.</i></p>	
	6/8/17.		<p>With reference to entry of yesterday re inspection of Sunbeam Car No. 1588, owing to the fact that replacements are now made with "Fords" and "Maxwells" it is not proposed to evacuate this car. Instructed No. 1 A.D.S.C. to execute repairs in that Units workshops.</p> <p>S.M.T.O., and Adjutant visited D.D.S. & T. Second Army in connection with the printing of The Book "Instructions for O's C., A.S.C., Units, Second Army" which work is being undertaken by the Printing Press attached to this Office. (AH/100).</p> <p>Weather....Fine. <i>WWT.</i></p>	

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MORBECQUE	7/8/17.		<p>S.M.T.O. draws attention of the D.A.G., A.I.F. to the necessity of A.I.F. control of the M.T. A.A.S.C.. See Appendix No. 2 attached which is self explanatory. (A C/119/4).</p> <p>S.M.T.O. visited General Carruthers, 1st. Anzac "Q", on matters of interest re Siege Park re-organization. Had to read 4 pages from D. of T., two pages from General Napier, R.A., and 3 page letter from General Birdwood to sign and give an opinion. Army expected me to report on this matter and asked for a copy. Such long letters should be sent to me so that my report may be a considered one.</p> <p>XXXXXX On 31st. July, 1917, application was made to 1st. Anzac "Q" for the return to Unit of 14 lorries of No. 1 A.D.S.C. detached for duty with 1st. Aust. Div. Artillery. D.D.S.&T. asked to give a ruling as to whether these lorries were actually required with the Artillery and replied that though the lorries may not be fully employed at present it is essential, however, that they be in touch with the Artillery. Should the Advance continue they will probably be required for feeding the 1st. Aust. Div. Artillery. (AH/758).</p> <p>Weather Fine. <i>WV</i></p>	Appendix No. 2
"	8/8/17.		<p>S.M.T.O. visited D.A.G., A.I.F., on the re-organization of Aust. Mechanical Transport.</p> <p>Weather Fine. <i>WV</i></p>	
"	9/8/17.		<p>Nothing to report.</p> <p>Weather Fine. <i>WV</i></p>	
"	10/8/17.		<p>S.M.T.O. visited D.A.G., A.I.F. re formation of new Australian M.T. Units.</p> <p>Captain Tatham, Adjutant to S.M.T.O., inspected vehicles of No. 5 A.D.S.C. re Radiator trouble.</p> <p>Routine as usual. Weather Fine and Warm. <i>WV</i></p>	

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MORBECQUE.	11/8/17.		<p>Captain H.M.Tatham attended a conference of Adjutants at D.D.S.& T. Second Army to discuss events of the week in connection with M.T. Units of the Army.</p> <p>Captain H.M.Tatham and Major G.R.Shirlaw inspected Two Dennis Lorries on charge to 65th Petrol Company with a view to an exchange with Two Halford Lorries on charge to No. 1 A.D.S.C.</p> <p>Routine as usual.</p> <p><i>2nd A.A.S.P. 5. A.A.S.P.</i></p> <p>Majors Joss and Harvey visited S.M.T.O., 1st Anzac.</p> <p>Weather....Fine....Rain during evening. <i>mti</i></p>	
	12/8/17.		<p>Each Sanitary Section is in possession of a Three Ton Lorry under authority of D.D.S.&T, Second Army. The lorry, each from No. 1, No. 2, and No. 5, Australian Div Sanitary Sections are being withdrawn and replaced by Ford Box Cars. (AC/55/6).</p> <p>On the night of 1/2 July 1917, a Triumph Motor Cycle, with Frame and Engine Numbers obliterated was left with "K" Supply Column by some unknown person. This machine can be put in running order by "K" Supply Column. Application was therefore made to D.D.S.& T, Second Army either for the allotment of new Frame and Engine Numbers, or authority to avacuate this machine.</p> <p>Received application <i>instructions</i> from D.D.S.& T, Second Army that this machine may be repaired and issued to replace a casualty and that frame and engine Numbers have been applied for. (AH/783.)</p> <p>No. 56 D.S.C., serving 2nd Australian Division is this day being replaced by No. 2. Australian D.S.C., (2nd Corps). (AH/758/2).</p> <p>S.M.T.O., 1st Anzac and Adjutant visited 3rd and 4th A.A.S.P's. <i>mti</i></p>	
	13/8/17.		<p>See appendix No. <i>3</i> re proposed regulations for the promotion of Officers A.A.S.C.(M.T.) (AC/24.)</p> <p>S.M.T.O., draws attention of the D.A.G., A.I.F., to the position of the Gunner Section or Loader Section A.A.S.C. and suggests the scheme outlined in appendix No. <i>3.A</i> attached to be adopted. (AC/119/4.)</p> <p>See appendix No. <i>4</i>. attached re percentage of Ambulance and Car Drivers which it is suggested be authorised. (AC/195.)</p>	<p><i>Appendix No 3.</i></p> <p><i>appendix No 3.A.</i></p> <p><i>Appendix No 4.</i></p>

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MORBEQUE	13/8/17		S.M.T.O. visited D.A.G., A.I.F., reformation of New Australian M.T. Units.	
	contd;		Weather...Fine and Warm. <i>NWT.</i>	
	14/8/17.		See Appendices attached Numbers 5, 6, 7, 8 & 9. - on the subject of Reasons for appointment of D.M.T., A.I.F., Suggested duties of D.M.T., A.I.F., Proposed instructions governing promotion of N.C.O's, A.A.S.C., M.T., Mechanical Transport with A.I.F., (A.C./119/5). S.M.T.O., visited G.O.C., and D.A.G., A.I.F.,	<i>appendices 5.6.7.8.9.</i>
			Weather Showery. <i>NWT.</i>	
	15/8/17.		Lieut-Colonel A.Moon visited S.M.T.O., 1st Anzac to discuss various matters. The following Officers called on S.M.T.O., on various duties during the day. Major LYON, No. 3 A.D.S.C., Major BELFIELD, "K" Siege Park. S.M.T.O., and Adjutant visited No. 5 A.D.S.C. and inspected Stock Book of Spare Parts. inspected lorries and radiators in workshop and also the camp generally. It was noticed that an excess of spare parts were held by this Unit and orders were issued that all surplus be returned at once to Base. The present O.C. or Workshop Officer is in no way to blame for this excessive accumulation of spares, as they were all demanded and accumulated by the late O.C.. Six spare Fitters were sent from "K" Supply Column to assist in workshops and will thus enable the Column to be thoroughly overhauled. S.M.T.O., and Adjutant then proceeded to No. 2 A.D.S.C. at ARQUES and inspected stocks, which are not excessive, but some of the bulk stores are to be reduced. Books were not inspected as they were not properly kept, but workshop Officer of the Unit is compiling correct books and checking with stock. S.M.T.O., instructs that he be advised immediately the books are made up so that he can inspect and check. Camp and mens quarters were also inspected. This Unit has an excellent standing for lorries and workshop. <i>Bullets were not as clean as should be</i> Weather...Showery. <i>NWT.</i>	

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MORBECQUE	16/8/17.		S.M.T.O. visited D.D.S.&T., Second Army, reference condition of lorries of No. 5 A.D.S.C., the cylinders of all lorries have been badly scored. They have not been regularly inspected or overhauled by the previous personnel and in consequence large demands for new Cylinders have to be made. During afternoon Adjutant called at Office of D.D.S.&T., Second Army. Routine as usual. Weather Fine and Warm. <i>WWI.</i>	
"	17/8/17.		S.M.T.O. proceeded on leave of absence to PARIS. Authority asked for from D.D.S.&T., Second Army, for the evacuation of Daimler Car No. 14297 on charge to No. 1 Aust. Div. Train. This vehicle was badly damaged as the result of collision and sustained damage to the extent of approximately £33; repairs necessary are considered much too heavy to be undertaken by the Unit Mobile Workshops. Weather fine and warm. <i>WWI.</i>	
"	18/8/17		Adjutant attended a conference at D.D.S.&T., Second Army, to discuss events of past week. Routine as usual. Weather fine and warm. <i>WWI.</i>	
"	19/8/17.		Nothing to report. Weather fine and warm. <i>WWI.</i>	
"	20/8/17.		Nothing to report. Weather Fine and Warm. <i>WWI.</i>	
"	21/8/17.		Nothing to report. Weather Fine and Warm. <i>WWI.</i>	
"	22/8/17.		S.M.T.O. reported back to duty from leave of absence granted to PARIS. Routine as usual. Weather fine and warm. <i>WWI.</i>	

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MORBEQUE.	23/8/17.		S.M.T.O., visited D.A.G., A.I.F., 1st Anzac. Nothing further to report. Weather...Fine and Warm. <i>N.W.I.</i>	
	24/8/17.		Distributed to M.T. Units of 1st Anzac Corps, D.of T's circular memo No. 218 re "Front and rear Springs for Ford Cars". Daimler Car No. 14297 on charge to 1st Australian Div Train evacuated to 3rd A.S.C., Repair Shops, ST OMER on 23/8/17 and Sunbeam Car No. 1052 found surplus with "K" Siege Park allotted to 1st Aust.Div.Train in replacement. (authority D.D.S.& T., Second Army 3909/425 dated 21/8/17. (AH/796/1). Weather...Fine and Warm. <i>N.W.I.</i>	
	25/8/17.		War Office approval has been signified for the establishment of a Staff to assist the G.O.C., A.I.F., The transport consists of One 30 cwt Lorry and One Motor Car. These vehicles have been collected and are now in commission as above. Adjutant attended weekly conference at D.D.S.& T., Second Army. Weather...Fine and Warm. <i>N.W.I.</i>	
	26/8/17.		Instructions issued for No. 5 A.D.S.C., to move from BLARINGHEM to MORBECQUE. S.M.T.O., visited D.A.G., A.I.F., Routine as usual. Weather...Fair, Rain during evening. <i>N.W.I.</i>	
	27/8/17.		S.M.T.O., visited D.D.S.& T., Second Army. Reference entry of yesterday, No. 5 A.D.S.C., are now located at MORBECQUE. S.M.T.O., and Adjutant inspected the site of their present location, which is an excellent one. Weather...Showery, Cold Wind. <i>N.W.I.</i>	

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MORBECQUE.	28/8/17.		<p>With reference to previous entries on the subject of Heating Apparatus for Motor Ambulances. The progress of work as above has been hindered by material not being available from A.O.D. The matter has been expedited, but until the necessary material has become available, no estimate of when the work will be completed can be given. (AH/147).</p> <p>Communication despatched today to Administrative Headquarters, A.I.F., London asking for the issue of "Staff and Regimental Lists of Officers of the A.I.F., This list has not been supplied in the past, and it is requested this Office be placed on the Roster for an issue. It was also pointed out that this Office was formed in January 1917 in accordance with A.I.F., Order No. 479 of 20/1/17, and as all previous A.I.F., Orders are not in possession, requested they be supplied. (AC/24) .</p> <p>Weather...Showery Cold Wind. <i>mw.</i></p>	
	29/8/17		<p>Nothing to report.</p> <p>Weather...Unsettled. <i>mw.</i></p>	
	30/8/17.		<p>S.M.T.O., and Adjutant inspected No. 2 and No. 5 A.D.S.C!s. Everything satisfactory.</p> <p>Nothing further to report.</p> <p>Weather...Unsettled. <i>mw.</i></p>	
	31/8/17.		<p>S.M.T.O., and Adjutant visited S.M.T.O., Second Corps re Lorry Standings, Siege Park positions and the M.T. Routine of Second Corps Area.</p> <p>S.M.T.O., and Adjutant visited S.M.T.O., 9th Corps re Special Lamp Shades and other matters of interest.</p> <p>S.M.T.O., and Adjutant visited No. 2 A.A.S.P..</p> <p>Routine as usual.</p> <p>Weather...Unsettled.</p> <p><i>See appendix No 10 - Work completed by Anzac Press - August 1917.</i></p> <p><i>See Appendices Nos 11 and 12 - Work done by mech. Transport & Ammunition & Petrol Returns</i></p>	<p><i>Appendix No 10.</i></p> <p><i>Appendices 11 and 12.</i></p>

(A7092). Wt. W12839/M1293. 750,000. 1/17. D. D. & L., Ltd. Forms/C.2118/14.

mw. ambros
Lieut. Col:
S.M.T.O., 1st. Anzac:

Appendix No. 1.

APPENDIX No. 1

S.M.T.O.

I ANZAC

AH/698.

Notes on the Maintenance and Distribution of Spare Parts of M.T. Vehicles in the Field.

It is obvious that the spare parts carried by a Unit should be the minimum consistent with the permanent maintenance in running order of the vehicles in that Unit. Were it possible to obtain, within 8 hours of demanding a spare part direct from the Base, there would be no need for Units to maintain a stock of spare parts - this would, however, mean a large number of indents and small packages constantly passing between the Base and the Unit concerned.

Under the present system, assuming the Base has the part in stock, it is considered quick work if a part reaches a Unit within fourteen days after the demand is put in, and the instruction that demands should be rendered weekly adds up to 8 days to the period between the want of the article and its delivery.

If, however, a Unit keeps in its own stores all parts it would usually require to carry it over a period of three weeks it is apparent that a large stock of spare parts will be amassed amongst the various Units in the B.E.F. The thing to be done is to keep down the parts held by Units and yet not have vehicles off the road awaiting the arrival of parts from Base.

If one considered a Unit of 100 vehicles - all the same make and type - experience will shew that over a given period the replacements of certain parts will follow the law of averages and the Inspection Staff should be able to draw up a table shewing the percentage of parts that should be available for a period of say one month, or whatever the time necessary for the replacement of stocks from Base stores.

A Unit should therefore hold, as its stock, this percentage. It will, however, be found that this percentage for several parts will be fractional varying from one half to say one eighth per cent, and in many cases less than that.

For example, Radiators and Carburettors and say, Crank or Propellor Shafts.

Therefore in a Unit of 50 vehicles the stock of certain parts must either be nil or a greater quantity than is absolutely necessary - causing capital etc. to be locked up. It is the duty of an O.C. to exercise a certain amount of foresight and carry a certain stock of spare parts so that should any one fail he can replace it from stock and maintain the vehicle and consequently his Unit efficient. It is only human nature to look after ones own command and no man likes giving up his only spare part, which he had the foresight to carry in stock, to another Unit, which for any reason did not stock that part, and it will be found that he will not do so unless he knows the exchange will be reciprocated. This applies more particularly to parts of Motor Cars such as those of senior Officers which must not be kept in workshops for longer periods than absolutely necessary.

If, however, a Commanding Officer knows that a stock is available, and can be immediately drawn upon when necessary, he will not be so likely to hoard up parts in excess of the percentage referred to above. Theoretically the stock of parts should be the percentage and no more, but there must be a restriction placed on this - consider a part whose percentage is one eighth - that is to say 1 part for 800 vehicles - there may be only 800 of these vehicles in one Army, which may have a

considerable

considerable front, considerations of time and space make it advisable to increase this percentage.

As the tactical Unit is the Corps and the S.M.T.O. of a Corps is responsible for the stock of spare parts in the Corps it will be found advisable to put this percentage on a Corps basis - certainly for lorries and ambulances and possibly on an Army basis for Cars.

To enable an S.M.T.O. to maintain this percentage at its working minimum he should be in possession of the stock sheets of the parts in his Corps. To enable him to do this he should have as part of his own Office a Demands branch. This Demands Branch could be found out of the two Demands Officers at present in the Corps and their Clerks with an additional clerk or two from the Siege Park. The Senior Demands Officer (hereinafter called the S.D.O.) could then maintain the stocks in the Corps to the required percentage and issue and demand as required.

The S.D.O. should be a qualified Workshops Officer who could state whether a part should be replaced or repaired etc., and who could, and should, regulate the issue of parts. He could also, if necessary, allot the repairs, so that a Unit of new vehicles which are all in good order could assist by undertaking some of its repairs, and Unit which on account of a long spell of hard work etc. has got behind in its repairs and overhauls.

The actual location of the spares etc. whether in a Corps M.T. Store or in the Store Lorries of the Units should be left to the discretion of the S.M.T.O. - for example, if only one Unit in the Corps has Pagefield lorries, it would be better to keep the stores with that Unit than elsewhere. It is, however, essential that the S.D.O. knows the state of his stock at any time - consequently he should be advised at once, by a Unit, if it uses any of the parts in its charge - parts in charge of any other Unit or in the Corps store being, of course, only obtained through him. The accurate maintenance of stock sheets by the S.D.O. will obviate the demanding of parts by the Unit and will thereby save a considerable amount of clerical work. Further, should a neighbouring Corps require any parts it can at once be ascertained whether it is or not available - the S.M.T.O. deciding whether the part be issued or retained.

Expendible stores, such as Solder, ordinary bolts and nuts, mild steel, split pins, etc., some of which are Ordnance and others C.I.M.T. supply, could be used and demanded to replace by Units as at present.

On the departure of a Unit from the Corps its proportion of parts, on the percentage scale, should be sent and issued to the S.D.O. of the new Corps by the S.D.O. of the Corps the Unit leaves. Parts demanded for, but not supplied, by the time a Unit leaves the Corps should not be sent after the Unit, except in rare cases such as the larger components, engines, back axles, etc., or parts of F.W.D. lorries, gift cars, etc., which cannot be absorbed into the percentage of a Corps within a reasonable time.

Once every month Corps should report to Army surplus or deficiency, above or below the percentage, of parts on their charge, whence adjustments may be made by the D.D.S.&T. by issue to other Corps or Armies, or return to Base.

/To sum up -

Appendix No. 1

Sheet 3.

To Sum Up :-

1. Fix a percentage of spare parts to be held in each Corps.
2. Consolidate the Demands Officers under the S.M.T.O. The S.D.O. should issue the parts to vehicles requiring them - delegating this power in the case of parts of a higher percentage to Officers Commanding Units, but being notified of each issue.
3. The S.D.O. should hold the stock sheets and demand weekly on the percentage basis.
4. Adjustments of Corps Stocks should be made monthly by Army.

Appendix 1.

1. To facilitate the accurate maintenance of Stock Sheets a Card System should be devised and issued to each S.M.T.O.
2. The Transport Directorate should draw up a standard system of Part numbers.

August 3rd., 1917.

Major,
Commanding "R" Ammunition Park.

MUT

Appendix 2.

Appendix No. 2

12

S. M. T. O.,

I ANZAC.

ac/119/4

D. A. G., A. I. F.

May I point out the necessity for the A.I.F. control of the M.T., A.A.S.C.

Now that there are so many Australian M.T. Units and some of them are frequently away from Australian control being neither 1st. or 2nd. Anzac Corps, there should, in my opinion, be an Officer having authority from an A.I.F. point of view so as to keep touch with the various Units, see that they are informed of all A.I.F. Orders, etc., see that their promotions are in order and in accordance with Regimental List, and to see that their pay accounts are properly looked after.

I think the Mechanical Transport are in a different position to other branches of the service as there are such Units as the Army Field Artillery Brigade, Park Sections, who are frequently serving with British Units and who have no Officer with them. These men, under present conditions, will not have any A.I.F. Orders read to them and I am afraid that their Pay Accounts will get into a very mixed state owing to the fact that they will have to be paid by British Officers who will not understand Australian methods.

These Units also will have no Officer to watch their promotions and, in consequence, ~~many~~ deserving men may be quite passed over.

With regard to the A.I.F. Orders. It has been the custom for these to be sent to Corps Supply Column and Corps Ammunition Park for them to send on to the Units under them. At the present time several of the Ammunition Sub Parks and Artillery Brigade Park Sections, and portions of the Supply Columns, are away from both Anzac Corps. In my opinion it would be better for all A.I.F. Orders and instructions to be sent to the A.I.F. Head of M.T. and he would be responsible that all Units received them.

There are also the special returns required by A.I.F., such as Officer and Warrant Officers joined and gone, etc., which if sent to British S.M.T.Os. will not be understood and may not reach their proper destination.

7th. August, 1917.

M.D.
Lieut-Colonel,
S.M.T.O., 1st. Anzac Corps.

Appendix 3

S.M.T.O.,

I ANZAC.

No. ac/24

Date

D.R.G.,

A.I.F.,

Reference to proposed regulations for the promotion of Officers A.A.S.C. (M.T.) attached hereto.

I think Supply Officers with M.T. should, if qualified be eligible for command of M.T. units, but should not have two Captaincies for the Supply Officers alone.

There are with the present M.T. units Establishment;- Workshop Officers 13, Roads Officers 17, and Supply Officers 7, and if the other Australian units are given Australian personnel, there will be in that case;- Workshop Officers 15 Roads Officers 26 and Supply Officers 7.

The Roads Officer has only one road to promotion, and that is, to get a command. It would therefore be manifestly unfair and bad for the efficiency of the Corps if Junior Supply Officers, having such a small numerical strength, should get promotion to Captain over the heads of senior Roads Officers, and then be next for the command of a unit.

If the Supply Officers, with a total of 5 or 7 should have two Captaincies, then the Roads Officers with a total of 17 to 26 should have 6 to 8 Captaincies, which is of course out of the question.

The Roads Officer has only the one road to promotion, that is, a command.

If the Supply Officer has that road open to him, he is in just as good a position as the Roads Officer.

13/8/17.

M. W. M. M. M.

Lieut-Colonel.

S.M.T.O., 1st Anzac Corps.

M. W. M. M. M.

Diary

Appendix 3a

S. M. T. O.,
I ANZAC.
No. <i>ac/119/4</i>
Date

D.A.G.,

A.I.F.,

May I draw your attention to the fact that there are now nearly 2,500 Australian M.T. Drivers and Artificers on the War Establishment of the various Australian Units in France and the United Kingdom, also 500 Supply Details composed of Issuers, Loaders and also 350 Artillery Details attached to Ammunition Parks.

The original organisation of the Australian Ammunition Parks was that Artillery Details were especially enlisted for the Ammunition Parks and were not necessarily Gunners. They are members of the A.A.S.C. as Ammunition Loaders and the No. 1, 2, and 4 A.A.S.P. are now so constituted in accordance with instructions from A.A.G., A.I.F. issued about August 1916.

This Section would, if originally Gunners, be of no use as Gunner Reinforcements as there is no means of training for them, but they do train as, and often make, first class Drivers.

As by your late order the rating of Driver is only a temporary appointment I would suggest that the above instructions be kept in force and the Gunner personnel of the No. 3 and 5 Sub Parks, be transferred to the A.A.S.C.

All reinforcements M.T. would then come to the Loader Sections of either Supply Column or Ammunition Park and would be appointed Drivers as required and if qualified.

If the above is carried out, the M.T. War Establishment of the A.A.S.C. would be at present about 3170 and another 500 are required to complete the Australian M.T. units on this side.

Would it not be desirable to inform Australia of the number of reinforcements required to fill the vacancies and to form the new Australian Units necessary to complete the Establishment.

13/8/17

M. J. Smith
Lieut-Colonel
S.M.T.O. 1st Anzac Corps.

Dean
WWI

Appendix No. 4

Appendix 4

S.M.T.O.,

I ANZAC.

ac/195

D. A. G., A. I. F.

As the Ambulance and Car Drivers reinforcement are now drawn from the Divisional Supply Columns, I would suggest that each Australian Divisional Supply Column be authorised to carry 5 additional spare drivers for the purpose of filling any vacancies that may occur in Ambulance or Car Drivers, so that these vehicles may always be kept on the road.

At present Corps Supply Column is carrying a considerable number of men surplus to establishment, this I understand is not to continue, and if the 5 additional spare drivers are authorised to each Divisional Supply Column there will be no reason to carry any men beyond its establishment.

13/8/17.

MW
Lieut-Colonel,
S.M.T.O., 1st. Anzac Corps.

Appendix 5

S. M. T. O., I ANZAC.
No. <i>ae/119/5</i>
Date

The G.O.C., A.I.F.,

Sir,

Please find enclosed, in accordance with
your instructions, copies of:-

1. Reasons for appointment of D.M.T., A.I.F.
2. Suggested duties of D.M.T., A.I.F.
3. Proposed instructions governing promotion of
H.C.Os., A.A.S.C. M.T.

These have been drawn up by me at the
request of the D.A.G., A.I.F.

14th. August, 1917.

W.H.I.
Lieut-Colonel,
S.M.T.O., 1st. Anzac Corps.

Appendix No. 6

Appendix 6

S.M.T.O.

I ANZAC.

No. ac/119/5.
DateD. A. G., A. I. F.

In accordance with your instructions I have had typed the reasons for the appointment of D.M.T., A.I.F., and have drawn up and had typed his suggested duties and also rules to govern the promotion of H.C.Os. and now enclose copies as follows:-

1. Reasons for appointment of D.M.T., A.I.F.
2. Suggested duties of D.M.T., A.I.F.
3. Proposed instructions governing promotion of H.C.Os., A.A.S.C. M.T.
4. Mechanical Transport with Australian Imperial Force.

14th. August, 1917.

M.H.F. Lieut-Colonel,
S.M.T.O., 1st. Anzac Corps.

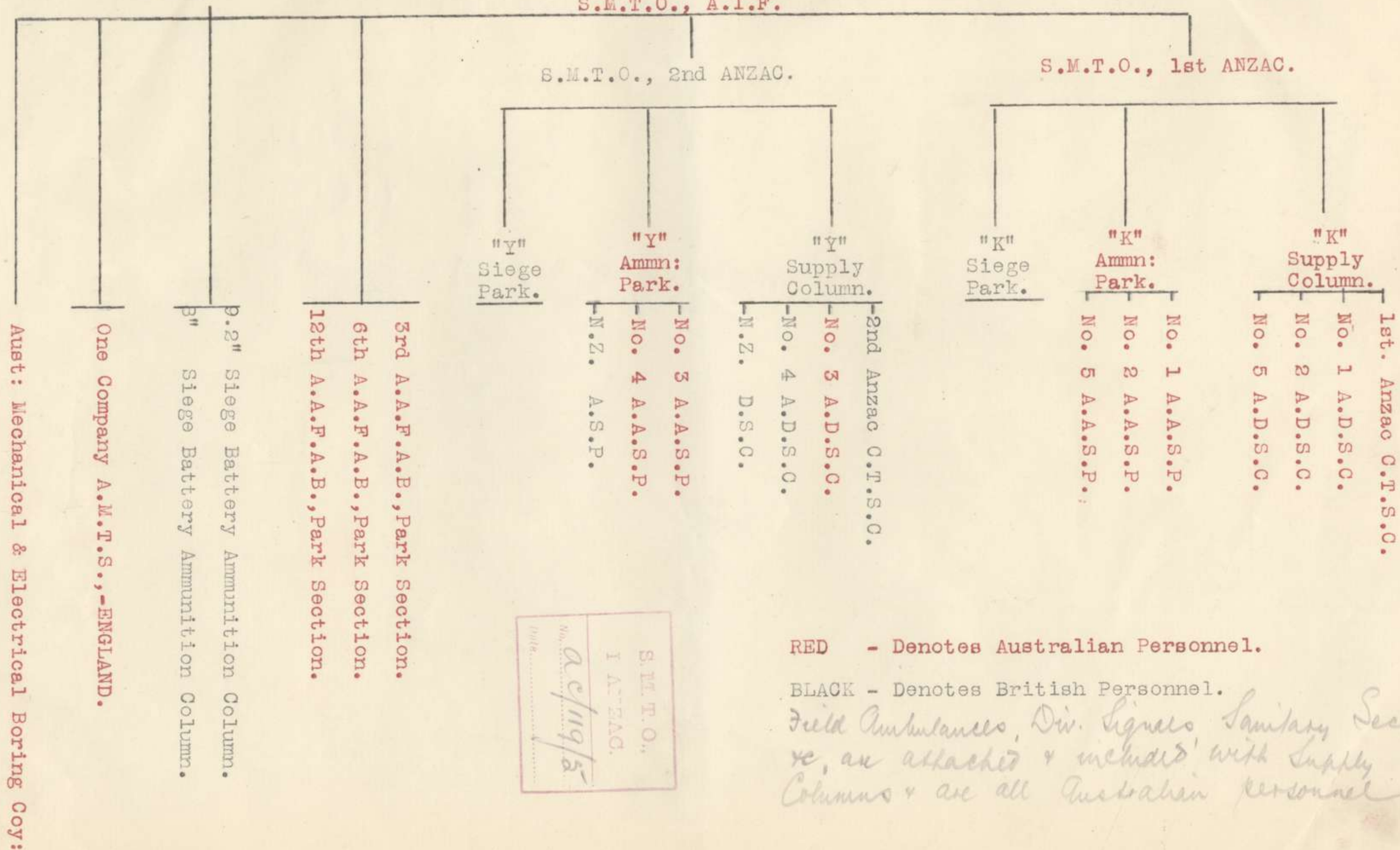
Drawn up by S.M.T.O. at-
request of G.O.C., A.I.F.
M.T.

MECHANICAL TRANSPORT WITH AUSTRALIAN IMPERIAL FORCES

S.M.T.O., A.I.F.

S.M.T.O., 2nd ANZAC.

S.M.T.O., 1st ANZAC.



S.M.T.O., I A.F. ENG.	No. ac/119/5
Date	

Appendix No. 6.A.

Appendix No. 6A

Appendix No. 7

Appendix 7

S. H. T. O.
I. ANZAC.
No. ac/119/5
Date

Reasons for the necessity for the appointment
of a Director of M.T., A.A.S.C.

Now that there are so many Australian Units of M.T. and some are frequently away from Australian control, being neither with 1st. or 2nd. Anzac Army Corps, it is necessary that there should be a Senior Officer having A.I.F. authority to keep in touch with all such Units, whether serving with Australian or British Troops, to see that they are all kept informed of all essential A.I.F. Orders. To see that their Pay Accounts are periodically inspected and kept straight especially as M.T. Drivers receive about 33% higher pay than other privates and their temporary promotion can scarcely be checked by the Pay Department.

To advise as to the promotion of all M.T. Officers. To control all promotions to M.C.O. rank, or there will be more M.C.Os. appointed than are allowed by War Establishments and as several of these smaller Units have no M.T. Officers with them good men in such small Units may be passed over.

To see that all especial returns required by A.I.F. are rendered by all Units whether with Australian Troops or Not.

To take account of all ~~xxxxx~~ alterations in War Establishments especially as to material so that accounts may be properly checked and adjusted.

In the formation of the Army Field Artillery Brigades and therefore the M.T. Park Sections, with the necessary adjustments of Ammunition Sub Parks, there were about 20 lorries withdrawn from Australian Units and sent to the Army "pool" thus passing from Australian to British Units. The Australian Government should get a credit for these lorries and the amount would run into from £15,000 to £20,000.

Sheet 2.

When Corps Supply Columns were organized there were also withdrawals of Australian Workshops and Stores Lorries which should also be credited, and there have been continual alterations in Establishment since the year 1915, when the first Australian Units came to France.

Some of these accounts have already been reported on checked but now that the Australian M.T. has developed into so many Units such accounts will not be able to be checked unless it is some Officer's duty to register all alterations and keep in touch with such matters.

The Mechanical Transport is in rather a different position to most Units, it is more split up, ^{as} many small Units without ^{MT} Officers and the cost of the vehicles on its charge will run into a very high figure, so that unless proper check is kept a loss to Australia may easily run into many thousands of pounds.

The cost of such staff as will be necessary would not be heavy and could easily be lost many times over by not keeping these accounts straight.

M.T.

Appendix 8

Appendix No. 8

S. M. T. O.,

I ANZAC.

ac/119/5

SUGGESTED DUTIES OF PROPOSED DIRECTOR OF MECHANICAL

TRANSPORT (D.M.T.) A.I.F.,

1. To advise the G.O.C. on the promotion of Officers and Warrant Officers. For this purpose he will keep a graduation list of Officers and will furnish at any time confidential reports on any Officer or N.C.O.
2. To make promotions of N.C.O's up to and including W.O., Class 11. For this purpose he shall keep a N.C.O's Roster showing dates of appointment and shall collect at regular intervals from Commanding Officers confidential reports on N.C.O's. and may appoint Boards to establish the efficiency or otherwise of any N.C.O., W.O., Driver, or Artificer in the grading to which he has been appointed.
3. To see that all scattered Australian Units (M.T.) such as Army Field Artillery Brigade, Park Sections, Siege Artillery Columns, M.T. personnel of Australian Mechanical and Electrical Boring Company, etc., are kept in touch with such of the A.I.F. orders as they should be conversant with. For this purpose he shall cause extracts to be made from A.I.F. Orders and sent to such small Units who have no Australian A.S.C., M.T., Officers with them.
4. To watch the pay of such small units as are mentioned in last paragraph and see that a Pay Sergeant is periodically sent to them to inspect their books etc
5. To register all additions to, or deductions from the authorised establishment, giving values where possible for the purpose of checking accounts and to assist in the adjustment of accounts for M.T. vehicles between the Imperial and the Australian Governments.

Sheet 2.

6. Generally to act as the advisor on Australian M.T. matters, either material or personnel, and to be the means of communication to all Australian M.T. Units on A.I.F. matters only.

N O T E

Staff required in addition to S.M.T.O's staff;,
Two (2) Clerks-- I would suggest One Sergeant and One Corporal. This staff I think would be sufficient if worked in conjunction with the duties of S.M.T.O.

WV/

Appendix No. 9

S.M.T.O.
I ANZAC.

ac/119/5

Appendix 9

PROPOSED INSTRUCTIONS GOVERNING THE PROMOTION OF

N.C.O's OF THE AUSTRALIAN A.S.C., (M.T.)

1. For the purpose of promotion, either of Warrant Officers or N.C.O's, the M.T. Branch of the Australian A.S.C., will be considered the "Corps" or "Unit".
2. The Director of Mechanical Transport (D.M.T.) A.I.F., will keep a Corps Roster of all N.C.O's in the Australian M.T. and will collect confidential reports on these N.C.O's for consideration when promotions are being made.
3. Substantive promotion may be given in the Field by the D.M.T., A.I.F., up to and including the rank of Warrant Officer, Class 11. to fill permanent vacancies in an authorised War Establishment which are caused by death, discharge from service, reduction in rank, transferred to the authorised War Establishment of another Unit, by gazetting to a Commission, or by other causes of a permanent nature.
4. Substantive promotion may also be given by the D.M.T., A.I.F., in the Field to fill vacancies which may not be permanent due to the following causes:-
 - (a) Made a prisoner of War and Officially reported as such.
 - (b) Officially reported as missing.
 - (c) Evacuated wounded or sick (after three months absence from Unit).
 - (d) Classified "Permanent Base" (P.B.)
 - (e) Candidates for a Commission withdrawn as Officer Cadet (after three months absence from Unit).

Sheet 2.

5. Warrant Officers and N.C.O's holding substantive rank who are sent out with drafts, or who are at the Base, for other causes except as inefficient in the Field, will be absorbed into vacancies at the first opportunity and promotion will not be made if there are any supernumeraries of that rank with the Unit or if N.C.O's are available at the Base.

6. Temporary appointment with pay may be made by the D.M.T. in any of the above cases to test the efficiency of the N.C.O for the appointment and to fill vacancies caused by:-

- (a) Evacuations wounded or sick.
- (b) Candidates for Commission withdrawn as Officer Cadets.

pending the elapsing of three months, when the appointment may be made permanent unless N.C.O's of substantive rank have become available in the meantime.

7. All Australian M.T. Units or Sections in France will send to the D.M.T., each week, a copy of their A.F.B., S13a so that he can keep in touch with what vacancies there are and what additions or deductions have been made in the vehicles for the checking of accounts.

The Officer Commanding Australian M.T.S. England will also render a state to D.M.T. when there are any vacancies in his unit.

8. The A.D. of S. & T., TIDWORTH will send a weekly return to D.M.T., of reinforcements available in England, by ranks, also giving details of any reinforcements who have sailed for France, with date of embarkation.

The Officer in charge Records at Base will also send to the D.M.T., weekly, a statement of reinforcements

sent up to various Units and at Base, by Ranks etc. The D.M.T. will then advise Units what postings are to take place or what appointments or promotions may be made.

9. Promotions to Warrant Rank (class 1.) are made by the G.O.C., A.I.F., on the recommendation of the D.M.T.,

10. H.C.O's are not eligible to be granted more than one step of temporary rank higher than that of his permanent rank.

11. Re-allotment of Pay will not be permitted on account of any temporary rank.

12. Temporary rank will carry the pay of substantive rank during such time as the temporary rank is held.

13. The D.M.T. may make temporary appointment to Warrant Officer, class 1., if he considers it essential and pending only the permanent appointment by the G.O.C.

KWJ.

Appendix No. 10

WORK COMPLETED BY

ANZAC PRESS

AUGUST 1917.

S.M.T.O.
I ANZAC.
No.
Date

Quantity.	Nature of Work.	for Whom.
100	Daily Lorry Inspection Reports.	No. 1 A.A.S.P.,
350	C.R.O., No. 62.	"A" Branch.
500	R.E. & General Transport.	Various Units.
50	Drivers Accident Report.	No. 1 A.A.S.P.
350	C.R.O., No. 63.	"A" Branch.
350	C.R.O., No. 64.	"A" Branch.
200	Memo Forms.	"K" Ammn Park.
500	Summary of Stock Sheet.	S.M.T.O.
5000	Demands Sheet.	B.M. Park.
150	Loose Leaves Ammunition.	"K" Ammn Park.
350	C.R.O., No. 65.	"A" Branch.
500	Anti-Gas Reports.	1st Aust Div.
200	Bath Notices.	Area Commandant.
500	Casualty Reports.	1st Aust Div.
1000	Guard Reports.	No. 1, 2, 4 & 5 AASP
300	Working Parties.	1st Aust Div.
350	C.R.O. No. 66.	"A" Branch.
100	1st Division Units.	1st Aust Div.
500	Ammunition Leaflets.	"K" Ammn Park.
100	Routine Orders.	40th Sanitary Sect
200	Social Club Circular.	Chaplain.
200	C.T.S.C. Programme.	C.T.S.C.
100	Strength Return.	1st Aust Div.
300	Daily Strength Return.	1st Aust Div.
350	C.R.O., No. 67.	"A" Branch.
pages	1 to 70 A.S.C. Book.	Second Army.

(35,000 runs on Machine)

M E M O.

Excellent work has been accomplished by the Press during August, notwithstanding the difficulties under which it has been operating, and the fact that power was not available for machines.

The work represents about 60,000 runs on the Presses.

In addition to current work, seventy pages of Second Army Book have been "set" and machined, and there were but four outstanding orders as at 31st ~~of~~ ultimo.

W.H.

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.

INTELLIGENCE SUMMARY.

(Erase heading not required.)

Place	Date	Hour	Summary of Events and Information																Appendix No. 11.	Remarks and references to Appendices	
			AUGUST, 1917.																		
Total Number of Lorries on charge. =			1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	12th	13th	14th	15th	16th			
			183	183	183	183	183	183	183	183	183	183	183	183	183	183	183	183	183.		
In Workshop.			21	25	27	27	26	29	27	23	26	23	24	21	21	21	23	28			
First Aids.			6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6			
W'shops & Stores.			15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15			
F.W.D.			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
Loaded in Park.			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
T O T A L.			42	46	48	48	47	50	48	44	47	44	45	45	42	42	44	49			
Coy Supplies.			4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4			
Supplies.			93	95	97	100	100	100	99	110	111	84	80	79	78	79	79	81			
Stone.			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
Timber.			2	1	3	2	5	-	4	-	-	3	1	5	6	1	1	2			
Personnel.			1	4	4	4	4	4	4	4	3	3	3	6	3	3	3	3			
Ammunition.			-	2	-	-	3	10	5	-	-	-	-	3	4	-	-	1			
Miscellaneous.			30	23	12	12	7	15	4	12	11	11	9	4	11	14	12	9			
Left in Park.			18	18	15	13	13	-	15	9	7	34	41	37	34	40	40	34			
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N.W.I.

Appendix No. 11

WAR DIARY

Army Form C. 2118.

Instructions regarding War Diaries and Intelligence
Summaries are contained in F. S. Regs., Part II.
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or
INTELLIGENCE SUMMARY.
(Erase heading not required.)

Place	Date	Hour	Summary of Events and Information	Appendix No. //	Remarks and references to Appendices																																																																																																																																																																																																																																																																																
			<div>1917. AUGUST M M M M.</div> <table><tr><td>Total Number of Lorries on Charge.</td><td>17th</td><td>18th</td><td>19th</td><td>20th</td><td>21st</td><td>22nd</td><td>23rd</td><td>24th</td><td>25th</td><td>26th</td><td>27th</td><td>28th</td><td>29th</td><td>30th</td><td>31st.</td></tr><tr><td></td><td>183</td><td>183</td><td>183</td><td>183</td><td>183</td><td>183</td><td>183</td><td>183</td><td>183</td><td>183</td><td>183</td><td>183</td><td>183</td><td>183</td><td>183</td></tr><tr><td>In Workshops</td><td>25</td><td>25</td><td>20</td><td>24</td><td>28</td><td>21</td><td>20</td><td>16</td><td>18</td><td>18</td><td>17</td><td>19</td><td>21</td><td>22</td><td>22</td></tr><tr><td>First Aids.</td><td>6</td><td>6</td><td>6</td><td>6</td><td>6</td><td>6</td><td>6</td><td>6</td><td>6</td><td>6</td><td>6</td><td>6</td><td>6</td><td>6</td><td>6</td></tr><tr><td>W'shops & Stores.</td><td>15</td><td>15</td><td>15</td><td>15</td><td>15</td><td>15</td><td>15</td><td>15</td><td>15</td><td>15</td><td>15</td><td>15</td><td>15</td><td>15</td><td>15</td></tr><tr><td>F.W.D.</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td></tr><tr><td>Loaded in Park.</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td></tr><tr><td>TOTAL.</td><td>46</td><td>46</td><td>41</td><td>45</td><td>49</td><td>42</td><td>41</td><td>37</td><td>39</td><td>39</td><td>38</td><td>40</td><td>42</td><td>43</td><td>43</td></tr><tr><td>Coy Supplies</td><td>4</td><td>4</td><td>4</td><td>4</td><td>4</td><td>4</td><td>4</td><td>4</td><td>4</td><td>4</td><td>4</td><td>4</td><td>4</td><td>4</td><td>4</td></tr><tr><td>Supplied</td><td>80</td><td>83</td><td>82</td><td>82</td><td>82</td><td>81</td><td>81</td><td>81</td><td>90</td><td>90</td><td>91</td><td>91</td><td>99</td><td>88</td><td>88</td></tr><tr><td>Stone.</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td></tr><tr><td>Timber.</td><td>4</td><td>-</td><td>4</td><td>4</td><td>-</td><td>1</td><td>3</td><td>2</td><td>1</td><td>6</td><td>-</td><td>3</td><td>1</td><td>1</td><td>2</td></tr><tr><td>Personnel.</td><td>4</td><td>3</td><td>3</td><td>3</td><td>4</td><td>3</td><td>6</td><td>3</td><td>4</td><td>4</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td></tr><tr><td>Ammunition</td><td>-</td><td>1</td><td>-</td><td>2</td><td>7</td><td>-</td><td>4</td><td>7</td><td>-</td><td>3</td><td>-</td><td>8</td><td>-</td><td>-</td><td>-</td></tr><tr><td>Miscellaneous.</td><td>8</td><td>8</td><td>9</td><td>8</td><td>8</td><td>13</td><td>7</td><td>6</td><td>7</td><td>14</td><td>9</td><td>6</td><td>8</td><td>10</td><td>10</td></tr><tr><td>Left in Park.</td><td>37</td><td>38</td><td>40</td><td>35</td><td>29</td><td>39</td><td>37</td><td>43</td><td>38</td><td>23</td><td>38</td><td>28</td><td>26</td><td>34</td><td>33</td></tr><tr><td>TOTAL.</td><td>183</td><td>183</td><td>183</td><td>183</td><td>183</td><td>183</td><td>183</td><td>183</td><td>183</td><td>183</td><td>183</td><td>183</td><td>183</td><td>183</td><td>183</td></tr></table>	Total Number of Lorries on Charge.	17th	18th	19th	20th	21st	22nd	23rd	24th	25th	26th	27th	28th	29th	30th	31st.		183	183	183	183	183	183	183	183	183	183	183	183	183	183	183	In Workshops	25	25	20	24	28	21	20	16	18	18	17	19	21	22	22	First Aids.	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	W'shops & Stores.	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	F.W.D.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Loaded in Park.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	TOTAL.	46	46	41	45	49	42	41	37	39	39	38	40	42	43	43	Coy Supplies	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	Supplied	80	83	82	82	82	81	81	81	90	90	91	91	99	88	88	Stone.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Timber.	4	-	4	4	-	1	3	2	1	6	-	3	1	1	2	Personnel.	4	3	3	3	4	3	6	3	4	4	3	3	3	3	3	Ammunition	-	1	-	2	7	-	4	7	-	3	-	8	-	-	-	Miscellaneous.	8	8	9	8	8	13	7	6	7	14	9	6	8	10	10	Left in Park.	37	38	40	35	29	39	37	43	38	23	38	28	26	34	33	TOTAL.	183	183	183	183	183	183	183	183	183	183	183	183	183	183	183		
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(A7092). Wt. W12839/M1293. 750,000. 1/17. D. D. & L., Ltd. Forms/C.2118/14.

Appendix No. 11

WAR DIARY

Army Form C. 2118. 1

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.

INTELLIGENCE SUMMARY.

(Erase heading not required.)

Place	Date	Hour	Summary of Events and Information	Appendix No. 12.	Remarks and references to Appendices																																																																																																						
<p><u>AUGUST 1917.</u></p> <p><u>MILEAGE AND PETROL. AND DATE</u></p> <table border="1"> <thead> <tr> <th>Date.</th> <th>Miles.</th> <th>Petrol.</th> <th>Date.</th> <th>Miles</th> <th>Petrol.</th> </tr> </thead> <tbody> <tr><td>1st</td><td>2128</td><td>432.</td><td>17th</td><td>1338</td><td>463.</td></tr> <tr><td>2nd</td><td>2016</td><td>502.</td><td>18th</td><td>1218</td><td>567.</td></tr> <tr><td>3rd</td><td>5490</td><td>1077.</td><td>19th</td><td>1362</td><td>494.</td></tr> <tr><td>4th</td><td>3081</td><td>796.</td><td>20th</td><td>1421</td><td>514.</td></tr> <tr><td>5th</td><td>2435</td><td>640.</td><td>21st</td><td>1088</td><td>454.</td></tr> <tr><td>6th</td><td>1995</td><td>647.</td><td>22nd</td><td>1271</td><td>640.</td></tr> <tr><td>7th</td><td>2490</td><td>980.</td><td>23rd</td><td>1523</td><td>684.</td></tr> <tr><td>8th</td><td>3157</td><td>680.</td><td>24th</td><td>1344</td><td>451.</td></tr> <tr><td>9th</td><td>2717</td><td>780.</td><td>25th</td><td>6523.</td><td>1535.</td></tr> <tr><td>10th</td><td>2766</td><td>769.</td><td>26th</td><td>1523</td><td>485.</td></tr> <tr><td>11th</td><td>2538</td><td>745.</td><td>27th</td><td>1386</td><td>500.</td></tr> <tr><td>12th</td><td>2225</td><td>537.</td><td>28th</td><td>2918</td><td>724.</td></tr> <tr><td>13th</td><td>2059</td><td>652.</td><td>29th</td><td>1681</td><td>660.</td></tr> <tr><td>14th</td><td>1579</td><td>760.</td><td>30th</td><td>1893</td><td>955.</td></tr> <tr><td>15th</td><td>1877</td><td>665.</td><td>31st</td><td>2509</td><td>665.</td></tr> <tr><td>16th</td><td>1522</td><td>729.</td><td></td><td></td><td></td></tr> </tbody> </table> <p>=====</p> <p style="text-align: right;">W.W.</p>						Date.	Miles.	Petrol.	Date.	Miles	Petrol.	1st	2128	432.	17th	1338	463.	2nd	2016	502.	18th	1218	567.	3rd	5490	1077.	19th	1362	494.	4th	3081	796.	20th	1421	514.	5th	2435	640.	21st	1088	454.	6th	1995	647.	22nd	1271	640.	7th	2490	980.	23rd	1523	684.	8th	3157	680.	24th	1344	451.	9th	2717	780.	25th	6523.	1535.	10th	2766	769.	26th	1523	485.	11th	2538	745.	27th	1386	500.	12th	2225	537.	28th	2918	724.	13th	2059	652.	29th	1681	660.	14th	1579	760.	30th	1893	955.	15th	1877	665.	31st	2509	665.	16th	1522	729.			
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