

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

Engineers

**Item number:** 14/11/28 Part 2

**Title:** Headquarters 5th Australian  
Divisional Engineers

37 - 39 September 1918



AWM4-14/11/28PART2

250 Headquarters 5th. Australian Divisional Engineers.

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EXTRACTS FROM 5TH. AUST. DIVL. ADMINISTRATIVE MEMO. No. 97.

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1. RAILHEAD. LA CHAPELLETTE.
2. WATER SUPPLY.  
Water points for carts and lorries;  
LA CHAPELLETTE Sheet 820. O.3.c.2.8.  
ESTREES. do M.30.d.3.3. \*  
\* Water trough for horses also.
3. RESERVE RATIONS.  
Reference Extracts from Admin. Memo. No. 95, para. 2, sub-para. 1, substitute -  
'The extra 24 hours iron rations issued for operations, at present carried 'on the man' will NOT be handed over.
4. AMMUNITION.  
The S.A.A. Section will remain at N.30.c.1.6.. Demands for ammunition will be notified to Div. H. Qrs. giving location where ammunition is required.
5. REFILLING POINTS.

8	5th. A.I. Brigade	-	O.17.c.5.9.
	14th. A.I. Brigade	-	O.17.a.4.3.
	15th. A.I. Brigade	-	O.3.d.3.8.
	Div. Troops.	-	O.3.d.2.2.
6. TRANSPORT.  
Should the advance continue, the Corps will have no transport at its disposal for assisting Divisions in the carriage of any stores, except ammunition and supplies.  
At present all lorries are busily engaged transporting ammunition and supplies and the question of transport is a very serious one. Units will arrange for a thorough over-haul of equipment & baggage with a view to dispensing with surplus kit or unnecessary equipment. With a little fore-sight it should easily be possible for Q.Ms. to avoid the accumulation of stores.  
Steps must be taken to ensure that no attempt is made to carry unauthorised stores forward and that all such are stored or returned to the base.
7. BATHS.  
Baths are at DOINGT and LE MESNIL. Units will arrange timings and dates direct with the N.C.O. Baths.  
The travelling bath is at present allotted to the 15th. Inf. Bde.. Clothing Store will remain at N.27.b., BELLOY-en-santerre.
8. VETERINARY.  
The 5th. M.V. Section is at O.7.c.7.3.
9. ORDNANCE.  
D.A.D.O.S. is located at O.17.a.9.2.
10. CANTEEN.  
The Div. Canteen is established at LE MESNIL.
11. Y.M.C.A.  
The Div. Representative is at O.12.c.6.1.

12. COMFORTS FUND.

The Div. Comforts Fund Store is at LE MESNIL, near 14th. A.I. Bde H.Qrs.

13. LEAVE PERSONNEL ETC.

All personnel proceeding on leave, to Schools, etc., will report to the Corps Reinforcement Depot, BRAY, the night previous to entrainment.

C.R.E.
5TH AUSTRALIAN DIVISION.
No. 10/242.
Date.

*W. W. W.*

Lieut-Col. A.E.  
C.R.E.

11th. September 1918.

5th. Australian Division.

*H.W.F.*

250 Headquarters 5th. Australian Divisional Engineers.

APP N° 38

Chief Engineer,  
5<sup>th</sup> Australian Division.  
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The bridge which the Engineers of this Division are repairing at ETERPIGNY has rather bad approaches, especially on the Eastern side of the Somme Swamps. On the Western side the bridge is approached by short narrow road, (230 yards railway sleepers) 10 feet wide, then 130 yards metalled road 12 feet wide. This approach would be readily fixed up.

On the Eastern side it is suggested that a M.T. Road be made from 'A' to 'B' on attached sketch; the portion from 'A' to 'D' is already metalled, but is only 9 feet wide, the remainder of the route follows an old earth track out to the main BRIE - LE MESNIL Road, which is good. An alternative approach on Eastern side is from 'A' to 'C' which, though a little longer might give a better circuit. From 'C' to LE MESNIL is 14 feet metal road.

The ETERPIGNY Bridge should be completed about the evening of 12th. instant. Total length of Bridge is 1552 feet of which 1153 feet was left intact by the enemy; the demolished portion, (total of 406 feet) was distributed over about 10 gaps, including the complete destruction of the bridge over Somme Canal.

It is thought that it would be well worth while for good

(2)

M.T. approaches to be made to such an excellent bridge, as there is no forward route for M.T. between PERONNE and BRIE at present. It is, of course, a single way bridge.


The LAMIRE FARM Bridge has been of very great use for forward H.T. and light cars but the approaches here also should be improved to be fit for wet weather.

Approaches are :-

On western side, a narrow sunken metalled road in poor condition; on the eastern side a narrow road (10 feet) partly sleepered, <sup>partly metalled</sup> in fair condition but will not be good in wet weather without repair and maintenance.

This Road runs straight into LE MESNIL.

11th. September 1918.

  
Lieut-Col., A.E.,  
C.R.E., 5th. Australian Division.

A.W.A.

APP NO 39

Headquarters 5th. Australian Divisional Engineers.

C.O.,  
5th. Aust. Pioneer Bn.

Please arrange to repair hutted encampments in present Divisional Area, so as to provide weather-proof accommodation for as many troops as possible. Even those camps already occupied by this Division will require to be repaired, and it is advisable that, in order to avoid wasted work, you should consult S.ers. of Brigades as to which camps they are occupying or wish to occupy, and devote attention to these first.

There are large hutments and stables at C.27.C & d., C.17.C., C.10.b., C.11.a., C.8.a. and c., (Sheet 550 S.W.), where hutments are not sufficient in any brigade area, arrange to construct other weather-proof shelter as desired by Brigades.

As far as possible material will be salvaged and this office will be notified of any special material not locally obtainable.

*[Signature]*

Lieut-Col. A.S.,

11th. Sept. 1918.

S.M.S., 5th. Australian Division.

- Copies to : S.M.S., 5th. Aust. Divn.
- 5th. Aust. Inf. Bde.
- 14th. Aust. Inf. Bde.
- 16th. Aust. Inf. Bde.

*[Handwritten initials]*

C. R. E., 5TH AUSTRALIAN DIVISION.
10/231
Date.

REPORT ON ENGINEER WORK DURING OPERATIONS 5TH. SEPTEMBER NEAR  
P E R O N N E.  
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On 3rd. September 1918, Battle Instructions, Series 'C', No. 18. ordered that the 5th. Aust. Division would extend its front as far north as I.12.a.0.0. on the night of 4th/5th. instant. Southern Boundary remaining at O.10.c.0.0.

On 4th. instant D.H.Q. issued instructions by wire "G182", that 8th. and 15th. Brigades would be prepared to immediately follow up any retirement the enemy might make opposite to them. Inter-Brigade Boundary was to be Line East and West through I.19. to I.23. central.

EMPLOYMENT OF ENGINEERS AND PIONEERS.

8th. Field Coy. A.E. was affiliated with 8th. A.I. Brigade for duty of Exploitation of Water Supply, for Reconnaissance of Roads, Dumps, Railways etc., and removal of Road-Mines.

15th. Field Coy. A.E. was affiliated with 15th. A.I. Brigade, and was to carry out any necessary bridge repairs on SOMME and COLOGNE Rivers, Exploit Water Supply, and reconnoitre and report on Roads, Dumps, Railways etc., and detect and remove Road-Mines.

14th. Field Coy. A.E. was to remain in Reserve with 14th. A.I. Brigade.

5th. Aust. Pioneer Bn. was to be responsible for the clearing and repair of all important Roads, following up the advance of the Infantry as closely as possible.

ACTUAL EVENTS DURING OPERATIONS OF 5TH. INSTANT.

By 8.15 a.m., FLAMICOURT was captured, and by 12 noon DOINGT, and by 4 p.m. BUSSU.

WORK DONE BY ENGINEERS AND PIONEERS.

8th. Field Coy. A.E. Completed reconnaissance of Roads, Dumps, and Railways, developed Wells and removed Land-Mines from main road N.E. of PERONNE.

14th. Field Coy. A.E. Remained in Reserve.

15th. Field Coy. A.E. Carried out the following work :-

- (i) Constructed bridge fit for Field Artillery at I.28.c.2.9., connecting PERONNE and FLAMICOURT, at site of demolished bridge, by 3.55 p.m. on 5th. instant.
- (ii) 13 Road-Mines removed at I.28.a.2.9. (main PERONNE Road).
- (iii) Track for foot-traffic built across SOMME Swamps at O.3.b.7.6. eastward from Canal Lock.
- (iv) Bridge in DOINGT repaired and made fit for M.T..
- (v) Made reconnaissance and reports of Wells, materials, roads, etc.

5th. Aust. Pioneer Bn. Work done on 4th. and 5th. instant.

- (i) Cleared <sup>roads</sup> main/PERONNE and BIACHES, and filled in many large shell craters.
- (ii) Re-graded approaches to M.T. Bridge at I.33.d.4.9..
- (iii) Removed large obstacles of carts, wire, telegraph poles, and other debris erected by enemy across main road into PERONNE at I.21.d.5.0.
- (iv) Reconnaissance of Roads in area captured up to 5th. instant.

DEDUCTIONS AND LESSONS LEARNED FROM OPERATIONS.

1. The enemy must have withdrawn very hurriedly as bridges in DOINGT were intact, and extensive dumps of timber had not been burned.
2. Early Engineer reconnaissance was very valuable, enabling a Field Artillery Bridge to be constructed between PERONNE and FLAMICOURT by 3.55 p.m. on the 5th. Sept, and transformed to M.T. bridge there, later the same day.

12th. Sept. 1918.

*A. W. S.*  
*A. M. S.*  
Lieut.-Col. A.E.  
CRE, 5th. Australian Division...

REPORT ON ENGINEER WORK CARRIED OUT DURING OPERATIONS BY 5TH.  
AUSTRALIAN DIVISION FROM 5TH. TO 8TH. SEPTEMBER 1918.

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*MWT*

BRIEF RECOUNTAL OF PLAN.

On the 5th-September the 5th.Aust.Division readjusted its boundaries to those shown on Map No.1., handing over portion of its original area to the 3rd.Aust.Division on the north, and taking over Area from 32nd.Division on the south.

It was intended to press the enemy retirement with strong advanced guards, and the 5th.Aust.Division was to advance along the area shown on ~~attached map~~ <sup>Map No.1.</sup>, starting at 7 a.m. on 5th-September.

The Advance Guard of the 5th.Australian Division was composed as below, under orders of Brig-General TIVEX, CB, DSO, VD.:-

- 1 Squadron, 15th.Aust.Light Horse Regiment.
- 5th.Aust.Infantry Brigade.
- 5th.Army Brigade R.H.A.
- 206th.Army Brigade R.V.A.
- 5th.Field Coy.A.E.

The objectives were:-

- (a) on the 5th-instant, the GREEN LINE, shown on attached Map No.1.
- (b) on the 7th-instant, the BLUE LINE, shown on attached Map No.1.

ENGINEER PERSONNEL AVAILABLE FOR OPERATIONS.

For these operations, the undermentioned Engineer and Pioneer personnel were available for the 5th.Aust.Division:-

- 5th.Field Coy. A.E.
- 14th.Field Coy.A.E.
- 15th.Field Coy.A.E.
- 5th.Aust.Pioneer Bn.

DISPOSITION OF INFANTRY BRIGADES.

The 5th.A.I. Brigade formed portion of Advance Guard, and was to take up its duties on 5th-September as soon as it was relieved by Units of the 3rd.Aust.Division.

Two Battalions of this Brigade, relieved troops of the 15th.A.I.Bde. and 32nd.Division, within 5th.Aust.Divisional Boundary.

The 14th.A.I. Brigade moved to vicinity of EBERFIGNY on 5th-instant and were ready to cross at that point. This Brigade was in Support of the 5th.A.I. Brigade, during the operation.

The 15th.aust.Infantry Brigade on relief by the 5th.A.I. Brigade on 5th-September, concentrated under Brigade Orders, and was the Reserve Brigade during the operations.

PROPOSED EMPLOYMENT OF ENGINEERS AND PIONEERS.

The 5th.Field Coy. ~~Army~~ was instructed to work in affiliation with the 5th.A.I. Brigade, and to take careful measures to having the following work carried out :-

- (i) Removal of land-mines from all roads.
- (ii) Exploitation of Wells, and Water Supply.
- (iii) Reconnaissance and reports on Roads and Decauville railways.
- (iv) Provision of Splinter-proof accommodation for Brigade, Battalion, and Company Headquarters.

14th.Field Coy.A.E. On 5th-instant this Field Coy. was instructed to repair the bridge over the SOMME, at LAMIRE FARM, and to make it capable of carrying Field Artillery. It had been badly wrecked by the enemy.

This work was to be carried out as soon as possible, and it was arranged for one Company of the 5th.Aust.Pioneer Bn. to assist.

The 15th Field Coy. A.E. was instructed on 6th September to make a reconnaissance for a suitable site for a M.T. Bridge over the SOMME in the vicinity of STERPIGNY, and to commence work as soon as possible.

5th Aust. Pioneer Bn. This Unit (less one Company) was instructed to repair Roads, make deviations round any road craters, and to carry out any work required for the exploitation of water Supply, which the 8th Field Coy. could not cope with.

The above work was to be carried out as close up to the advancing Infantry as possible.

One Company was to assist the 14th Field Coy. in the construction of M.T. Bridge at LAMIRE FARM.

#### PREPARATORY WORK BY FIELD COMPANIES AND PIONEERS.

As the 5th Aust. Division adjusted its frontage during the night preceding the advance on 6th September, no preparatory work was carried out.

8th Field Coy. A.E.	was located at	-	O.15.c.0.1.
14th Field Coy. A.E.	do	-	O.14.b.3.9.
15th Field Coy. A.E.	do	-	H.4.b.9.2.
5th Aust. Pioneer Bn.	do	-	O.3.a.4.2.

#### ACTUAL WORK CARRIED OUT DURING OPERATION.

8th Field Coy. A.E. carried out the following work :-

- Reconnaissance of Roads in Divisional Area. (Map No. 2).
- Exploitation of Water Supply. (Appendix No. 1. & Map No. 3).
- Reconnaissance of Decauville track. (Map No. 4).
- Reconnaissance of M.T. Dumps. (Appendix 3).
- Assistance to 8th. A.I. Brigade and Battalions in constructing Headquarters.

14th Field Coy. A.E. and One Company of 5th Aust. Pioneer Bn.

Reconstructed bridge to take Field Artillery at LAMIRE FARM O.15.a.. This Bridge was completed at 4 p.m. on 7th instant.

These Units commenced re-construction of Bridge at STERPIGNY (O.21.a.) on 8th September. This Bridge is to take M.T..

15th Field Coy. A.E. Remained in Reserve with 15th A.I. Brigade, and whilst awaiting developments, carried out the reconnaissance for suitable site for M.T. Bridge near STERPIGNY.

As the site selected necessitated the construction of a road for the Eastern approach, it was decided not to undertake the work immediately.

The re-construction of the STERPIGNY Bridge was commenced on 8th inst. 5th Aust. Pioneer Bn. (less one Company), carried out work as follows:-

- Repair of Roads and removal of debris in villages to allow transport to pass.
- Made detours round road craters, and finally filled them in, (Appendix No. 3, Map No. 3).
- Exploitation of Water Supply. (Appendix No. 4).
- Repaired Bridge at O.12.c.9.8. to take M.T..

5th Aust. Divisional M.T. Dump was established at P.29.c.9.7. on the 7th September.



(3)

LESSONS AND DEDUCTIONS FROM THE OPERATIONS.

1. The enemy having made use of the delay in our advance across the obstacle of the SOMME, had been able to carry out more elaborate road demolitions, by use of deliberate mining, deep down under the main roads and cross roads, thus forming large craters. These however, proved very slight obstacles to our advance, as deviations were very promptly made round them, and by the time any traffic was required, they were ready.
2. A little further on still greater efforts at demolition may be expected, unless a very extensive advance is made, and the enemy is again surprised in the midst of his preparations.
3. Enemy had paid remarkably little attention to the demolition of wells, considering how vital the question of Water Supply was, in the particular area over which we advanced.

12th. September 1918.

*A. Mathew* Lieut-Col. A.E.  
C.B.E.  
5th. Australian Division...

WATER SUPPLY.

Appendix No 1

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Location.	Condition.	Remarks.	Time.	Date.
P.26.d.1.8.	Well.	1 Scoop per Water cart. Test Stn. Fd. Amb.	4.30 pm.	8/9/18.
P.21.c.3.1.	Well.	do do	do	do
P.26.c.7.7.	do	2 do	do	do
P.27.c.3.6.	do	Unfit for drinking. No metallic poison, test Stn. Fd. Ambulance.	do	do
P.26.d.1.3.	do with pump driven by oil engine. Tank removed, 2" outlet pipe complete with taps, also 80' troughing. Damaged by shell fire.	Signs of baths, belt & few fittings removed, but otherwise in good order. No sample taken.	1.30 pm.	do
<u>LE MERILL.</u>				
O.17.a.40.08.	Well. 3" dia. 18" to water, 6" water.	Good water, in working order. Sample taken.	10 am.	do
O.17.a.60.08.	Well. do	Pump, good working order. do	do	do
O.17.b.18.18.	Well. 3" dia. 25" to water, 2" water.	Windlass in position, rope & bucket required. Sample taken.	do	do
O.17.b.25.26.	British tube well, 8" dia.	Pump damaged. 2-100 gall. tanks in good order. Sample taken.	do	do
O.17.c.7.8.	Well. 3" x 6" dia. 18" to water, 2" water.	No windlass.	do	do
O.17.d.1.8.	Well. 4" dia. 22" to water, 3" of water.	Pump requires repairs. Sample taken.	do	do
O.18.d.4.4.	Well. 6" dia. 20" to water, 4" of water.	Pump requires repairs. Sample taken.	do	do
O.18.d.2.4.	Well. 2" x 6" dia. 8' to water, 6" of water.	Requires new pump.	do	do
P.21.c.1.0.	Well. Hand pump in fair order, well 48" dia, 150' deep. Water at 60'.	Now in use.	-	do
Q.13.b.3.6.	Well. Concrete (Beet Factory) fitted with windlass.	Fit for drinking. 2/300' horse troughing.	-	8/9/18.

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Location.	Condition.	Remarks.	Time.	Date.
Q.19.a.7.5.	Well.Brick.4'dia.98'deep, water 5'.	Unfit for drinking.	"	8/2/19.
Q.19.b.7.1.	Well.Brick.8'x 8',10'deep, water 5'.	do	"	do
Q.20.c.1.1.	Well.Brick.3'dia.20'deep, Water 5'.Bucket & rope.	Fit for drinking.	"	do
Q.20.c.0.6.	Well.Brick.4'dia.100'deep, water 12'.Windlass & Bucket.	Top blown.Fit for drinking.	"	do
Q.19.c.9.9.	Well.Brick.4'dia.100'deep, water 2'8"Windlass& Bucket.	Top blown. O.K.	"	do
Q.14.b.30.98.	Water storage.Capacity 5000 galls.	Unfit for drinking.	"	do
Q.20.c.05.10.	Well fitted with Windlass and bucket.	O.K.	"	do
Q.4.a.2.2.	do do	Washing <del>and horses only</del> O.K.	"	do
Q.13.b.8.7.	do do	Washing, and Horses only.	"	do
Q.28.d.8.9.	Well, bucket & rope.	O.K.	"	do

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APPENDIX

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C R A T E R S.

APPENDIX No. 3.

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Location.	Condition and Remarks.	Report from.	Date.
Q.17.c.9.2.	Filled in.	5th. Pioneer Bn.	6/9/18.
Q.18.d.1.1.	9' crater, filled in.	do	do
Q.10.d.2.0.	50' crater, detour made.	8th. Fd. Co.	7/9/18.
Q.10.b.8.9.	40' dia. 18' deep. detour made.	do	do
	Filled in.	5th. Pioneer Bn.	10/9/18.
Q.8.c.95.70.	60' dia. 30' deep, detour made.	do	7/9/18.
	Filled in.	do	10/9/18.
P.30.d.9.8.	4 craters. Roadway passable.	8th. Fd. Co.	7/9/18.
Q.19.d.80.75.	30' dia., 18' deep. Filled in	5th. Pioneer Bn.	9/9/18.
Q.26.d.0.4.	Large crater. Detour made.	8th. Fd. Co.	7/9/18.
	Filled in.	5th. Pioneer Bn.	8/9/18.
Q.29.c.1.8.	Crater. Detour made.	8th. Fd. Co.	7/9/18.
	Filled in.	5th. Pioneer Bn.	10/9/18.
P.4.c.1.8.	Detour made.	do	8/9/18.
Q.16.b.2.9.	Detour made.	do	8/9/18.
P.3.c.8.9.	Detour made.	do	8/9/18.

APPENDIX

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W

WATER SUPPLY.

App. No 4

250

Location.	Condition.	REMARKS.	Time.	Date.
		---		7/9/18.
P.18.c.6.1.	Water Point.	---		do
P.18.c.3.4.	Well with windlass & steel rope.	Plenty of good water at 85'.		do
P.29.d.3.5.	Well. New crank handle <sup>push</sup> provided.	Good supply at 80'.		do
P.29.d.8.5.	Well. Windlass & rope erected.	do		do
P.26.c.9.7.	Water Point.	---		do
P.27.c.1.5.	Well. Platform & windlass erected.	O.K., good supply.		do
P.18.a.3.4.	Water Point.	---		do
P.25.a.9.7.	Horse Water Point .23 troughs.	23 German boxes.		do
P.26.c.2.4.	Well with pump.	A large supply available. Storage tanks available.		do
P.18.a.3.4.	Tube Well. Pump in good condition.	Requires engine.		do
P.30.d.1.5.	Bores, requiring adjustments to machinery.	(Pump could be quickly repaired.) Delivery marked 1000 galls. per hour. About a 5hp engine would be required.		do
P.29.d.3.4.	A well fitted with bucket & rope.	Supply of water limited.		8/9/18.
P.29.d.9.5.	do	Good water at 80'.		do
P.18.c.6.9.	Well fitted with Windlass & Rope.	Good water at 88 feet.		do
P.18.c.2.1.	Well.	Supply limited.		9/9/18.
P.26.d.3.4.	Water Point.	---		do
P.18.c.1.5.	Water Point. Requires Windlass And platform.	---		do
P.26.c.6.6.	Well. Cleaned out. Mouth planked.	---		do

APPENDIX

1918

*MB*

*First*

- |    |         |   |                        |   |                   |  |
|----|---------|---|------------------------|---|-------------------|--|
| 1. | 22' 0"  | Single span steel girder.   | 5 ton.                 | 18/8/18.  | 8th. Fd. Co. AE.  | To replace bridge at main road at MERICOURT LOCK, SOMME CANAL. K.35.b.9.1. Sheet 62D.  |
| 2. | 40' 0"  | Single span D'walk decking.   | Inf. in single file.   | 29/8/18.  | do                | Built alongside demolished main bridge on main road at O.26.d.2.3. Sheet 62C.  |
| 3. | 510' 0" | (750' track over solid ground). Cork-float and D'boards on piles.   | Inf. in single file.   | 1/9/18.   | 15th. Field Co.   | In some places old piles of previous foot-bridge were used. This bridge was completed while the enemy was occupying the opposite bank, under rifle & M.C. Fire. Location O.3.d.3.2. Sheet 62C. |
| 4. | 309' 0" | Cork-float. D'boards on rails & piles.  | Inf. in single file.   | Not completed working on 31st. Aug. and Sept 1st. | do                | Not completed as Inf. could not use bridge No. 3., on account of rifle fire, and there was still 300 yds. to cross swamp. Location O.3.d.3.4. Sheet 62C.                                       |
| 5. | 25' 0"  | 2 steel girders. 20" x 7" and 4" decking.   | 235 ton motor lorries. | Sept 1st.   | do                | Made near demolished road bridge. Location I.33.d.3.8. Sheet 62C.  |
| 6. | 135' 0" | Timber trestles decked with <sup>wealks</sup> 3' wide with hand rails.  | Inf. in File.          | Sept. 1st.  | 14th. Fd. Co. AE. | Location I.25.b.0.2. to I.26.d.2.1. Sheet 62C. Re construction of damaged bridge.  |
| 7. | 60' 0"  | 2 logs 12" dia. decked with duckwalks, 3' wide, with hand-rails, <del>timber trestles</del> . Timber trestles | do                     | Sept. 2nd.  | do                | Location I.26.c.5.0. to I.26.d.0.4. Sheet Sheet 62C.   |
|    | 120' 0" |   |                        |   |                   |  |

*APP No 42  
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## 5th. AUSTRALIAN

250

- |    |         |  |         |                |   |
|----|---------|--|---------|----------------|---|
| 8. | 258' 0" | Timber trestles <sup>single</sup> Inf.in/File<br>decked with<br>planking 3'<br>wide with hand<br>rails.    | 2/9/18. | 14th.Fd.Co.AE. | Location I.32.b.5.1. to I.26.a.2.1.<br>Sheet 620..<br>Reconstruction of damaged bridge. |
| 9. | 35' 0"  | 2 steel girders 3 ton motor<br>15" x 6" timber lorries.<br><del>2</del> bearers<br>with 4 inch<br>decking. | 3/9/18. | 15th.Fd.Co.AE. | Replacement of demolished bridge.<br>Location I.33.b.2.4. Sheet 620.                    |

APPENDIX

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SECRET.

Copy No. 5

## 5th AUSTRALIAN DIVISION.

AMENDMENT TO BATTLE INSTRUCTIONS, SERIES "D", No. 8.  
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1. Paras. 6 and 7 of the above Instructions will be amended in accordance with the following plan of action:-

(i) INFANTRY FORMING UP LINE.

The infantry forming up line will be a direct line from Square R 9.d.8.5 to Square L.1.d.7.C.

(ii) BARRAGE PROGRAMME.

The barrage will be placed on the artillery start line, which will be 200 yards in advance of the infantry forming up line, at ZERO.

The first lift will be at ZERO plus 3 minutes. The second lift will be at ZERO plus 5 minutes. The next and succeeding lifts up to and including the eleventh lift will be at intervals of 3 minutes. The twelfth and following lifts will be made at intervals of 4 minutes. All lifts will be of 100 yards measured along the Inter-Corps Boundaries.

(iii) HALT LINE.

The infantry will remain on the halt line until ZERO plus 3 hours 10 minutes, when the advance will be continued to the RED LINE.

(iv) TANKS.

Except on the front of the 1st Australian Division the action of Tanks is restricted on the Army front to the area WEST of the GREEN LINE.

2. A map is attached to each brigade copy of this amendment, shewing objectives and boundaries.

3. ACKNOWLEDGE.

15th September 1918.

*J. McCall* Major,  
General Staff,  
5th Australian Division.

Issued at 4 p.m. to:	Copy No.
8th Infantry Brigade	1
14th Infantry Brigade	2
15th Infantry Brigade	3
5th Pioneer Battalion	4
Divisional Engineers	5
Divisional Signal Co.	6
A.D.M.S.	7
Copies to:	
A.D.C. to G.O.C.	8
"G"	9-11
"Q"	12
War Diary	13-15.

*Smith*



SECRET

Copy No. 7

## 5th AUSTRALIAN DIVISION.

## BATTLE INSTRUCTIONS, SERIES "D", No. 8.

1. INFORMATION

The Fourth Army, in conjunction with the First French Army on the right and the Third Army on the left, is to attack the enemy's defensive position in front of the HINDENBURG Line at Zero hour on a date to be notified.

2. INTENTION

The Australian Corps will attack in the centre of the Fourth Army front.  
The IX Corps is attacking on our right and the III Corps on our left.

3. DETAILS OF TROOPS(i) Divisions detailed.

The 4th Australian Division will attack on the right and the 1st Australian Division will attack on the left.

(ii) Tanks.

One section (4 tanks) is allotted to each Division.

(iii) Mounted Troops.

Two troops of 13th Australian Light Horse Regiment will be detailed to each Division and will report to Divisions before 11 a.m. on the 17th instant.

(iv) Machine Guns.

The 5th Australian Machine Gun Battalion is placed at the disposal of the 4th Australian Division, and the 3rd Australian Machine Gun Battalion is placed at the disposal of the 1st Australian Division.

4. ARTILLERY.

## (i) The Artillery available consists of:-

13 Field Artillery Brigades  
6 Heavy Artillery Brigades.

It is anticipated that further artillery will be detailed by Fourth Army for the operation.

## (ii) The whole of the Artillery of the Corps will come under the command of the G.O.C. R.A. Australian Corps for the operation.

## (iii) G.O.C. R.A. Australian Corps is arranging for the emplacement of the artillery in consultation with Divisional Commanders, ensuring that the requirements of the latter for defence prior to Zero day are met.

## (iv) For exploitation beyond the Red Line, G.O.C. R.A. Australian Corps, is detailing a proportion of Field Artillery which will come under the command of G.O's.C. Divisions, immediately the second objective is captured.

## (v) Any arrangements which may be developed for firing on S.O.S. lines will cease to be operative at Zero minus 15 minutes.

5. HEAVY ARTILLERY.

## (i) The fire of the majority of the heavy guns and howitzers employed for purposes other than counter battery work will be used during the advance to engage special strong points and localities.

HWT

(ii) The hostile trench systems will be kept under the fire of the Heavy Artillery until such time as the progress of the infantry renders this inadvisable.  
A map will be issued to show at what time Heavy Artillery fire will cease on zones and localities.

6. METHOD OF ATTACK

- (i) Each Division will attack on a frontage of two Brigades.
- (ii) The infantry will form up on the taped line prior to Zero. The barrage will open at Zero hour and the tanks and infantry will press close up to the barrage. The barrage will continue until the halt line is reached, where there will be a halt for a period to be notified later. From the halt line the advance will continue under cover of the artillery barrage until the RED line is reached. A protective barrage will continue to cover consolidation of the RED Line for a period of 15 minutes, when it will cease. Infantry parties, supported by specially detailed Field Artillery units, will endeavour to take advantage of the enemy demoralisation to exploit the success with a view to establishing themselves on the BLUE line. Details concerning the rate of advance and a Field Artillery Barrage map will be issued.

7. ADJUSTMENT OF BOUNDARIES.

The present boundaries of Divisions are being adjusted on the night 14/15th September. The arrangements for these adjustments are being made between Divisional Commanders concerned.

8. TANKS

Tanks will be used for employment against selected tactical points. They will not be employed in advance of the second objective. Instructions for the forming up of the Tanks will be in accordance with the methods previously employed in recent operations and will be issued later. Dummy Tanks are being employed at places selected by Divisional Commanders.

9. ACKNOWLEDGE.

14th September 1918.

*J. Melan*  
Major G.S.  
5th Australian Division.

Issued at 11 a.m. to:-

- 8th Infantry Brigade
- 14th Infantry Brigade
- 15th Infantry Brigade
- 5th Machine Gun Battalion
- 5th Pioneer Battalion
- Divisional Artillery
- Divisional Engineers
- Divisional Signal Co.
- Divisional Train
- A.D.M.S.
- D.A.P.M.
- D.A.D.V.S.
- D.A.D.O.S.

Copy No.

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- 20 - 22

Copies to:-

- Australian Corps
- A.D.C. to G.O.C.
- "G"
- "Q"
- War Diary

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RECOMMENDATION.FOR CROIX DE GUERRE.

on behalf of -

Name. GREENWAY, D.S.O.

Christian Name. Harold.

Rank. Major.

Reg.No. --

Arm. Divisional Engineers.

Unit. 15th. Field Company. A.E.

----- ooo000ooo-----

----- Action for which commended. -----

"For continuous gallant services, brilliant organisation, and keenest devotion to duty".

During the preliminary fighting (about 4th. and 5th. July) for the improvement of our position at MORLANCOURT, before the Allied Offensive, the 15th. Field Coy. A.E. carried out vitally important work in the construction of communication trenches to newly captured positions, and in the making of bridges across the ANCRE River.

Again the consolidation of the Brigade Front was constantly supervised by this Engineer Company.

Between the 2nd. and 5th. September 1918, at the capture of PERONNE, the 15th. Field Company A.E. brilliantly effected the prompt reconstruction of demolished road bridges, so that guns and motor transport were enabled to follow up the advance immediately after PERONNE was taken.

The successful and timely performance of all these important works, was very largely due to the technical skill and brilliant organising capacity of Major GREENWAY, who never shrank from the greatest personal danger where it was necessary for him to supervise his works under fire.

C. R. E. 5th AUSTRALIAN DIVISION. 10/311 Date.....
--

Lieut-Col. A.E.  
G.R.E.

15th. September 1918.

5th. Australian

Division..

APP 44  
APPENDIX  
23

EXTRACTS FROM 5TH. AUST. DIVL. ADMINISTRATIVE MEMO. No. 98.

-----00009000-----

1. AREA ADMINISTRATION.

<u>Area.</u>	<u>Commandant.</u>
MESNIL.	Capt. C. S. TRATMAN.
	Lieut. BROWN.
PERONNE.	Capt. SCOLLER.
	Lieut. BUTLER.

2. RAILROAD. - LA CHAPELETTE.

3. WATER SUPPLY.

LE MESNIL.	O.17.b.5.3.	1. Stand pipe, bottle & dixie filler, 18ft. Horse troughing.
DOINGT.	I.36.a.5.6.	1. Stand pipe, bottle & dixie filler. 80ft. Horse troughing.
LA CHAPELETTE.	O.3.d.3.1.	1. Stand pipe, bottle & dixie filler. 18ft. Horse troughing.

4. REFILLING POINTS.

8th. A.I. Bde.	-	O.17.c.5.9.
14th. A.I. Bde.	-	O.17.a.5.3.
15th. A.I. Bde.	-	O.3.d.5.8.
5th. Div. Artillery-		P.8.a.5.4.

5. AMMUNITION.

The S.A.A. Section is located at N.30.c.1.6. Demands for ammunition will be notified Divisional Headquarters, giving location where ammunition is required and stating distinctly whether the Grenades required are hand or rifle.

6. BATHS.

Units requiring the use of the FODEN Disinfector will make application to D.H.Q. giving location where it is desired lorry should be sent.

7. BATHING PRECAUTIONS.

Unit Commanders will ensure that special precautions are taken to prevent any accidents happening to men bathing in the canal.

8. WATER TINS.

Brigades should notify D.H.Q. the number of petrol tins required to complete for carrying on water Carts. etc..

9. REINFORCEMENTS.

Corps Reinforcement Depots. BRAY and LA CHAPELETTE. I.33.c.2.6.  
5th. Aust. Div. Wing. I.32.central.

Reinforcement Railhead.- BRAY. Personnel to proceed on detrainment to the Corps Depot there, and are distributed from thence to the 5th. Div. Reinf. Wing. They will be despatched to their Units from the 5th. Div. Reinf. Wing at the earliest moment.

Railhead for leave and School personnel.- LA CHAPELETTE. depart 7.43g  
Personnel to report to Corps Depot at LA CHAPELETTE the evening previous to entrainment, and entrain under arrangements made by the Depot.

10. PROVOST BRANCH.

Field Punishment Compound.	LA CHAPELETTE.	I.33.c.8.2.
Safe Custody Compound.	PERONNE CITADEL.	
Corps P.O.W. Cage.	CARTIGNY.	P.4.c.4.7.
Divisional P.O.W.	BRIE.	

The D.A.P.M. is located at BRIE.

11. OFFICERS CLOTHING STORE.

Officers clothing store is near LA CHAPELETTE. O.3.a.5.2.

*H.V.J.*

43794  
APPENDIX 44

250

(2)

12. VETERINARY.

The 5th. Mobile Vet. Section is at O.7.c.7.2.

13. ORDNANCE.

D.A.D.O.S. is located at O.17.a.9.2.

14. CANTEEN.

The Div. Canteen is established at LE NESNIL.

15. Y.M.C.A.

The Divisional Representative is at I.36.a.1.4.

16. COMFORTS FUND.

The Divisional Comforts Fund is at LE NESNIL near 14th. A.I. Bde. Headquarter.

AUSTRALIAN  
DIVISION.  
10/625  
Date.....

*W. J. ...*  
Liut-Col. A.E.  
C.R.E.

5th. Australian Division.

17th. Sept. 1918. 5th. Australian Division.

That commanders will ensure that special precautions are taken to prevent any accidents happening to men bathing in the canal.

Attached should notify B.A.S. the number of petrol line required to complete for carrying on water tanks.

Corps maintenance reports. B.A.S. and LA CHAPLAIN. I.36.a.1.4.

Personnel to proceed on details. Personnel to be detailed from the 5th. Australian Division.

Personnel to report to Corps Depot at LA CHAPLAIN the evening previous to embarkment, and enter under arrangements made by the depot.

LA CHAPLAIN. I.36.a.1.4.

LA CHAPLAIN. I.36.a.1.4.

LA CHAPLAIN. I.36.a.1.4.

*W. J. ...*

APP 45

Headquarters 5th. Australian Divisional Engineers.

Chief Engineer,  
Australian Corps.

With reference to your S.O. 1053 of 18th. inst., it is considered that the stores shown on attached list should be brought up to the refilling point by the pack lorries.

The stores suggested will not constitute loads for three lorries, but the conditions under which the operations are taking place will influence the loading of these lorries greatly. For, if the objective is limited, and it is intended to consolidate, wiring stores will be required, and again, if any bridging is likely to be required, foot-bridging material should be sent up on pack lorries, and pile-drivers, decking and spikes should be kept in readiness.

The scheme of three pack lorries is considered excellent, providing as it does, a mobile nucleus dump for the Division, and will overcome the difficulty of sending back great distances for small quantities of stores.



Lieut-Col. A.E.  
C.R.E.

5th. Australian Division.

19th. Sept. 1918.

HWT

{ 6 - 50 gall. tanks.  
8 canvas horse troughs.  
1 cwt. each 2", 4" & 6" nails.  
12 hand hammers.  
6 " saws.  
150 notice-boards.  
56 lbs. black paint.  
56 lbs. white paint.  
6 pencil brushes.  
100 tracing tapes.  
200 yards anti-gas cloth.  
56 lbs. clouts.  
12 buckets, (oil drums).  
200 feet 1 $\frac{1}{2}$ " cordage.

{ Sandbags 8,000.  
30 rolls malthoid.  
2 cwt. 6" spikes.  
1 cwt. 12" timber dogs.  
6 pumps with hosing etc.  
12 windlass barrels with handles.  
1,200' 1" flexible steel wire rope.

{ 400 shovels.  
300 picks.

JB:AG.

CHIEF ENGINEER AUSTRALIAN CORPS No. SO. IO60.

25th. September 1918.

C. R. E. 5th. Aust. Division.

Further to my S.O. IO53 of the 16th. September 1918, I forward attached table shewing normal loading of the three lorries for each Line Division. The list has been compiled principally from the consolidation of the lists furnished by C.R. Es Division.

C.R. Es Line Divisions requiring stores after "Z" Day will wire C.E. Australian Corps the preceding afternoon Rendezvous for lorries and any departures from normal loading required, and give time when lorries should reach rendezvous. (This should not be earlier than 10 a.m..)

(Sgd) C.H. FOOTT; Brig-Gen.,  
Chief Engineer, Australian Corps.

TABLE SHEWING NORMAL LOADING FOR PACK  
LORRIES FOR EACH LINE DIVISION.

<u>Stores.</u>	<u>Quantity.</u>	
Sandbags	5000	"A" Lorry 5000 lbs. <del>5000 lbs.</del>
Picks	150	
Shovels	450	
Water Tanks 50 gal. C.I. Circ.	4	
Pumps L & F with hose	3	"B" Lorry 4300 lbs.
Pumps Chain Helice	1	
Water Troughs	4	
Tarred sheets for 25 gal. Tanks	4	
Windlasses with rope and bucket complete	4	
Corrugated iron sheets	100	
Nails 2"	1 cwt.	"C" Lorry 4500 lbs.
4"	1 "	
6"	1 "	
Spikes 6"	1 "	
8"	1 "	
12"	1 "	
Dogs	2 "	
Notice boards	150	
Paint Black	7 lbs.	
White	7 "	
Brushes	4	
Axes felling	6	
Hammers claw	4	
Saws hand	2	
Mathoid	30 rolls	

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APP 46

Headquarters 5th. Australian Divisional Engineers.

8th. Field Co.  
14th. Field Co. 4  
15th. Field Co.  
-----

C. R. E.	
5th AUSTRALIAN DIVISION.	
No.	10/356.
Date	

With reference to attached copy of memo. from 5th. Aust. Division, please forward to reach this office by 6 p.m. 21st. instant, copy of programme of training *for one week.*

It is desired that the morning be devoted to training and the afternoon to organised sport.

No training will be carried out on Sundays.

Lieut-Col. A.E.,  
C.R.E.,

20th. September 1918.

5th. Australian Division ...

H.W.F.

1. It is considered that the nature of the operations in which this Division will probably be employed in the future will be an "exploitation" battle - i.e. similar to the advanced from the GREEN line on the 8th. August 1918. The Division will probably be organised in Brigade Groups as was the case on that date. The extent of the advanced is likely to be considerable and will call for great physical endurance on the part of the troops.

2. In Training, particular attention will therefore be paid to the following subjects, which will be taken up at once:

(a) MARCHING. Commencing with comparatively short distances and light kit, and increasing to long distances with full kit. This applies to all troops who are not normally mounted. March training will also be carried out by the artillery and 1st. line transport of other units.

(b) MARCH DISCIPLINE. This refers to all units. March discipline is to be cultivated to the very highest degree. Attention is directed to Field Service Regulations Part 1, chapter 11, Sections 24, 25, 26, 31, and 33.

(c) TRAINING IN OPEN WARFARE. Platoon, company, and battalion schemes.

(d) MAP READING. For Junior Officers and more especially for N.C.O's.

(e) MESSAGE WRITING, i.e. to convey all available information clearly and distinctly in the fewest words possible. In this connection it must be impressed on all concerned that whenever possible the time at which the matter or event described took place is of great importance and should almost invariably be included in the message. Attention is directed to F.S.Reggs. Part 1, Chapter 11, Sec.15, Instructions re Tank Training will be issued later.

3. In order to entail good results in marching long distances on successive days, it is essential that apart from strictly observing all the rules of march discipline and care of men on the march the following receive the most careful attention:

(a) Care of feet - washing, feet inspections, etc.

(b) Fitting of boots. If possible, old boots should be used for marching. Men who now require new boots or who will in the normal way require new boots in the near future must be very carefully fitted and must be provided with the new boots immediately, so that they can break them in during their period of training.

(c) Fitting of equipment.

4. Infantry Brigades and Divisional Units will forward to Divisional Headquarters a statement shewing what training is to take place in the subjects set out in para.2. (over and above that already contained in the training syllabuses submitted).

(Sgd) G.H.WOOTEN, Maj.  
General Staff,

20th. September 1918.

5th. Australian Division ..

FWL/WN.

12.

APP No 47

330/2308

*[Handwritten signature]*

C.E. AUSTRALIAN CORPS.  
19th. September 1918.

- C.R.E., 1st. Aust. Div.,
- C.R.E., 2nd. Aust. Div.,
- C.R.E., 3rd. Aust. Div.,
- C.R.E., 4th. Aust. Div.,
- C.R.E., 5th. Aust. Div.,

C. R. E.  
5th AUSTRALIAN  
DIVISION.  
No. 5797  
Date 21/9/18

Forwarded herewith is the general policy in regard to Water Supply work in Corps Area. This will be found to be on lines which have worked so well during recent operations owing to cordial and loyal assistance of Divisional Engineers.

*Johns. Burnell Capt AE*  
+ Brigadier General,  
Chief Engineer, AUSTRALIAN CORPS.

*FWL*

The Water Supply within the area under the control of this Corps is to be divided into two schemes:

1. Work immediately following an advance.
2. Permanent work when troops have settled in the recaptured territory.

#### ADVANCED WORK.

The work to be done under this heading covers the provision of water for troops in the forward areas where it is not advisable to push forward water carts, or establish large water points.

This work naturally falls to the Division in the Line and should be done by the C.R.E. No excessive expenditure of labour or material should be allowed, and the main thing to be kept in view is the most expeditious manner of providing water for immediate requirements. In practice this has been found to be of clearing out existing wells, and erecting windlasses and buckets where necessary. A supply of these can always be obtained from the Corps Water Supply Officer and a stock is available to supply requisitions from Divisions.

It is worth noting, that there is sometimes a tendency to undertake too many wells in each village. In most instances one well will furnish the necessary supply, and work should be concentrated upon one point. C.R.E.'s Divisions should at once inform this Office in each instance of what work they are undertaking, and it must be distinctly understood that no work in connection with water supply other than the forward area work as outlined above is to be taken without instructions from Chief Engineer, and materials will not be supplied for unauthorised works. If suitable wells are available and the situation is such as to warrant it, Chainé Helice or Band pumps will be supplied to Divisions, but only after approval, as these pumps are much in demand and the supply is limited.

Where wells are not found, it may be necessary to sink for water, in which case care should be exercised in the selection of site in order to reduce labour.

#### PERMANENT WORK.

If possible one A.T. Coy. R.E. will be detailed for continuous work on Corps Water Supply. It will be its duty to undertake the construction of all water supply works other than those forming advanced work. This Company will carry sufficient material to enable minor works to be carried out and necessary repairs effected. All details such as storage tanks, cart and lorry fillers, and horse troughs, will be standardised and where possible held in stock at Corps Workshops for delivery as required. Pumping plants will be obtained from Army by C.E. Corps, and each will be suitable for work to be done; where the importance of the water point justifies it, the pumping plant should be duplicate.

In designing permanent water points the main considerations should be :

- (a). Supplies for troops in the vicinity.
- (b). Supply for horses within a radius of one mile from water point.
- (c). Supply by water carts or lorries to places where supply is insufficient.
- (d). Supply to Railways and Light Railways where practicable without separate pumping plants.

47

(2).

In the selection of a site for a main water point, it is most essential that horses going to water should not use a main road or if possible cross same. The site should be accessible by minor roads and as near the horse lines as means of supply will allow.

Pipe lines should be short and as direct as possible. Supply or storage tanks should be at such an elevation that carts, troughs, etc, will fill by gravitation; and whenever it can be done two days supply should be the minimum storage provided. Horse troughs should be of a standard pattern and care taken to leave standings well consolidated and drained. Where bricks are at hand they can be used for the construction of standings, where bricks are not available chalk with metal topping can be used. Individual water troughs should never exceed 100 lineal feet of troughing as otherwise there is too much congestion of traffic. Lorry and cart filling points should be kept clear of main traffic routes and in every case standings should be distinct from the roadway; easy approaches are very essential.

In many cases it has been found that good wells are available at sugar Factories and large farms, and in these cases all that is required is the construction of a pump chamber, where such is not already in existence.

Where the demand is likely to be large every facility should be provided to supply water quickly to prevent traffic becoming congested.

In all instances the work to be done will be supervised by the Corps Water Supply Officer, who will transmit any instructions.

*C. N. G. O. T. T.*

Brigadier-General.  
Chief Engineer. AUSTRALIAN CORPS.

19/9/18

It is possible that the A.S.C. will be detailed for continuous work on Corps water supply. It will be the duty to undertake the construction of all water supply works other than those for advanced work. The Corps will carry out all necessary repairs, and details such as storage tanks, carts and lorry fittings, and horse troughs will be standard and where possible held in stock at Corps depots for delivery as required. Pumping plants will be obtained from Army by A.S.C. and each will be suitable for work to be done; where the importance of the water point facilities at the pumping plant should be appreciated.

In designing permanent water points the main considerations should be:

- (a). Supplies for troops in the vicinity.
- (b). Supply for horses within a radius of one mile from water point.
- (c). Supply by water carts or lorries to places where supply is insufficient.
- (d). Supply to railways and light railways where practicable without separate pumping plants.

APP 48

Unit.	Date.	Time.	Subject.
<u>8th.Fd.Co.</u>	23/9/18.	Morning.	Marching and March discipline.
"	24/9/18.	"	Route March(short).
"	25/9/18.	"	Lecture on Topography.
"	26/9/18.	"	Route March (short).
"	27/9/18.	"	Route March (Full Marching Order).
"	27/9/18.	"	Route March (Full Marching Order).
"	27/9/18.	"	Lecture on Communications, and Messages in the Field.
<u>14th.Fd.Co.</u>	23/9/18.	Morning.	Map Reading and Field Sketching.
"	24/9/18.	"	Map Reading and Field Sketching.
"	25/9/18.	"	Route March.
"	26/9/18.	"	Route March.
"	27/9/18.	"	Map Reading and Road Reconnaissance.
"	28/9/18.	"	Map Reading and Road Reconnaissance.
$\frac{1}{2}$ Company	Working.	$\frac{1}{2}$ Company	Training and Recreation.
<u>15th.Fd.Co.</u>	23/9/18.	Morning.	Map Reading and Field Sketching, Message writing.
"	24/9/18.	"	Route March (Battle Order).
"	25/9/18.	"	Map Reading and Field Sketching, Message writing.
"	26/9/18.	"	Route March (Full Marching Order), with Company Transport.
"	27/9/18.	"	Lecture of Road Reconnaissance. Practical writing of reports on Roads.

H.W.F.

SECRET

Copy No. 5

## 5th AUSTRALIAN DIVISION.

## BATTLE INSTRUCTIONS, SERIES "E", No. 2

1. The Australian Corps, with the II American Corps affiliated, will attack the enemy's positions in the HINDENBURG Line in the sector NAUROY - GOUY on a date and hour to be notified.

2. TROOPS AVAILABLE(a) Divisions.

3rd Australian Division  
5th Australian Division  
27th American Division.  
30th American Division.

(b) Artillery.

(i) Field Artillery - 25 Field Artillery Brigades.  
(ii) Heavy Artillery - 10 Heavy Artillery Brigades.

(c) Tanks

4th Tank Brigade consisting of 84 Tanks, a proportion of which are Mark V and a proportion Mark V (Star) Tanks.  
5th Tank Brigade between 70 and 80 Tanks, portion of which are Mark V and portion of which are Mark V (Star) Tanks.  
A portion of 3rd Tank Brigade, giving a total of 25 whippet Tanks and 1 Armoured Car Battalion.

(d) Mounted Troops - 13th Australian Light Horse Regiment.

(e) Special Companies R.E. Several will be available for smoke-screening work.

(f) Air Forces. - 3rd Squadron A.F.C., and  
Auxiliary assistance from 5th Brigade, R.A.F.

3. GENERAL PLAN

There will be a preliminary bombardment by all available artillery lasting for a considerable period. The object of this preliminary bombardment will be :-

- (a) To complete the demoralisation of the enemy;
- (b) The destruction of the enemy's defences, including wire, dugouts, etc.

The attack will be carried out on a frontage of two (2) Divisions. The operation will be divided into two phases. The boundaries and objectives of Divisions are shown on the map issued today to Brigade Commanders and C.R.A.

- (a) First Phase. The 30th American Division on the right and the 27th American Division on the left will form up on a taped line prior to the given Zero hour and will attack with Tanks under a creeping artillery barrage. This barrage will include a considerable proportion of smoke shell. The start line is shown in BROWN on map issued and the objectives are shown in a continuous GREEN Line. The flanks of the attack will be protected by a smoke screen which will be provided by one Field Artillery Brigade on each flank. As soon as the artillery barrage programme is completed and the infantry have seized the objective the smoke barrage

P.T.O.

H.W.J.

on the flanks will lift outwards and the infantry of Divisions will exploit their success under the concealment of the flanking smoke barrages.

Definite bodies of troops will be allotted for this exploitation and will require to commence their movement at such a time as will permit them to follow the advance of the battle and to deploy facing south and north according to the flank on which employed, at the conclusion of the advance of the creeping barrage.

In order to secure the northern flank during the early stages of the attack the battle front west of the Canal will be prolonged beyond the northern entrance to the tunnel as shown in GREEN on map issued.

As soon as the road situation permits the Armoured Car Battalion will be passed through the Infantry and despatched on special missions with the object of disorganising the enemy's communications, Headquarters, etc.

- (b) Second Phase. The 5th Australian Division on the right and the 3rd Australian Division on the left, each with its own Divisional Artillery and a proportion of Tanks, and organised in Brigade Groups, will pass through the 30th and 27th American Divisions respectively in open warfare formations at a time to be decided later. The objective is shown in RED on the map issued.

In order to secure the flanks of this operation and to extend the base of the salient created by the advance, the reserve troops of the 30th and 27th American Divisions will extend their operations to the south and north respectively with the object of seizing the objectives shown in RED on map issued. A proportion of Artillery which will be allotted from the barrage guns and will be withdrawn as soon as the barrage programme is completed, will be placed at the disposal of each Divisional Commander for this. A proportion of Tanks will be similarly allotted. A detailed Programme and Time Table will be issued. The troops which captured the first objective will be re-assembled after the whole of the Brigades detailed to the second objective have passed through them. The time for this re-assembly will be notified.

#### 4. ASSEMBLY.

The line will be held prior to the operation by the 30th and 27th American Divisions, each with one regiment in the line supported by one regiment, and each with one brigade in reserve.

The capture of the first objective will be carried out by the reserve brigade in each case.

The capture of the second objective allotted to the American Divisions will be carried out by the supporting regiment of the line brigade, the line regiment of the line brigade passing into reserve at a stage which is indicated later.

The programme will be so arranged that the two attacking Brigade Groups of the 5th and 3rd Australian Divisions respectively will pass through the American troops as soon as possible after the latter have attained the first objective. These two brigades will follow the regiments of the 30th and 27th American Divisions respectively allotted to the capture of the RED LINE. The reserve brigades of the 5th and 3rd Australian Divisions will then be passed through the gap. The last infantry to pass through the gap from the west to the east side of the canal will be the regiments of the 30th and 27th American Divisions who were originally holding the line and now pass into reserve. The order of movement across the tunnel will be therefore:

1st/



- 1st. "A" and "B" Regiments of the 30th and 27th American Divisions (i.e. the attacking brigade in each case).
- 2nd. "C" Regiment of the 30th and 27th American Divisions (i.e. the supporting regiment of the brigade originally in the line)
- 3rd. "A" and "B" Brigades of the 5th and 3rd Australian Divisions
- 4th. "C" Brigade of the 5th and 3rd Australian Divisions moving in Divisional Reserve.
- 5th. "D" Regiment of the 30th and 27th American Divisions (i.e. the regiment which was holding the line when the attack began) This regiment will be concentrated immediately the last Australian Brigade has passed through and will then move according to the orders of the respective Divisional Commanders.

Assembly areas will be selected and allotted for each American Regiment and each Australian Brigade in such positions as will best permit of this order of movement being carried out.

#### 5. ROAD MOVEMENT.

The country over which the attack will pass in its early stages is very much shell-pitted and all roads have been very badly damaged.

To enable guns and ammunition wagons and the Armoured Cars to pass across this area the Chief Engineer of the Corps has arranged to develop four roads as rapidly as possible.

The Chief Engineer will have at his disposal the five Australian Pioneer Battalions plus such proportion of the American Engineering personnel as may be necessary.

Every body of troops will be allotted to its own definite road, and will on no account use any other. Maps will be issued later shewing the roads allotted in each case.

Careful traffic control will be organised and all ranks must be warned beforehand and must be prepared to adhere to the traffic rules strictly.

The bivouac areas will be selected in positions which will be convenient to the roads to which each body of troops is allotted.

#### 7. PRELIMINARY ORGANIZATION AND PREPARATION.

- (a) Light Signals. The only Light Signals to be employed will be:
  - (i) The S.O.S. signal which will be a No. 32 Rifle Grenade bursting into three RED lights.
  - (ii) Success Signal which will be a No. 32 Rifle Grenade bursting into three WHITE lights.
  - (iii) Message carrying rockets will be made available and will be issued early.
- (b) All ranks will be provided with a metal disc sewn on to the reverse side of the box respirator, which will be used for signalling to our aeroplanes when they sound the KLAXON horn, to indicate the position of the troops. RED flares will be issued and will be lit for the same purpose when the aeroplane calls. All ranks must be made to understand that when the aeroplane calls the flares must be lit and the discs shewn.
- (c) A very liberal supply of:
  - (i) Operation maps,
  - (ii) Message maps,
  - (iii) Oblique and trench photos
 will be issued. All Commanders must ensure that these are distributed right down to Non-commissioned Officers so that the achievement of their tasks may be facilitated for all ranks. Special instructions as to Intelligence functions, dealing with prisoners of war, etc. will be issued.

H. W. J.

- (d) A complete system of liaison between flanks and from front to rear between companies, battalions, regiments, and Brigades, will be worked out. The responsibility for liaison and for communications will be from right to left.
- (e) A series of Code Calls for employment between infantry using the POPHAM panel and Contact Aeroplanes will be made and issued by Australian Corps. Those now in use by the Division will be retained.

8. ACKNOWLEDGE.

*J. M. Gou*  
Lieut-Colonel,  
General Staff,  
5th Australian Division.

24th September 1918.

Issued at 5 p.m. to:

	Copy No.
G.O.C. 8th Infantry Brigade	1
G.O.C. 14th Infantry Brigade	2
G.O.C. 15th Infantry Brigade	3
C.R.A. 5th Aust. Div.	4
C.R.E. 5th Aust. Div.	5
A.D.M.S. 5th Aust. Div.	6

Copies to:

Australian Corps.	7
A.D.C. to G.O.C.	8
"G"	9
A.A. & C.M.G.	10
War Diary	11.

24/9/18.

250

5th AUSTRALIAN  
DIVISION  
4/78/15.

Divisional Engineers. 5th. Australian Australian.

8th. Field - Major. WILLIAM  
Company AE. GORDON FARQUHAR. -- MENTION.  
D.S.O.  
(Awarded DSO, AIF  
List No. 279 dated  
1/1/18).

8th. Field 4575. Lance Corporal  
Company AE. Sidney ATKINSON. -- MENTION.  
(No previous Award.)

14th. Field 554N. Driver James  
Company AE. Peter JACOB. -- MENTION.  
(No previous Award.)

5th. Australian  
Division.  
Lieut-Col. AE.  
C.R.E.

*Print*

*APP 50 148*

24/9/18.

250

Divisional Engineers.

5th.Australian

Australian

8th.Field 4506. Sergeant John  
Company A.E. LENNOX.

For continued gallantry and devotion to duty throughout the period. By his great personal courage and devotion to duty he has always been a magnificent example to all ranks. As an instance of this, during the operations of 28th/29th.August 1918 he went forward and ably assisted in the reconnaissance for construction of a Foot-bridge across the SOMME in advance of our Infantry Posts, under machine gun and shell fire. He has been continually doing such fine work, and is worthy of the highest recognition.

MILITARY  
MEDAL.

*MSM*

No previous  
Award.

5th. Australian Division.

Lieut.-Col. A.E.  
O.R.E.

*First.*

APPENDIX

*50*  
*149*

24/9/18.

250

Divisional Engineers.

5th. Australian

Australian.

14th. Field  
Company AE.

121. Sergeant Percy  
Talbot GRIGGS.  
Belgian Croix de  
Guerre.

(Awarded B.C de G.,  
19/1/18. A.I.F.  
List No.359 of  
19/7/17).

For continued gallant and valuable services  
throughout the period.

From February to September 1918 and part-  
icularly during the series of operations  
from August 8th. to September 1st. (inclu-  
sive), Sergeant GRIGGS has consistantly  
shewn a fine example to his men under shell  
fire. His devotion to duty and resource  
have been of inestimable value throughout  
these operations, especially on the morning  
of 1st. September, during the advance and  
attack on PERONNE.

It was due to this N.C.Os. efforts and his  
direction, that a foot-bridge was put across  
the moat at PERONNE which enabled Infantry  
and stretcher-bearers to get in and out of  
the town, during the early stages of the  
attack.

MILITARY  
MEDAL.

*msu*

5th. Australian Division

Lieut-Col. A.E.  
O.P.E.

*Amz*

APPENDIX

50

100

23/9/18.

Divisional Engineers.

5th. Australian

Australian

15th. Field  
Company A.E.

8342. Company Quarter-  
Master Sergeant.  
John Parnell  
BAXTER.

(No previous  
Award).

For continuous and devoted service as  
C.Q.M.S. during the period.  
At all times this N.C.O. has cheerfully  
carried out his duties in the most highly  
efficient manner.  
During the advance from VILLERS BRETONNEUX  
through PERONNE, the company was frequently  
working in small parties at long distances,  
from Company Headquarters, but in spite of  
all difficulties the men were always supplied promptly with their full rations.  
Recently, with the frequent moves, the  
efficient work done by the Company has  
been largely due to his excellent personal  
work of thoroughly organising supplies,  
clothing and equipment.

MERITOR-  
IOUS  
SERVICE  
MEDAL.

*[Signature]*  
Lieut-Col. A.E.  
O.R.E.  
5th. Australian Division...

*Final*

APPENDIX

*54*  
*151*

SECRET.

Copy No. 7

5th AUSTRALIAN DIVISION.

BATTLE INSTRUCTIONS, SERIES "E", No. 3.

ARTILLERY.

1. ARTILLERY TAKEN OVER FROM III CORPS.

Field and heavy artillery as under will be taken over from III Corps at 10 a.m. on 25th September, on command of the 27th American Division passing to the Australian Corps.

(a) Field Artillery.

4th Aust. Div. Art.

(Headquarters  
(10th and 11th Bdes A.F.A.)

25th Div. Art.

(Headquarters  
(110th and 112th Bdes R.F.A.)

58th Div. Art.

(Headquarters  
(290th and 291st Bdes R.F.A.)

86th Army Brigade R.F.A.

104th Army Brigade R.F.A.

108th Army Brigade R.F.A.

(b) Heavy Artillery.

23rd Brigade R.G.A.

71st Brigade R.G.A.

85th Brigade R.G.A.

89th Brigade R.G.A.

312th Siege Battery R.G.A.

449th Siege Battery R.G.A.

2. DISTRIBUTION.

The distribution of field artillery on the corps front on completion of current moves and reliefs by 27th September, will be as under:-

Right Divisional Sector  
under C.R.A. 1st Aust. Div.

Left Divisional Sector  
under C.R.A. 4th Aust. Div.

1st Aust Div. Art.  
(1st and 2nd Bdes A.F.A.)

4th Aust Div. Art.  
(10th and 11th Bdes A.F.A.)

2nd Aust Div. Art.  
(4th and 5th Bdes A.F.A.)

25th Div. Art.  
(110th and 112th Bdes R.F.A.)

12th Army Bde A.F.A.

58th Div. Art.  
(290th and 291st Bdes R.F.A.)

65th Army Brigade R.F.A.

86th Army Brigade R.F.A.

84th Army Brigade R.F.A.

104th Army Brigade R.F.A.

150th Army Brigade R.F.A.

108th Army Brigade R.F.A.

Corps Reserve in Right Div.  
Sector under C.R.A. 5 Aust. Div.

Corps Reserve in Left Div. Sector  
under C.R.A. 3rd Aust. Div.

5th Aust. Div. Art  
6th Army Bde A.F.A.

3rd Aust. Div. Art.  
3rd Army Bde A.F.A.

Handwritten initials

3. HEAVY ARTILLERY.

The heavy artillery under the orders of the B.G. H.A. Australian Corps will be as follows as at 12 noon on 27th instant:-

9th Brigade R.G.A.	(Mobile Brigade)
18th Brigade R.G.A.	(9.2" How. Bde.)
23rd Brigade R.G.A.	(9.2" How. Bde.)
41st Brigade R.G.A.	(Mobile Brigade)
51st Brigade R.G.A.	(Mixed Brigade)
68th Brigade R.G.A.	(8" How. Bde.)
71st Brigade R.G.A.	(8" How. Bde.)
73rd Army Brigade R.G.A.	
85th Brigade R.G.A.	(Mobile Brigade)
89th Brigade R.G.A.	(8" How. Bde.)
93rd Brigade R.G.A.	(Mixed Brigade)

4. COMMAND.

- (a) All artillery of the Corps will pass to the command of G.O.C. R.A. Australian Corps at 10 a.m. 25th instant, who will arrange for the allotment of a proportion of field and heavy artillery to each division at the conclusion of the first phase.
- (b) Throughout the period of preparation for the operations, C.R.A.'s of line divisions will consult the divisional commanders concerned as to their defensive requirements in the emplacement of field artillery.

5. BOMBARDMENT.

- (a) The preliminary bombardment will commence at 10 p.m. on "W" day and will continue until ZERO hour on "Z" day. The bombardment will consist of:-
  - (i) Special Gas (BB) bombardment,
  - (ii) Vigorous counter-battery fire,
  - (iii) Intensive harassing fire,
  - (iv) Cutting lanes in hostile wire defences.
  - (v) Bombardment of selected strong points and localities.
- (b) Special Gas (BB) Bombardment.  
 This bombardment will be carried out by 18-prs. and 6" Hows. firing BB gas shells in combination with H.E. during intermittent periods between 10 p.m. on "W" day and 6 a.m. on "X" day. Captured German guns firing yellow cross shells will be employed as far as circumstances permit. The objectives will be the hostile defensive system and artillery positions along the whole front so far as the range of guns permits. Arrangements will be made with the French to extend the front of bombardment on the right. Subsequent to 6 a.m. "X" day, no BB gas shell will be fired without the authority of the Army.
- (c) Vigorous Counter-Battery fire.  
 This will commence at 6 a.m. on "X" day. Surprise attacks on hostile artillery positions should be carried out with H.E. (with instantaneous fuze) and gas shells (CG or NC). For the methodical bombardment of fortified emplacements and dugouts, delay action fuzes should be employed.
- (d) Intensive Harassing Fire.  
 This will commence immediately after the cessation of the special gas (BB) bombardment at 6 a.m. on "X" day. Corps will prepare definite plans for its direction on their respective fronts. The keynote of its application should be variety and surprise, and plans must be so framed that throughout the 24 hours of the day and night the enemy should be permitted no immunity or security from shell fire.



Facilities of observation must be fully exploited in order to limit the area on which unobserved harassing fire will have to be maintained by day. Areas over which no observation is possible must receive special attention.

In allotting tasks for harassing fire, zones in depth must be allotted to different natures of weapons, including infantry weapons and machine guns, according to their range. In this connection the increased range of 18-prs. fitted with air recuperators should be taken into account.

Use should be made of gas shells (CG and NC)

Artillery positions should be included in the programme of harassing fire.

In shelling roads H.E. with delay action fuzes are NOT to be employed.

(e) Cutting Lanes in Hostile Wire Defences.

This will commence at 6 a.m. on "X" day and will be carried out principally with 4.5" Hows. and 6" Hows (with instantaneous fuzes) and, where feasible, with 6" Newton Mortars. Lanes, once cut, must be kept open by means of rifle and machine gun fire.

(f) Bombardment of Selected Strong Points and Localities.

This bombardment will commence at 6 a.m. on "X" day and will be continued until ZERO with a view not only to the destruction of defences but also to the demoralisation of the defenders. Gas shells (CG and NC) should be made use of. It is not considered feasible to carry out a thorough destruction bombardment of concrete dugouts and machine gun emplacements.

The tunnels themselves are impervious to artillery fire. Steps should be taken to concentrate a heavy and unexpected fire on their entrances and exits on the day of battle.

Telephone exchanges and specially defended localities such as BELLENGLISE, NAURCY, BELLICOURT, BONY, LE CATELET - GOUY, should be heavily bombarded.

Blocks in communication trenches should be created where it is considered practicable and advisable.

(g) Long Range Gun Fire.

G.O.C. R.A. Australian Corps will be responsible for dealing with the following places by means of long range guns: - JONCOURT, RAMIECOURT, MONTBREHAIN, ESTREES, ESTREES-MARETZ Road, BEAUREVOIR.

Instantaneous fuzes will be used by all guns firing at long ranges.

(h) Resting of Detachments.

Careful arrangements will be made for the relief of detachments during the course of the bombardment.

6. HOSTILE GAS BOMBARDMENT.

In the event of a heavy hostile concentration of fire on "Y/2" night, specially gas shelling, on any particular part of the Army area, every effort will be made by concentrating the fire of as many guns as possible, to silence the offending groups of hostile artillery.

At the same time the Counter-Battery Staff Officer will indicate as accurately as possible to the 5th Brigade R.A.F. direct, the positions of the active German artillery, with the object of enabling the R.A.F. to bomb the groups concerned.

C.B.S.O. will likewise inform the 5th Balloon Wing, who have arranged to have a balloon standing by ready to take the air within 30 minutes, if weather conditions will permit. It is hoped that this balloon will be able to give useful information as to the positions of the batteries concerned.

G.O.C. R.A. is preparing a plan on these lines.

# APPENDIX 51

## 7. DUMPING OF AMMUNITION

The following amounts of ammunition are authorised to be held in front of railhead.  
 25% of these amounts will be held in Corps Reserve.  
 In addition all echelons are to be kept full.

18-pdr.	...	900 rounds per gun.
4.5" How.	...	800 rounds per gun.
60-pdr gun.	...	600 rounds per gun.
6" How.	...	700 rounds per gun.
8" How.	...	500 rounds per gun.
9.2" How.	...	500 rounds per gun.
6" Gun	...	400 rounds per gun.
12" How.	...	300 rounds per gun.

## 8. ACKNOWLEDGE.

*J. M. G. 1918*

Lieut-Colonel,  
 General Staff,  
 5th AUSTRALIAN DIVISION.

25th September 1918.

Issued at 1 p.m. to all recipients of B.I., Series "E", No. 1.

*J.M.G.*

... in the event of a heavy hostile concentration of fire on "Y/S" night, especially in the area of the railway, every effort will be made by concentrating the fire of as many guns as possible, to silence the attacking groups of hostile artillery.

At the same time the Gunner-Battery Staff Officer will indicate as accurately as possible to the Staff Brigade B.A.F. direct, the positions of the active German artillery, with the object of enabling the B.A.F. to bomb the areas concerned.

B.A.F. will likewise inform the Staff Brigade, who have arranged to have a balloon standing by ready to take the air within 30 minutes, if weather conditions will permit. It is hoped that this balloon will be able to give useful information as to the positions of the batteries concerned.

B.A.F. is preparing a plan on these lines.

SECRET

## APPENDIX 51

Copy No. ....

## 5th AUSTRALIAN DIVISION.

## BATTLE INSTRUCTIONS, SERIES "E", No. 4

Intelligence and Disposal of Prisoners of War1. BATTALION INTELLIGENCE POLICE

One German speaker and two searchers should be allotted to each battalion for use as follows:-

(a) German Speaker

- (i) To secure immediate identifications quickly so that identifications will reach Divisional Headquarters as speedily as possible of enemy units on the battle front.
- (ii) To secure immediate information required by the Battalion Commander as regards enemy dispositions, assembly positions, orders for counter attack, etc.
- (iii) To be in charge of the two searchers and separate important documents, orders, maps, etc., translate and convey information of moment to the immediate commander.

(b) Two Searchers

The two searchers under the German speaker systematically search the battle field, enemy positions, suspected headquarters, dead, etc., for papers, documents, maps, etc. have them packed in sandbags, and sent through the usual channels to the Divisional Cage as quickly as possible. This personnel should carry torches and, besides rifles or revolvers, bombs are recommended as being useful for dealing with any of the enemy who may be found in dug-outs.

2. DIVISIONAL INTELLIGENCE OFFICER

The Divisional Intelligence Officer will go forward to an advanced Divisional Collecting Cage with a view to obtaining, as soon as possible, information of immediate tactical importance.

The Cage will be connected by telephone to Divisional Headquarters, and important information obtained will be transmitted as quickly as possible to Divisional and Brigade Headquarters.

The main points on which immediate information is required from prisoners are, Order of Battle, Units seen, Distribution of the Enemy's Forces, Method of Holding the Line, Assembly Positions, Counter-attack Orders, and Intentions.

This information will be wired to Divisional Headquarters and repeated to Corps Headquarters and Corps Cage by the Divisional Intelligence Officer.

The Divisional Intelligence Officer will not detain prisoners longer than is necessary to obtain this tactical information of immediate importance, except as may be necessary for examination as to enemy mines, dug-outs, booby traps, etc.

In case a large number of prisoners are captured, only one or two from each regiment will be detained, and the passage of the remainder to the Corps Cage will not be delayed.

Any further information required from prisoners by Brigades or lower formations can always be obtained by telephone from the Divisional Cage.

F.M.H.

3. SEARCHING OF PRISONERS

- (a) Officers and N.C.O.'s. Officers and N.C.O.'s will be searched as soon as possible after capture by a responsible officer or N.C.O., and all documents taken from them sent back with them (in sacks) labelled by regiments, if a number are captured) to the Divisional Intelligence Officer, at such place as this officer has pre-arranged. It is left to the discretion of Brigades as to what documents, maps, etc, taken from prisoners, they hold back for the information of Brigade Commanders. When this is done, Divisional H.Q. will be informed by wire, priority if necessary, of the nature of the documents, etc., held back, and of any points of immediate tactical importance they may contain. As soon as possible after information has been extracted from them, the documents will be forwarded on to the Corps Cage. Arrangements can be made by Corps, if notified that documents are ready to be sent on, to fetch them by motor cyclist or cycle.
- (b) Other Ranks. Prisoners other than officers and N.C.O.'s will be searched on their arrival at the Corps Cage. Their papers, etc., will be taken from them and put into sacks labelled according to regiments.
- (c) All ranks should understand that a prisoners pay-book, identity disc, and personal belongings should not be taken from him. Escorts and guards will be warned to take special precautions to prevent prisoners from destroying papers.

4. SEPARATION OF OFFICERS, N.C.O.'s and A.C.P.

Care will be taken that officers, N.C.O.'s and privates are all separated from one another at once, and are not allowed to communicate with one another. Prisoners who have been interrogated should not be allowed to mix with those who have not yet been examined.

5. NOTIFICATION OF LOCALITY OF CAPTURE.

It is essential that, when prisoners are sent back, information be sent with them which will show where they were captured. Information as to the battalion which made the capture is a useful indication.

6. AUTHORIZED PERSONS ONLY TO CONVERSE WITH PRISONERS.

It is most important that no officer or N.C.O. except those duly authorised, be allowed to interrogate or converse with prisoners.

7. PRISONERS OF WAR CAGE.

The Advanced Corps Cage will be situated at ROISEL, Sheet 62C., K.10.central.

Intelligence officers and personnel will be stationed here and will carry out a more detailed interrogation and sort out captured documents.

The Advanced Corps Cage will be connected by telephone to Corps H.Q.

8. PRISONERS

The following procedure will be adopted for the disposal of prisoners:-

After capture they will be escorted to the Advanced Divisional Collecting Cage, for examination by the Divisional Intelligence Officer who, after he has finished with them, will send them back to the Advanced Corps Cage.

The sending back of prisoners should be carried out as quickly as possible, and several escorts should be arranged for them to be passed back without any unusual delay. Instructions should be issued to ensure that too many men are not employed on escort duty.

-3-

In the forward area directing notices should be placed to show the route to be taken to the Advanced Divisional Collecting Cage. Traffic control personnel should be conversant with the method of disposing of prisoners.

9. IDENTIFICATIONS.

The importance of passing on all identifications as speedily as possible to Divisional Headquarters cannot be too strongly impressed on all concerned. It is essential that special efforts be made to wire at once as soon as identifications are made and the locality in which obtained.

10. MAPS AND PHOTOGRAPHS.

The following are being issued:-

- (i) A large issue of 1/20,000 Special Operations Sheet for distribution to all officers.
- (ii) 1/20,000 Map Message Form, for distribution down to N.C.O's.
- (iii) 1/20,000 Barrage Map, for distribution down to Company Commanders.
- (iv) 1/40,000 Organisation Map.

The following special photographs are being issued:-

- (a) A Mosaic of the Divisional front, squared and freely annotated, for distribution down to Company Commanders.
- (b) Oblique photographs of the Divisional front, for distribution to all officers and senior N.C.O's, and enlargements for Staffs.

25th September 1918.

*J. MacCall*  
Lieut-Colonel,  
General Staff,  
5th AUSTRALIAN DIVISION.

Issued at 11 a.m to all recipients of B.I. Series "B", No.1.

*F.M.H.*

57

"A" Form.  
MESSAGES AND SIGNALS.

Army Form C. 2121.  
(In pads of 100.)

No. of Message.....

Prefix.....	Code.....	m.	Words	Charge	This message is on a/c of:	Recd. at.....	m.				
Office of Origin and Service Instructions.						Sent	Date.....				
app					At.....	m.	Service.....				
					To.....					From.....	
					By.....					(Signature of "Franking Officer.")	By.....

TO

CRE

Sender's Number.	Day of Month.	In reply to Number.	AAA
G 4725	27		

Ref Battle Instructions No. 6 AAA  
 Movement to areas will commence tomorrow AAA No movement E of general line TINCOURT BOUVINCOURT will take place before 7 p.m. AAA Routes 15th Brigade group road junction O6B - CARTIGNY - BRUSLE - ROISEL AAA 8th Bde and 14th Bde groups in that order CATELET - P.4.c. - Q.2.a. - HERVILLY AAA Addsd all recipients of B.I. No.6

*[Handwritten signature]*

From	5th AUST DIV		
Place			
Time			

The above may be forwarded as now corrected. (Z) Lt. Col. GS

Censor. *[Signature]* Signature of Addressor or person authorised to telegraph in his name.

\* This line, except AAA, should be erased if not required.  
 Wt. W 3253/P511. 500,00 Pads. 1/18. B. & S. Ltd. (E2389.)

SECRET

## 5TH AUSTRALIAN DIVISION APPENDIX 51

BATTLE INSTRUCTIONS, SERIES "E", No.5.

SECRET

1. It is of first importance that secrecy should be observed prior to all operations in order to effect surprise. The necessity for secrecy will be impressed on all ranks.
2. Fourth Army Leaflet "Keep your mouth shut" will be pasted in the paybooks of all Australian personnel and will be issued to each individual American soldier.
3. Commanders will take all possible steps to prevent the scope and date of the operation becoming known, except to those taking part. Any officer, N.C.O. or man found discussing the operation in public or giving details to any person not immediately concerned will be severely dealt with.
4. All movements of troops and transport in an easterly direction within the Corps Area will take place by night, except in cases where it is absolutely necessary to move by day.
5. 3rd Squadron A.F.C. will arrange for aeroplanes to fly over the Corps Area during days when flying is possible and will report to Corps Headquarters the approximate location and time of any abnormal movement of troops or transport.
6. No orders will be given or reference made to the operation on any telephone line forward of Divisional Headquarters of line divisions.
7. Commanders will ensure that the number of officers reconnoitring the enemy's positions is limited to those for whom reconnaissance is essential. The greatest care will be taken by officers whose duty requires that they should make reconnaissances in the forward area that no map is produced except under cover. It has again been proved by information received from German prisoners taken during our recent attacks that the enemy has been able to fix the imminence of an offensive by this means. Commanding Officers of Units in the front Line should report at once to higher authority any disregard of these orders.

## 8. ACKNOWLEDGE.

8th Field Co.  
14th Field Co.  
15th Field Co.

Forwarded for information and action accordingly.

C.R. Please acknowledge.

5th AUSTRALIAN  
DIVISION  
1/114/16  
26th Sept. 1918.

*[Signature]*  
Lieut-Col. A.E.  
C.R.E.  
5th Australian Division.

A.W.T.

APPENDIX 51

S E C R E T

COPY No.....

5th AUSTRALIAN DIVISION.

## BATTLE INSTRUCTIONS, SERIES "E", No. 6

1. (The order of assembly of brigades on Y/Z night (the night preceding zero) will be as shewn in the attached diagram.
2. The numbers on the diagrams refer to the numbered bivouac areas on the attached map.
3. Brigades will reconnoitre the areas given tomorrow 26th instant, and will mark out the actual sites of bivouacs for Y/Z night. A car will be placed at the disposal of Brigades for the purpose of taking forward one officer each brigade tomorrow morning, calling at the 15th, 8th, and 14th Brigades in that order, commencing with 15th Brigade at 8.30 a.m.
4. (Troops will move into bivouac areas by night. Orders will be issued later. All movements by day in assembly bivouac areas must be reduced to an absolute minimum. The lighting of fires, etc., must be carefully controlled.
5. (Bivouac areas have been selected with regard to the routes by which brigade groups will advance, and the order of movement to the east side of the canal.
7. The inter-divisional boundary in rear of TEMPLEUX-le-GUERARD is altered in accordance with attached map.
8. ACKNOWLEDGE.

25th September 1918.

*J. M. Ball*  
Lieut-Colonel,  
General Staff,  
5th AUSTRALIAN DIVISION.

Issued at 9.30 p.m. to all recipients  
of Battle Instructions Series "E", No. 1.

H.W.A.

*map to follow*



APPENDIX

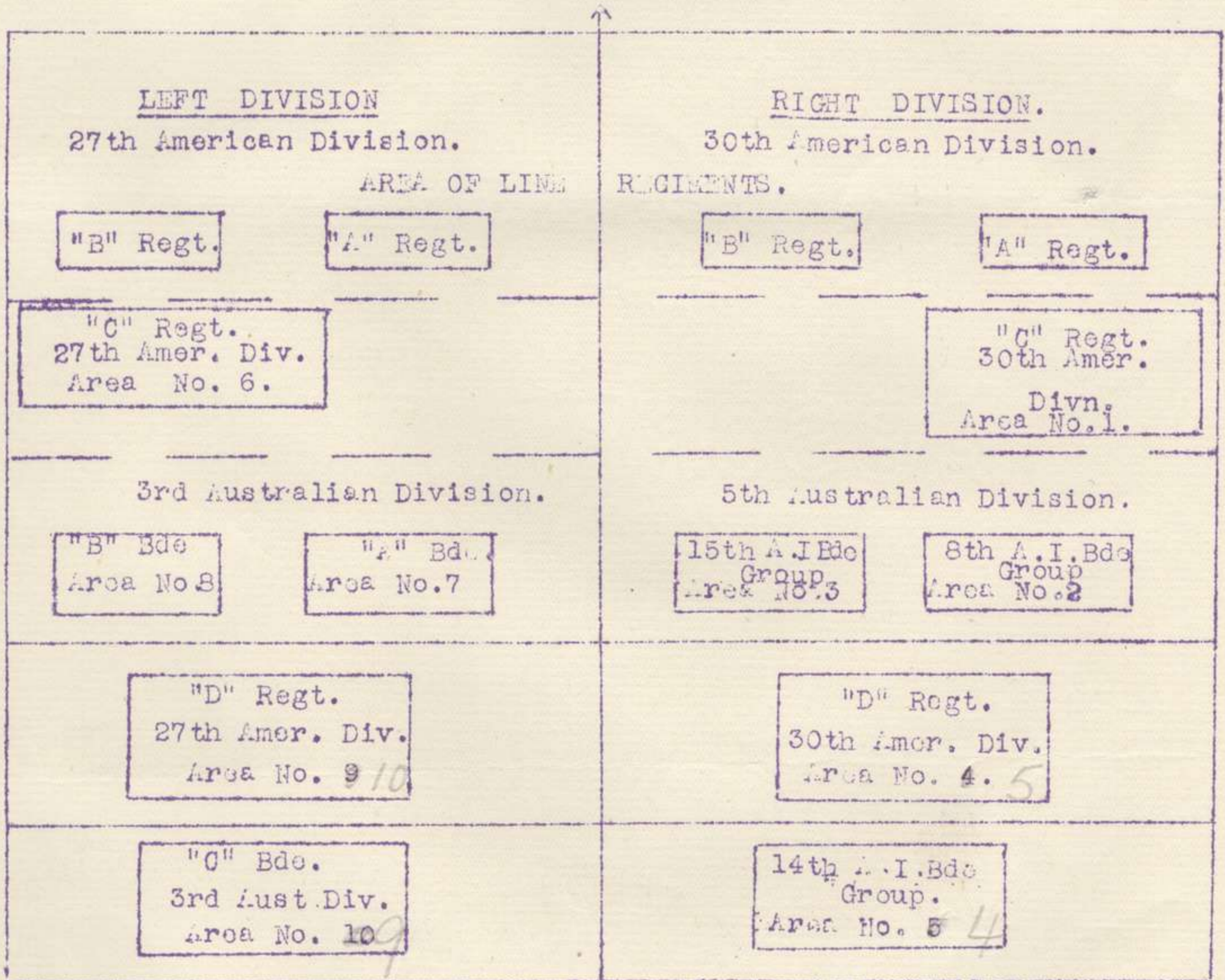
51

Diagram issued with Battle Instructions, Series "E", No. 6.

AREAS OF ASSEMBLY FOR "Y/Z" NIGHT

EACH AREA IS ALLOTTED TO ONE AMERICAN REGIMENT OR ONE AUSTRALIAN BRIGADE.

Direction of enemy.



H.W.F.

Headquarters 5th. Australian Divisional Engineers.

EXTRACTS FROM BATTLE INSTRUCTIONS, SERIES 'E', No. 7.

----- 0000 0000 0000 -----

ORGANISATION OF ROADS, TRAFFIC AND TROOP MOVEMENTS.

1. Four main roads will be developed for traffic under arrangements to be made by C.E., Australian Corps.  
From the West as far East as BROWN LINE. - Before ZERO day.  
Eastwards from the BROWN Line - After ZERO hour on ZERO day.  
 These roads are coloured respectively BLACK, RED, YELLOW, and BLUE, on the attached map.  
 They will be respectively marked on the ground by sign boards, painted in the same sequence of colours.  
 Of these roads, the RED and YELLOW Roads will probably be developed into M.F. Roads. The BLACK Road is not likely to be suitable for any but pedestrian and horse transport traffic.
2. No traffic of any description - other than urgent signal traffic - will be permitted on any of these roads EAST of the BROWN LINE until after 9 a.m.
3. The roads West of the BROWN LINE will be kept clear of all traffic after ZERO hour, except for the Battle Troops, in accordance with the time table in paragraph 7.
4. The Armoured Car Battalion (and Whippet Tanks accompanying it) will use the YELLOW road. The accompanying whippets will, whenever practicable, march close beside, and not actually on these roads.
5. No transverse crossing of any of these roads, from North to South or vice versa, will be permitted on ZERO day, except for single vehicles or single tanks or small bodies of troops. All North and South traffic must give way to, and avoid blocking, all East bound traffic.
6. The following is the allocation of roads to Battle Troops, and the order of movement in each case :-
 

BLACK ROAD.	'A' Regiment of 60th. American ) Brigade. )	As far as BROWN LINE ) only. )
	'A' Brigade Group of 5th. Aust ) Div. with accompanying ) Artillery. )	) throughout. )
	Reserve Brigade Group of 5th ) Aust. Div. with Artillery )	) throughout. )
	'D' Regiment of 59th. American ) Brigade. )	) throughout. )
	* 5th. Cavalry Brigade. )	
RED ROAD.	'B' Regiment of 60th. American ) Brigade. )	As far as BROWN LINE ) only. )
	'B' Brigade of 5th. Aust. Div. ) with Artillery. )	) throughout. )
	* 5th. Cavalry Brigade. )	
YELLOW ROAD.	'A' Regiment of 54th. AMERICAN ) Brigade. )	As far as BROWN LINE ) only. )
	Armoured Car Battalion. )	) throughout. )
	'A' Brigade Group of 3rd. Aust ) Div. with Artillery. )	) throughout. )

A.W.F.

BLUE ROAD. 'B' Regiment of 54th. American ) As far as BROWN LINE  
Brigade. ) only.  
'B' Brigade Group of 3rd. Aust. )  
Div. with Artillery. ) throughout.  
Reserve Brigade Group of 3rd. )  
Aust. Div. ) throughout.  
{ 'D' Regiment of 54th. American )  
Brigade. ) throughout.

\* 5th. Cavalry Brigade will be prepared to move via either the BLACK or the RED ROAD.

7. The following Time Table will control the use of these four roads by several formations to which they have been allotted :-

(a) American Troops have right of way and preferential use of all four roads, as far East as the BROWN LINE, up to ZERO hour on ZERO day. After that hour, no troops of the American Corps (other than the 'D' Regiments of each American Division) are to use any of these roads.

(b) From ZERO hour on ZERO day, four of the roads East of the BROWN LINE will be under the exclusive control of the Engineers and Pioneers until 9 a.m.. No traffic of any description, other than for the service of these Engineers and Pioneers and urgent Signal traffic may use these Roads East of the BROWN LINE going East before 9 a.m..

(c) During the remainder of ZERO day, troops will have right of precedence going East of these four roads, for the whole length, in the following order :-

Between 9 a.m. and 11 a.m.	Artillery detailed to support 'C' American Regiments East of the control line shown in GREEN. 3rd. and 5th. Aust. Divisions' Battle Brigades and Artillery.
Between 11 a.m. and 12 noon.	3rd. and 5th. Aust. Divisions' Reserve Brigades and Artillery, followed by 'D' Regiments of American Divisions.

(d) No mechanical Transport or tractor drawn Artillery may use any of these roads until after 5 p.m. on ZERO day. After that hour one or more of these roads will be allocated for the use of heavy Artillery, according to the situation.

25th. Sept. 1918.

(Sgd) J. McCOLL, Lt-Col. G.S.  
5th. Australian Division..

(II)

8th. Field Co.  
14th. Field Co.  
15th. Field Co.



Forwarded for your information, please.

26th. Sept. 1918.

*A.W.F.*  
*W. H. H. H.*  
Lieut-Col. A.E.  
G.R.E.  
5th. Australian Division..

C.E., Aust. Corps.

The contours of the water table near ST. QUENTIN from a captured German Map have been analysed in the table hereunder.

Certain discrepancies appear in the German ground levels and the British contoured map 1/40,000. More particularly in the valley CHARDON VERT and BELLECOURT FARM N.10 to I.36 to N.6. where the 100 metre contour runs right up the valley.

A number of <sup>the</sup> wells appear to be wells in the railway stations and pumping plants may be available <sup>at</sup> these points. The sugar factory wells have been indicated and plant is certain to be found.

A.H.Q.  
23/9/18.

(Sgd) F.R. WINDHAM, Major. R.E.  
Officer i/c Water Supply, 4th. Army.

Location.	Approximate Map Reference.	Ground level (m)*	Water Level (m)*	Probable depth of well to water in feet.	Remarks.
	Map 62 B.	62 B.			
FERME DU BOIS de CABARET.	A.29.cent.	136.20.	82.20	175-180.	*Ground levels & water levels are taken from the German Map.
ESTREES.	B.26.d.8.3.	124.44	100.49.	75-80	
BELLECOURT	G.4.c.4.0.	120.26.	84.35.	115-120.	
	G.4.c.0.0.	113.85.	81.65.	105-110.	
	G.4.c.3.1.	124.93.	113.77?	135-140.	?Water level 83.77 and accepted
NAUROY	G.11.d.9.0.	144.81.	85.47)	195-200)	?One of these wells may be sugar factory well and pumping plant available.
	G.12.c.3.0.	144.0 ?	85.7 )	)	
	G.12.c.2.9.	147.80	93.00	175-180)	
CARRIER	G.22.b.9.5.	101.54.	85.40.	50-55	
ETRI COURT	G.18.d.9.3.	138.18?	97.58.	?	?Contour British 120 m.
JONCOURT	H.8.b.8.0.	139.50	99.20	130-135	Railway station well pumping plant may be available. ?126.56.
	H.4.c.0.0.	136.56?	102.35.	115-120	
RAMICOURT	H.5.d.5.0.	122.00	101.00	65-70	
MONTBREHAIN	I.1.d.0.3.	125.28	100.35	80-85	Rly. Station Well pumping plant, may be available.
LEVERGIES	H.28.d.0.0.	110.50.	84.54	85-90	

(2)

3th. Field Co.  
14th. Field Co.  
15th. Field Co.

Forwarded for information, please.

C. R. E.	
5th AUSTRALIAN DIVISION.	
No.	<del>12</del>
Date	12/189/25.

H.W.F.

Lieut. & Adjt.  
for Lt-Col.

25th. September 1918.

CRE, 5th. Australian Division.

Headquarters 5th Australian Divisional Engineers.

5TH AUSTRALIAN DIVISIONAL ENGINEER INSTRUCTION NO. 47.

1. The Australian Corps with the II American Corps affiliated will attack the enemy's positions in the Hindenburg Line in the sector NAUROX-GOUX on a date and hour to be notified later.
2. (a) First Phase.  
The 30th American Division on the right and the 37th American Division on the left will attack with tanks under a creeping artillery barrage.  
The jumping-off line is shown in brown, the objective by a full green line and the North and South boundaries by black lines on attached tracing.
- 3 (b) Second Phase.  
The 5th Aust. Division on the right and the 3rd Aust. Division on the left, each with its own Divisional Artillery and a proportion of tanks and organised in Brigade Groups will pass through the 30th and 37th American Divisions respectively in open warfare formations and at a time to be notified later.  
The objective is shown red on attached tracing.
3. Assembly.  
The programme will be so arranged that the two attacking Brigade Groups of the 5th and 3rd Aust. Divisions respectively will pass through the American Troops as soon as possible after the latter have attained the first objective.  
5th Aust. Division will be disposed as follows :-  
8th A.I. Brigade and 15th A.I. Brigade will attack (8th Bde on the right and the 15th Bde on the left) with the 14th A.I. Brigade in reserve.
4. Road Movement.  
The country over which the attack will pass in its early stages is very much shell pitted and all roads have been very badly damaged.  
To enable guns and ammunition wagons and armoured cars to pass across this area, the C.E. Aust. Corps has arranged to develop 4 roads as rapidly as possible. The C.E. will have at his disposal the 5 Aust. Pioneer Bns. plus such proportion of the American Engineering personnel as may be necessary.  
Every body of troops will be allotted to its own definite road, and will on no account use any other. Maps will be issued later showing the roads allotted in each case. Careful traffic control will be organised and all ranks must be warned beforehand and must be prepared to adhere to the traffic rules strictly.  
The bivouac areas will be selected in positions which will be convenient to the roads to which each body of troops is allotted.
5. ACKNOWLEDGE.

C.R.E.  
26th September 1918  
AUSTRALIAN  
DIVISION.

No. ....

*[Signature]* Lieut. Col. A.E.  
C.R.E.  
5th Australian Division.

*[Handwritten initials]*

Distribution -

Copy No. 1 - 8th Field Co.

3 - 14th Field Co.

3 - 15th Field Co.

4 - War Diary

9 - File

The 80th American Division on the right and the 27th American Division on the left will attack with tanks under a creeping artillery barrage. The jumping-off line is shown in brown, the objective by a red line and the north and south boundaries by black lines on attached tracing.

The 80th American Division on the right and the 27th American Division on the left, each with its own divisional artillery and a proportion of tanks and organized in brigade groups will pass through the 80th and 27th American Divisions respectively in open warfare formations and at a time to be notified later. The objective is shown on attached tracing.

The 80th American Division will be so arranged that the two attacking brigade groups of the 80th and 27th American Divisions respectively will pass through the 80th and 27th American Divisions respectively after the latter have attained the river objective. The 80th American Division will be disposed as follows: - The right wing will be on the left with the 1st A.I. Brigade in reserve.

The company over which the attack will pass in its early stages is very much well placed and all tanks have to be very well covered. The 80th American Division will be disposed as follows: - The right wing will be on the left with the 1st A.I. Brigade in reserve.

The 80th American Division will be so arranged that the two attacking brigade groups of the 80th and 27th American Divisions respectively will pass through the 80th and 27th American Divisions respectively in open warfare formations and at a time to be notified later. The objective is shown on attached tracing.

Handwritten signature and text at the bottom left.




Handwritten initials or signature at the bottom center.

Headquarters 5th Australian Divisional Engineers.

5TH AUSTRALIAN DIVISIONAL ENGINEERS INSTRUCTION No. 48.

1. In the impending operations Field Companies will be affiliated with Brigades of their own numbers.
2. O's.C. Companies will liaise with Headquarters of their affiliated Brigades immediately in order to ascertain time and place of assembly bivouacs prior to the attack and will move under arrangements with Brigades.
3. Employment of Field Companies will be similar to that during operations commencing 8th August 1918, but detailed instructions will be issued.
4. This office is to be notified of selected locations and completion of move.
5. ACKNOWLEDGE.

26th September 1918.

  
Lieut-Col. A.E.  
C.R.E.  
5th Australian Division.

Distribution :-

Copy No. 1	-	5th Field Co.
2	-	14th Field Co.
3	-	15th Field Co.
4	-	5th A.I. Bde.
5	-	14th A.I. Bde.
6	-	15th A.I. Bde.
7	-	's' 5th Aust. Divn.
8	-	'q' " " "
9	-	C.E. Aust. Corps.
10- 12	-	War Diary.
13- 15	-	File.

*H.W.S.*

EXTRACTS FROM AUSTRALIAN ENGINEER INSTRUCTION NO. 23  
SEPT. 25th 1918 ISSUED UNDER AUSTRALIAN CORPS BATTLE INSTRUCTIONS  
SERIES 'B' No. 2 dated 22nd Sept. 1918.

WATER SITUATION ON 'Y' DAY.

1. The following water points will be available :-

<u>Name</u>	<u>Location</u>	<u>W.P.</u>	<u>D. &amp; B.</u>	<u>H.T.</u>
TINCOURT	62c/J.24.a.3.7	2	1	18 ft
MARQUAIX	62c/K.15.c.1.6	2	1	10 ft
ROSEL	62c/K.16.d.5.5	2	1	50 ft
LIBRAMONT	62c/E.14.a.4.4	3	2	100 ft
VILLERS FAUGON	62c/E.22.d.7.6	2	1	50 ft

If possible to complete in time water will also be given at -

K.11.c Brickfields

but this must not be relied upon until further advice is given.

2. Wells with windlasses and buckets are available at -

62c/L.26.c.7.3	62c/L.26.c.6.6
62c/L.4.d.9.4	62c/L.11.d.6.8
62c/L.12.c.0.2	62c/L.11.a.6.9
62c/L.4.d.2.2	62c/L.26.c.8.2 CHAIN HELICE.
62c/K.23.a.1.2	62c/K.23.d.4.7
62c/L.16.c.7.8	62c/L.23.a.5.4
62c/K.13.b.2.1	

3. Horse troughs are available at :-

62c/K.22.a.8.9	62c/J.24.d.5.9	(20')
62c/J.24.d.5.5	62c/J.24.d.1.1	(20')
62c/J.29.a.5.9	62c/J.29.d.5.8	(20')
62c/J.34.a.7.7	62c/E.2.b.3.0	

8th Field Co.  
 14th Field Co.  
 18th Field Co.

C. R. E. 5th AUSTRALIAN DIVISION. 12/189/26 Date.
---

Forwarded for your information, please.

26/9/18

*Mau*  
 Lieut. & Adjt.,  
 for C.R.E.  
 5th Australian Division.

*H.W.*



SECRET.

Copy No. 7

## 5th AUSTRALIAN DIVISION.

## BATTLE INSTRUCTIONS, SERIES "E", No.8.

1. BRIGADE GROUPS.

8th Australian Infantry Brigade Group  
 Brigade Headquarters,  
 8th Australian Infantry Brigade  
 2 troops 13th A.L.H. Regiment  
 13th Brigade A.F.A.  
 1½ companies 5th A.M.G. Battalion  
 1 company Australian Engineers  
 1 bearer division.

15th Australian Infantry Brigade Group  
 Brigade Headquarters,  
 15th Australian Infantry Brigade  
 2 troops 13th A.L.H. Regiment  
 14th Brigade A.F.A.  
 1 company, 5th A.M.G. Battalion  
 1 company Australian Engineers  
 1 bearer division.

14th Australian Infantry Brigade Group  
 Brigade Headquarters,  
 14th Australian Infantry Brigade  
 6th Army Brigade R.F.A.  
 H.Q. and 1½ companies, 5th A.M.G. Battalion  
 1 company Australian Engineers  
 1 bearer division.

2. TANKS.

The 8th Tank Battalion (Lieut-Colonel HASLAM D.S.O.) and 1 company (8 tanks) whippets are co-operating with the 5th Australian Division, and have been distributed as follows:

2 sections (8 tanks) and 4 whippets . . . . . 8th A.I. Brigade  
 2 sections (8 tanks) and 4 whippets . . . . . 15th A.I. Brigade  
 2 sections (8 tanks) . . . . . In reserve with 14th A.I. Brigade.

3. MOVES.

(i) Brigade Groups will move to bivouac areas on the night 27th/28th under instructions already issued.

Routes: 15th A.I. Brigade Group; Road junction O.6.b.3.2 -  
 CARTIGNY - BRUSLE - BOUCLY - ROISEL - TEMPLEUX-le  
 -GUERARD.

8th A.I. Brigade Group, followed by 14th A.I. Brigade  
 Group; LE MESNIL - CATELET - Crossroads P.4.c  
 - Q.2.a - HERVILLY - HESBECOURT.

(ii) Troops will be rested as much as possible during the time they are in the bivouac area. No movement of any description will be permitted during the hours of daylight.

4. LIAISON.

(i) The following divisional liaison officers have been detailed:-  
 With 30th American Division - Capt. CHALMERS MC 30th Bn.  
 With 3rd Australian Division - Capt. SMITH M.C. 53rd Bn.

H.W.F.

170 250

250

# APPENDIX 56

-8-

- (ii) Brigades will establish liaison as follows:-  
 8th A.I. Brigade - with 15th A.I. Brigade, 120th and 117th American Infantry Regiments.  
 15th A.I. Brigade - with 11th A.I. Brigade and 119th American Infantry Regiments.

## 5. LIGHT SIGNALS

In addition to the light signals which have already been notified the following signal will be employed by the Cavalry:-

"Advanced Troops of Cavalry are here" - WHITE Star bursting to a RED on a parachute fired from 1½" Very pistol.

## 6. HEADQUARTERS

5th Australian Division	- HERVILLY from 2 p.m. 27th.
8th Brigade Group	L.3.a.8.3.
15th Brigade Group	<del>L.5.1.9.4.</del> L.3.Q.6.8.
14th Brigade Group	near HERVILLY

## 7. ACKNOWLEDGE

Lieut-Colonel,  
General Staff,

27th September 1918.

5th AUSTRALIAN DIVISION.

Issued at 6 a.m. to all recipients of B.I. Series "E" No.1.

plus 3rd Australian Division	Copy No. 23
30th American Division	24
5th Cavalry Brigade	25
13th Light Horse Regiment	26
8th Tank Battalion	27
5th Tank Brigade	28

11.7.18

APP 57

*W.B.*  
SECRET

Copy No. 7....

5th AUSTRALIAN DIVISION.

AMENDMENT TO BATTLE INSTRUCTIONS, SERIES "E", No. 9.

Paragraph 4 after 120th Regiment. 60th American Brigade, add  
117th Regiment 59th American Brigade throughout.

In line 8, for 117th Regiment read 118th Regiment.

27th September 1918.

*G.H. Chapman*  
for Lieut-Colonel G.S.  
5th Australian Division.

Issued to all recipients of B.I. Series "E" No. 9.

*H.W.F.*

SECRET. Copy No....

## 5th AUSTRALIAN DIVISION.

## BATTLE INSTRUCTIONS, SERIES "E", No. 9.

1. DISPOSITIONS AND OBJECTIVES.-

(i) The dispositions for the attack on the RED line by the 5th Australian Division will be as follows:-

- 8th Brigade Group on the right.
- 15th Brigade Group on the left.
- 14th Brigade Group in reserve.

(ii) Objectives are as follows :-

- 8th Brigade Group - JONCOURT RIDGE (with exploitation to LEHAUCOURT RIDGE) - JONCOURT HILL (inclusive).
- 15th Brigade Group - SWISS HILL - WIANCOURT - junction with 3rd Aust. Division at B.23.c.0.4 (all inclusive).

Boundary between brigades is shown on map 1/20,000 issued with Battle Instructions No. 2.

The reserve brigade group will be disposed in the area between NAUROY and ESTREES, E. of the GREEN LINE.

2. FLANK UNITS.-

Right flank. For special exploitation the 117th American Infantry Regiment. The 46th Division of IX Corps will attack in conjunction with the 30th American Division and should it be successful in crossing the canal it will move forward on our right flank.

Left flank. The 11th Brigade, 3rd Aust. Division will attack on our left.

3. STARTING POINT.-

The junction of the BROWN dotted start line with the BLACK and RED roads for the 8th and 15th Brigade Groups respectively. The march of Brigade groups will be timed so that the head will cross the start line at 9 a.m. on Z day. The 14th Brigade group will follow the 8th Brigade group making use of the BLACK road.

4. ALLOCATION OF ROADS AND ORDER OF MOVEMENT.

With reference to para. 8 of Battle Instructions Series "E" No.7 the following is the order of movement along allotted roads:-

BLACK ROAD		120th Regt. 60th American Brigade. To start line.	
		8th Australian Infantry Brigade Group )	
		with artillery and tanks. )	
		14th Australian Infantry Brigade Group )	throughout.
		with artillery and tanks )	
		117th Regt. 59th American Brigade )	
	β	5th Cavalry Brigade.	
RED ROAD		119th Regt. 60th American Brigade. To start line.	
		15th Australian Infantry Brigade Group )	throughout.
		with artillery and tanks. )	
	β	5th Cavalry Brigade	
β		5th Cavalry Brigade will be prepared to move via either BLACK or RED road.	

HWS

## 5. ACTION UP TO GREEN LINE.

Brigade Groups will move forward to GREEN line in suitable formations as circumstances dictate.

No movement EAST of the GREEN line will commence before 11 a.m. except that should opportunity offer the whippets attached to Brigade Groups may be pushed forward towards their primary objective, the BEAUREVOIR - FONCOMME line, having due regard to the heavy artillery programme of area shoots.

The G.R.A. will reconnoitre suitable positions for the employment of the 41st Brigade R.G.A. to cover the further advance from the GREEN line to the final objective.

## 6. POINTS IN CONNECTION WITH ACTION E. OF GREEN LINE.

(i) The mopping-up of STREES and WIANCOURT by 15th Brigade Group and JONCOURT by 8th Brigade Group.

(ii) A special unit will be detailed by 8th Brigade Group to maintain liaison between the 117th American Regiment and the 8th Brigade Group. A  $\frac{1}{2}$  company 5th Machine Gun Battalion, has been allotted to the 8th Brigade Group to assist in this action.

## 7. HEAVY ARTILLERY

A map will be issued later shewing the heavy artillery programme E of the GREEN LINE.

## 8. ROLE OF 5th CAVALRY BRIGADE.

(i) The 5th Cavalry Brigade will be prepared to pass through the infantry after the latter have reached the RED LINE.

(ii) The role of the Cavalry will be to seize and hold the line of the high ground, maps sheets No. 57B S.W., and 62B N.W. - HAMAGE FARM - U.25.a. and c - C.8.central - I.3.central - I.9.central - I.14.central - I.19.central until the arrival of the infantry.

Should the enemy retreat the 5th Cavalry Brigade will maintain contact.

## 9. ARMoured CARS.

The 17th Armoured Car Battalion with 1 company of Whippets attached will move via main roads against enemy centres of importance. Armoured Cars are distinguished by the same markings as tanks, viz: three broad painted bands, WHITE - RED - WHITE.

## 10. COMMUNICATIONS.

(i) The divisional signal route will be constructed along the general line HARGICOURT - BELLICOURT - ESTREES and brigade groups in the establishment of forward headquarters will endeavour to select sites as close to this route as possible to facilitate communications.

(ii) Location of popham panel and message dropping grounds will be sent to Divisional Headquarters as soon as site has been fixed. Divisional station will be located immediately W of HERVILLY, co-ordinates will be issued later.

## 11. SYNCHRONISATION

The O.C. Divisional Signal Co. will synchronise twice daily, commencing 28th instant, with the "rated" watch at Corps Signal Office.

Similarly the signal sections of brigade groups will synchronise twice daily with the Divisional Signal Company under arrangements to be made by the O.C. Divisional Signal Company.

12. HEADQUARTERS

Further to para. 6 of Battle Instructions, Series "E", No. 8, the following additions and amendments are published for information:-

15th A.I. Brigade Group	for L.5.d.9.4. read L.3.a.8.4.
Headquarters 5th Div. Artillery	K.21.c.3.7
13th Brigade A.F.A.	J.36.
14th Brigade A.F.A.	J.35.
5th Cavalry Brigade	near HERVILLY

27th September 1918.

*J. M. ...*  
Lieut-Colonel,  
General Staff,  
5th AUSTRALIAN DIVISION.

Issued at 12 noon to all recipients of B.I. Series "E" No.1  
plus

3rd Australian Division	Copy No. 23
30th American Division	24
5th Cavalry Brigade	25
13th Light Horse Regiment	26
8th Tank Battalion	27
5th Tank Brigade	28

*Print*

8th Infantry Brigade.  
 14th Infantry Brigade.  
 15th Infantry Brigade.  
 5th Machine Gun Battalion.  
 Divisional Artillery.  
 Divisional Engineers. ✓  
 "AQ"

C.R.E.,  
 5th AUSTRALIAN  
 DIVISION.  
 No. 5867  
 Date 27.9.18

APP 58

Herewith 3 copies of report on the St. QUENTIN CANAL showing:-

- (i) Sources of Supply.
- (ii) Description of the Canal.
- (iii) Dimensions of the Canal.
- (iv) Possibilities of Flooding.
- (v) Tunnels.
- (vi) Quarries.
- (vii) Bridges.
- (viii) Present Condition of Canal.
- (ix) Trenches.

C.R.E.,  
 5th AUSTRALIAN  
 DIVISION.  
 No. 13/55/32  
 Date

*James A. Chapman Capt*  
 for Lieut-Colonel G.S.  
 5th Australian Division.

27th September 1918.

One Copy to 14<sup>th</sup> Field Coy  
 One Copy Circulate to 8<sup>th</sup> & 15<sup>th</sup> Field Coys  
 One Copy file  
 Copy put to 15<sup>th</sup> Field Co to  
 8<sup>th</sup> to take care of them

Army Form C 2121  
 (In pads of 100.)  
 "A" Form  
 MESSAGES AND SIGNALS. APP 58

Prefix.....Code.....m.  
 Office of Origin and Service Instructions  
 This message is on a/c of: *APP 58*  
 No. of Message.....  
 Recd. at.....m.  
 Date.....  
 From.....  
 By.....  
 (Signature of "Franking Officer")

TO *8<sup>th</sup> Field Co*  
 Sender's Number. *HE 105*  
 Day of Month. *27*  
 In reply to Number. *AAA*

Please retain "Report on the St. Quentin Canal" forwarded to you for circulation under this office 1753732 of today's date.

*APP 58*

From.....  
 Place *APP 58*  
 Time.....  
 The above may be forwarded as now corrected. (Z)  
 Censor.....  
 Signature of Addressor or person authorised to telegraph in his name

176  
58

~~Divisional Engineers.~~  
~~Divisional Artillery.~~

Ig34/4732

Herewith one copy of the Report on the St. QUENTIN Canal.  
Please pass in above order, lastnamed to retain.

26th September 1918.

*John A. Chapman. Capt*

Lieut-Colonel G.S.  
5th Australian Division.

*Silman  
We are looking for*

O.R.E.	
5TH AUSTRALIAN DIVISION:	
No.	5870
Date	26/9



REPORT ON THE ST. QUENTIN CANAL.1. SOURCES OF SUPPLY.

This Canal was built to connect the canalised river ESCAUT with the SOMME Canal, which it joins at ST. SIMON. It then continues south to meet the SAMBRE - OISE Canal at FAIGNIER (west of LA FERRE), and the OISE - AISNE Canal south-west of CHAUNY.

In its upper reaches north of ST. QUENTIN the Canal is supplied with water from three sources.

- (a) The ESCAUT river at LE BOSQUET. North of this point the Canal merges into the ESCAUT Canal.

(NOTE on the ESCAUT. - This river rises at 62.B., A.18.d. and flows past GUY and LE CATELET to near VENDHUILLE and thence north alongside the Canal till it is itself canalised at LE BOSQUET. East of the "Sources de l'ESCAUT" there is the so-called Canal des TORENS, shown running through an artificial cutting from east of BEAUREVOIR. It is not navigable, and the cutting seems intended to contain one of the "rixes" or torrents common in the CAMBRAI area in wet weather. The banks are solid and strengthened by masonry at points. It is reported to be 2 to 3 metres wide and 2 metres deep when full. Soft ground must be looked for along the ESCAUT near LE CATELET. (see photos 205.V. 3496, 3484, 3658. 35.AE.C.417).

- (b) The sources du Scuterrain or springs issuing from the Canal bottom in the BELLICOURT - VENDHUILLE Tunnel.

- (c) A Canal feeder which enters the Canal at LESDINS and supplies it with water from the OISE river, and from the NOIRIEU stream (above LESQUELLES). The feeder siphons under the OISE Canal and is regulated by a dam at VADENCOURT. It is also known as the RIGOLE DE L'OISE (or DU NOIRIEU). For 14 kilometres of its course from the OISE to LESDINS it runs underground. At LESDINS it is 10 metres wide and 2.2 metres deep. At other points it is from 6 to 8 metres wide, and from 1.2 to 1.8 metres deep. These measurements do not include the sloping banks.

2. DESCRIPTION OF THE CANAL.

The flow of water is from north to south. The difference in water level, amounting to 9 metres, between BELLICOURT and the ST. QUENTIN bridge, is allowed for by five locks (all below LESDINS).

South of BELLICOURT the Canal emerges at RIQUEVAL from the long tunnel into a cutting, which gradually decreases in depth on approaching RIQUEVAL Farm bridge at G. 22.3.

NOTE.

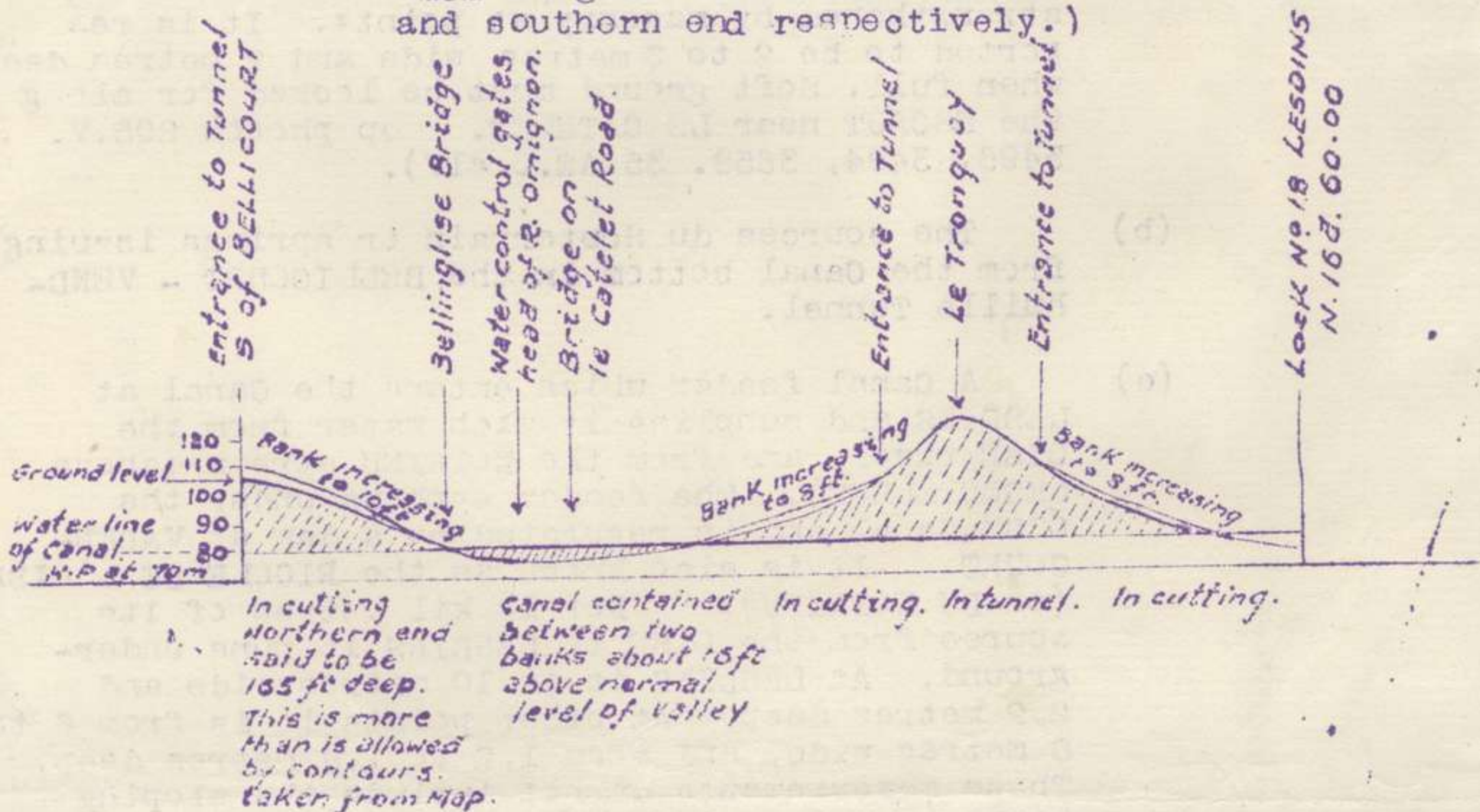
(NOTE. - Along both sides of the Canal a bank has been thrown up to a height of about 10 feet at the Tunnel entrance decreasing towards RIQUEVAL Farm bridge).

Thence onwards the Canal is contained between banks as far as the LEHAUCOURT bridge. At BELLENGLISE these banks are 16 to 17 ft. above the normal water level of the area. The maximum height is at the control gate by which water is let through a sluice into the OMIGNON Valley. (See oblique photos A3.AE.O.349, 346, 343, 354).

Southwards from the LEHAUCOURT bridge the Canal enters an ever-deepening cutting till it disappears into a tunnel under the LE TRONQUOY ridge. The canal re-emerges in a cutting which gradually decreases in depth till it reaches N.16.a.5.9.\* Thence southwards past the LESDINS bridge as far as N.22.d. the water is practically flush with the adjacent country. Towards the OMISSY bridge the Canal is slightly banked up, i.e. it runs between dykes as it approaches each lock. It is above the level especially of the SOMME marshes on its Eastern side.

An ideal longitudinal section of the Canal is given in Sketch I.

\*(NOTE. - At both ends of the tunnel banks have been thrown up along the sides of the canal to maximum height of 10 and 8 ft at the northern and southern end respectively.)



3. DIMENSIONS OF THE CANAL. -

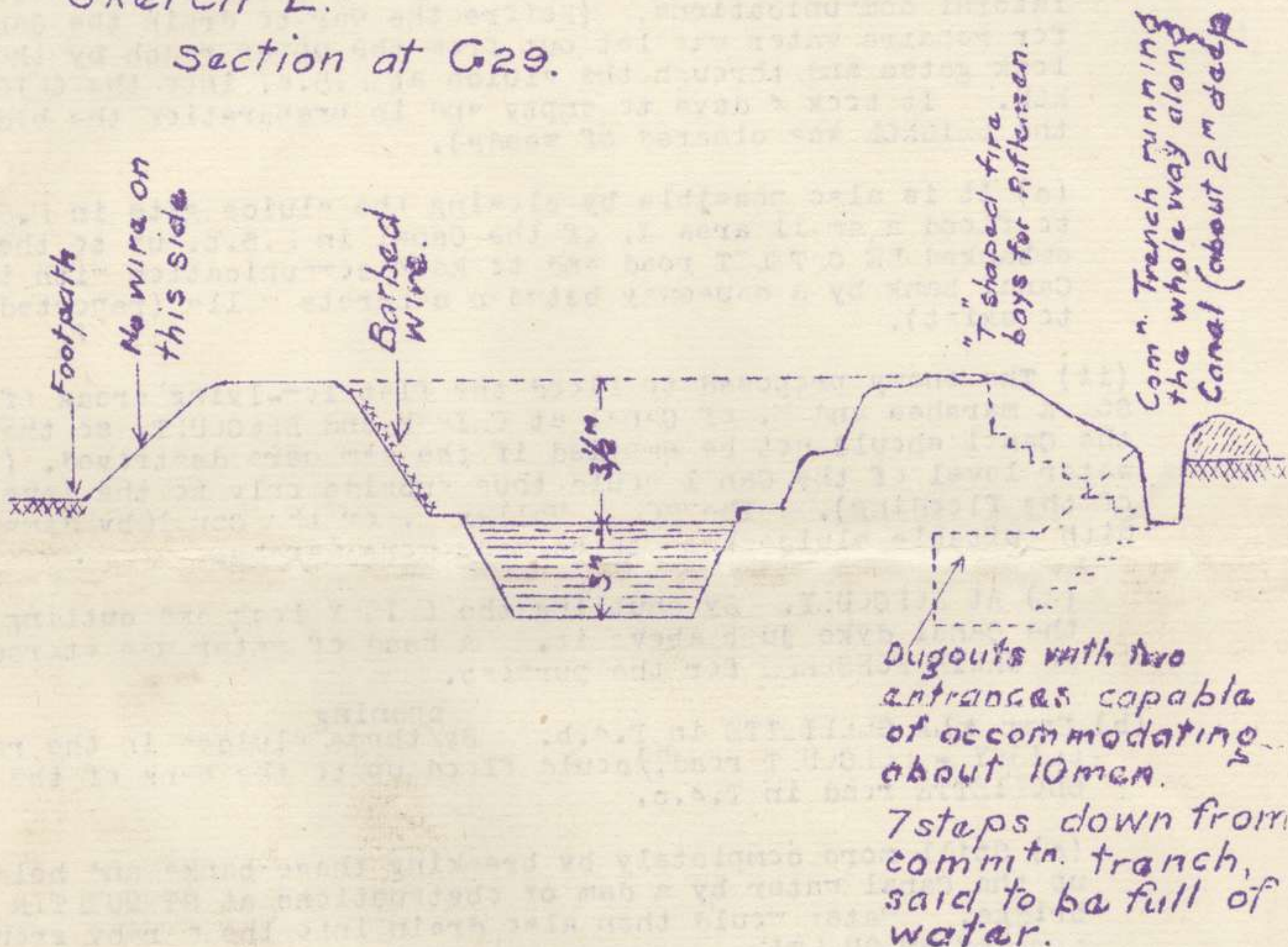
Average width at surface 59 feet.  
 " " at bottom 32 ft. 10"  
 Depth 6½ feet.

There is a towpath on both banks in the cuttings and on one side at least in the tunnels.

- 3 -

The locks can hold barges 35 m. long by 5 m. wide. A latitudinal section of the Canal cutting at G.29, north of BELLENGLISE seems to be as given in Sketch 2. This should be studied with oblique photos. A3.AE.C.356, 348, 343, 355, and with verticals 205.V.3489, 3487.

Sketch 2.  
Section at G29.



#### 4. POSSIBILITIES OF FLOODING. -

To preserve the Canal as a front line obstacle, the enemy proposed, according to a captured scheme of defence, to carry out the following work (since executed).

(1) The locks at MROCUIT and LESDINS were blocked up with cement and sacks full of sand. Further obstructions were provided for by sinking barges loaded with sand and cement, e.g. at the entrances of the tunnel. In each tunnel two dams were to be built and others on each side of BELLENGLISE to prevent the whole Canal being emptied, should the banks be destroyed at BELLENGLISE.

(a) Note. - The enemy made three cuts closed by puffer dams in the W. bank near BELLENGLISE (according to a captured map at M.5.a.17, M.5.a.35 and G.34.d.5.7.). At M.5.a. the 80 metre contour touches the Canal, the normal water level of which is 83.72 metres. But by these cuts only a local flooding in G.34.d., M.4.b.5.a. is possible, as the 85 metre contour closely approaches the Canal. The

enemy/

## APPENDIX 58

-4-

enemy recognises that this local flooding on W. side of the Canal soon drains away and cannot be regarded as a permanent obstacle. (Note.- The area so flooded nearly coincides with the thin belt of wire on W. of the Canal).

(b) The enemy also built a dam across the CRIGNON at 1.4.b. If this dam and the coffer dam at ELLERQUIE were destroyed the upper reach of the Canal would drain into the already marshy CRIGNON Valley. As the breach would be large it would take only half a day to empty and the CRIGNON would be sufficiently swollen to obstruct our lateral communications. (Before the war to drain the Canal for repairs water was let out from the upper reach by the lock gates and through the sluice at 1.5.a. into the CRIGNON. It took 4 days to empty and in preparation the bed of the CRIGNON was cleared of weeds).

(c) It is also possible by closing the sluice gate in 1.5.a. to flood a small area E. of the Canal in 1.5.b. up to the embanked LE CATELET road and to keep communication with the Canal bank by a causeway between concrete walls (reported to exist).

(ii) The enemy proposed to flood the flat low-lying areas of the SOLEB marshes and W. of Canal at CRISBY and BECCOUIT, so that the Canal should not be emptied if the dam were destroyed. (The water level of the Canal would thus subside only to the level of the flooding). The SOLEB Valley W. of the Canal (by dams with suitable sluices) was to be made more marshy.

(a) At BECCOUIT. By shutting the CRISBY lock and cutting the Canal dyke just above it. A head of water was stored at ORCIX FONSOMME for the purpose.

(b) Down LA GLOUETTE in T.4.b. By <sup>opening</sup> three sluices in the raised CRISBY - BECCOUIT road, could flood up to the bank of the LA GLOUETTE road in T.4.c.

(c) Still more completely by breaking these banks and holding up the Canal water by a dam or obstructions at ST QUENTIN bridge. Water would then also drain into the marshy ground E. of ST QUENTIN.

(iii) In addition swampy ground (produced by enemy dams with sluices) may be anticipated between VIEHUILLE and BECCOUIT, and the valley of the ESCAUT, in which the Canal runs, can also probably be flooded (to the extent of increasing the area of soft ground) with no more difficulty than further south. The soft ground west of the Canal between CS US Wood and Canal Wood is also defended by thin belts of wire. There are 5 or 6 sluices at VIEHUILLE filled up with concrete.

5. THE TUNNELS.

As originally designed in 1769 the Canal was to run by a direct underground tunnel over 13 kilometres long from LE TRONQUCY to VIEHUILLE. A million francs were spent on making a gallery from LE TRONQUCY to NAUCY, but this scheme was abandoned in 1802 and work was carried on as now with only two isolated tunnels at LE TRONQUCY and BECCOUIT. Napoleon visited the BIQUEVAL section in 1810.

NOTE. - When abandoned this original tunnel was 4 m. broad by 12 m. high. Signs of a few ventilating shafts are reported to remain about LAGNY and BECCOUIT, and a staircase down to water level near NAUCY in G.12.c.; the enemy made efforts to find it, but failed. A recent report however by the deputy of ST QUENTIN gives/

- 5 -

gives the line of an old souterrain BELLICOURT - NAURCY - ETRICOURT - MAGNY - LEHAUCOURT - LE TICQUOY, with an entrance near BELLICOURT Square. This souterrain, 40 m. deep, was discovered in 1880, when the wells of NAURCY Sucrerie were being dug. From these wells the BELLICOURT exit and the vicinity of LESDINS Sucrerie can be reached. The deputy thinks it is likely the enemy found it and cleared it for use, as it forms a shelter 7 km. long and 3 metres high and broad. He says the LE TICQUOY part was much worked on by thousands of Russian and Rumanian prisoners. (This last probably refers to the known southern tunnel at LE TICQUOY.).

The BELLICOURT Tunnel runs for 5.7 kilometres at a depth underground varying from 15 to 50 metres. It is 10 m. wide at the top by 18 metres at water level, and strongly built of masonry. A towpath runs all along the eastern side and another along at least part of the tunnel on the west side. There are reported to be air holes every 300 metres, and also chambers out in the walls.

Early in 1918 there were 25 barges in the tunnel north of the BELLICOURT lock in G.16.a. used for billets: according to recent prisoners these barges are now broken up or sunk. There are footbridges across the water bed.

Prisoners in 1917 stated that there were four or five approach galleries about 30 metres apart with entrances (30 or 40 steps down) on the W. side of the road about G.10.c.6.5. The location of these lateral galleries is fixed by captured German maps (see information reproduced on special 1/20,000 and 1/10,000 maps), which show a gallery from G.10.c.7.6. to exit at G.10.c.1.6 and other entrances at G.10.c.75.45, G.16.a.80.85, G.10.a.70.25 and G.10.a.84.53, of galleries leading down to the tunnel. Some of these are discernible on photographs, e.g. 205.V.3611. The German map also shows three galleries into the Canal cutting just south of RIQUEVAL - exits at G.16.b.1.3, G.16.b.18.23, and G.16.d.22.88 (All references to 10,000 map). (In addition a prisoner reports another exit in the cellar of a villa at G.10.a.30.55, and that the shaft at G.10.c.45.60 has an exit on the BELLICOURT road).

These galleries are confirmed by maps and by a prisoner of an Electric Power Company whose engine room was in one of the chambers cut in the E. wall of the tunnel at BELLICOURT.

No German map is available for the main length of the tunnel north of BELLICOURT to near VE DHUILLE. According to prisoners' statements in 1917 there were 15 underground galleries leading from the GOUY - BELLICOURT road into the tunnel. These would enable troops to enter or leave the tunnel unobserved. As far as can be gathered from a recent prisoner, he emerged from one of these lateral galleries close to the GOUY - BELLICOURT road at G.22.c. There is little trace of such exits on photographs as they are camouflaged with brushwood (P.S. op. photos 205.V.3444, 3493, 3495). According to a prisoner there are about nine such galleries from the tunnel between BELLICOURT and BONY.

Apart from the air shafts shown along the tunnel, there is a series of dugouts cut into the East bank of the long spoil heap which runs above ground over the line of the tunnel. It does not seem likely that these dugouts lead down into the tunnel, as the latter is 15 to 50 metres below (cp. photographs 205.V.3491, 3492, 3160, 3657).

It is possible that there are also galleries leading west from the tunnel to exits in the dugouts shown along the HILDESBURG support line.

NOTE/

- 6 -

(NOTE. - In case of an attack by our troops across the GOUY - BELLICOURT Tunnel, it would be of the most extreme importance, (a) for the HINDENBURG support line to be garrisoned throughout the length running from A.9.d. - 15 b. and d. - 21 b. and d. - 27 b. and d. - G.3.7b. and d. - 9b. and 10.c.; (b) for the dugcuts along the top of the tunnel to be mopped up; (c) for entrances along the GOUY - BELLICOURT road to be searched for and guarded. These measures would be necessary in order to prevent the enemy from emerging from the tunnel in rear of our men and cutting them off.)

There is a block ("Spundwand") at each entrance of the tunnel. These blocks are described by a prisoner as thick ferro-concrete, containing an upper chamber over the waterway with a platform. The blocks are provided with slits for two machine guns to command the entrance to the tunnel; also with a ventilating shaft containing an electric fan. The centre block in G.4.c. under BELLICOURT appears to be similar, but with no machine gun openings. The blocks fill the entire tunnel from the water level to the roof, and are passed by means of a door on the tow path (see Sketch below). There is a large concrete machine gun nest at S. entry to tunnel at N.W. corner of the cutting (G.16.a.7.f), and there are other M.G. emplacements here to enfilade the open canal.

For BELLICOURT and the RIQUEVAL tunnel, see photographs 205.V.3160, 3657, 3182 (best for entrances), 3488, 3611, 3637, 3658. Obliques 35 AE G.413, 416. A3.AE O 350, 352, 347 (the last three very close views).

## II. The LE TRERQUOY Tunnel. -

This tunnel runs for 1.1 km. at LE TRERQUOY under Hill 127. On the ground above the tunnel passes the LEHAUCOURT - LESDIIS road on an embankment gradually dwindling towards each end of the tunnel. There are reported to be 30 chambers cut in the walls of the tunnel at regular intervals and connected by a passage. Barges here also are said to have been used for billets and ammunition.

A captured German map (1/5,000) gives accurately the lateral galleries to this tunnel (reproduced on special GRICOURT East Sheet 1/10,000). Entrances are marked at N.2.d.05.30, N.2.d.35.15, N.9.a.03.58 and N.9.a.3.3 of four short galleries leading into the tunnel. These entrances coincide with holes or dugcuts clearly visible on photographs on 205.V.3642. No tracks lead up to these, and it is probable they are only used as emergency exits. In addition map shows a long lateral gallery with entrance (from a dugcut known to exist) in FLECHE Wood, N.3.c.4.7 and leading to the tunnel at N.8.b.6.6. and further W. exit in a trench dugcut at N.8.b.2.3 near TRAFCHEE Wood.

This map confirms previous prisoners' statements describing the tunnel as having 6 lateral galleries branching east at intervals of 200 yards. There is also apparently a communication from above by shafts 20 feet by 10 feet.

For the TRERQUOY Tunnel see photographs 205.V.3477, 3432, 3642.

## III. The BELLENGLISE Galleries. -

### (a) BAGNY Tunnel. -

A captured German map shows a tunnel running from the eastern edge of the wood in G.36.a. to the northern outskirts of BELLENGLISE at G.35.c.25.85., with another entry from the BELLICOURT road at G.35.b.10.13.

The prisoner of the Electric Power Company mentioned above described/

- 7 -

described this tunnel in Feb., 1918 as  $1\frac{1}{2}$  metres broad and 2 metres high, with four additional exits in BELLENGLISE close to Church at G.34.d.9085, G.35.c.0853, G.35.c.1075 and G.35.c.1472. These galleries enter the main tunnel at about G.35.c.2585. A prisoner could also locate one at G.35.a.10.33, which led to the Starkstrom Kommando Station supplying electric light to the tunnel. This last named location is doubtful.

It is certain that the tunnel goes further east than the point marked on the map (G.35.b.), and that it emerges near MAGNY. Prisoner in February, 1918 could not definitely locate it, but it was near the cross roads at H.25.a.30.25. A Pioneer prisoner states that on September 18th, 1918 his company and an infantry regiment used this tunnel from MAGNY. The entrance is apparently about H.31.a.6.8 (where photographs show a dugout in a trench, op. A3.AE.B.315), and the tunnel, which is not quite straight, runs for over 2 kilometres via BELLENGLISE to about 100 yards of the Canal. It is revetted with wood, and there are a series of 16 dugouts, as well as a trench tramway, inside the tunnel. Traffic is facilitated by switch tunnels, which are also provided with dugouts.

Prisoner in February, 1918 stated that the tunnel contained a dressing station, canteen and kitchens. One battalion was quartered here in reserve and at least another could be put in. There were several airshafts and electric fans.

(b) In addition, a previous prisoner stated that there were at BELLENGLISE two straight approach galleries to the Canal about 35 m. apart with entrances in W. side of road at G.34.d.95.90. The galleries were 40 m. long, 1.8 m. high, and 1.2 broad, revetted with wooden frames.

#### 6. QUARRIES. -

The Quarry in G.16.d. contains important accommodation for troops, including, in the Northern face, a gallery capable of holding at least a battalion. This gallery has three entrance shafts and three large rooms. There are also two dugouts in the Western face side by side, and several in the Eastern face, probably capable of holding a large number of men. There used to be two A.A. machine guns emplaced near the dugouts in the Western face. The north-eastern corner contained a large dugout, then used as Regimental Battle H.Q. There was a Battalion H.Q. in the dugouts shown on the 1/10,000 map at G.22.b.5585.

(NOTE. - This quarry is of great tactical importance. (b) Its garrison is undoubtedly intended to attack our troops in flank should they succeed in crossing the Canal tunnel south of BELLICOURT. Its importance is referred to in the HIEDENBURG defence scheme.)

#### 7. BRIDGES. -

Bridges exist as indicated on the maps and fully described in topographical reports. In addition, there are many footbridges at short intervals along the Canal.

The bridges occur at narrowings of the Canal, and are raised about 3 to 4 metres above the water-level. They are nearly all fixed iron bridges on stone foundations, many as at BELLENGLISE and LEHAUCOURT having two spans (20 metres long). The POINT de RIQUEVAL at G.22.d., however, is of solid masonry, and so is the ST. QUENTIN bridge (double-arched, with stone pier in centre of Canal).

In addition/

In addition there are bridges over the river SOMME E. of the Canal at ST. QUENTIN, BELLIUCURT, and ROUVROY.

8. PRESENT CONDITION OF CANAL. -

The Canal is now practically empty between the locks in HONNECOURT and from the lock in S.13.d. to the Northern end of the tunnel near LE CATELET. South of the lock, in S.13.d. to VENDHUILLE the water consists mainly of small pools. The bottom appears very muddy. The existence of bridges over the channel E. of the Canal N. of VENDHUILLE without corresponding bridges over the Canal itself would indicate that the bed is passable for foot traffic at certain points.

For Canal from HONNECOURT to VENDHUILLE see especially 205.V.3445, 3656, 3448. Close views 3479, 3480, 3481, 3482.

For BELLENGLISE section 205.V.3640, 3641, 3167. Oblique 9 AE 0109. Close views 205.V.3207, 3473, 3476.

For Southern sector LESDINS - ST. QUENTIN, 205.V.3457, 3667, 3578, 3672, 3162.

9. TRENCHES: The SIEGFRIED Stellung. -

The enemy chose the line of the Canal to take advantage of the latter as a natural obstacle. But there is much evidence that from BELLIUCURT to ST. QUENTIN the original scheme was not quite maintained. He at first chose the E. bank itself as his main line of resistance, and proceeded to sink shafts at frequent intervals from the top of the E. bank to connect with dugouts, which would again connect with a circulating trench running under the lee of the bank. A support line was planned 150 yards behind this on the higher ground. Then, perhaps because the dugouts filled with water draining from the Canal, he abandoned the bank itself as his main line; the shafts were replaced by small fire bays at intervals, connected with the circulating trench. (In recent photographs these fire-bays appear neglected). He was now obliged to draw back his line to higher ground, in order to command ground otherwise dead.

This probably explains the series of holes, apparently purposeless, visible in some parts (e.g. in G.29.a. and in M.6.b., M.5.b.) between the E. bank and the present main HINDENBURG Line. They represent the dugouts of a projected line not carried out. (Work was on the usual SIEGFRIED Line principle starting first on the dugouts).

Captured German secret maps of Feb., 1917 show in detail the HINDENBURG Line as projected on that date, and as since executed. This information (dugouts, trenches, machine gun emplacements, and wire) is reproduced on the special 10,000 and 20,000 sheets recently issued.

The Canal obstacle was enhanced by wiring the inner side of the W. bank and by felling the trees and leaving the stumps interlaced with wire. The bridges are ready mined and the approaches defended by machine guns.

The HINDENBURG Line, as projected in 1917, was based on principles of defence since obsolete. It was executed on these principles even up to March, 1918, perhaps because the enemy felt reliance on its unusual strength and that it could not be attacked. The front line was provided with concrete dugouts at 40 to 60 yards interval: the captured maps show all the machine guns in the front and support lines, and the artillery not displaced in depth.

Modifications/



Modifications must now be expected in these directions.

But even for the HINDENBURG Line the enemy was careful to keep a series of forward positions to deny observation and in 1918 did much work on outpost lines. These were strongly elaborated between PONTRUET and the bastion of the HINDENBURG Line enclosing the city of ST. QUENTIN.

Where the natural obstacle of the Canal is lacking, i.e. at the long tunnel between VENDHUILLE and BELLICOURT and the shorter LE TIONQUCY tunnel, the enemy organized particularly strong and well wired trenches in the form of a slight salient. The wire is particularly strong, the forward belt being in the form of triangles characteristic also of the DRUGCOURT - QUEANT Line.

E. of VENDHUILLE the HINDENBURG line is drawn well back from the Canal and goes north past LA TERRIERE to re-join the Canal at BANTOUZELLE. In this sector, also, the wire is of similarly strong character. At BANTOUZELLE the system crosses the Canal, runs E.W. to MCEUVRES and QUEANT - now in cur horns.

#### Work before March, 1918. -

From Jan., 1918 a considerable amount of work was noticed on outpost lines, e.g. much wiring and work on trenches was done near OSSUS Wood and in the PONTRUET - THORIGNY - ST. QUENTIN area. In the latter area there appeared a considerable number of wired-round strong points.

There was much activity on the repair of roads, the making of new military roads, especially at ITANCCOURT and to the Canal bridges. New tramways were built and the enemy increased his footbridges and causeways and made several bridges for heavy traffic.

But even for the HINDENBURG Line the enemy was careful to keep a series of forward positions to deny observation and in 1918 did much work on outpost lines. These were strongly elaborated between PONTRUET and the bastion of the HINDENBURG Line enclosing the city of ST. QUENTIN.

#### Recent work. -

Since we again approached the HINDENBURG Line work on that system has not been so conspicuous as might be expected. On the 15th Sept. photographs showed various new lengths of trench: across the ridge E. of BELLENGLISE from G.29.c. to G.36.c.; across Knobkerry Ridge from G.24.c. to G.30.b.; from NAUROY at G.11.d. across the RIQUEVAL ravine and BELLICOURT ridge to the tunnel at A.28.c. (with some gaps); in A.22.c.d.; along the LE CATELET - BELLICOURT road in A.11.c.16.b.; and along the Canal north of VENDHUILLE (520.C.26.a.) (The last two a mere trace). Since then no new trenches have appeared but activity and work on trenches is visible, especially at BONY and BELLENGLISE. The work done has been noticeably slight in the LEHAUCOURT - LESDIERS - ST. QUENTIN area. In general, however, the HINDENBURG Line was ready before and remained in good condition: the wire is excellent.

Little or no work has been recently done on back lines behind the HINDENBURG Line, e.g., the LE CATELET - NAUROY - MAGNY line, a single trench with dugouts, not very heavily wired, and on the MASNIERES - BEAUREVOIR line, which is more heavily wired and consists of front and support trenches. Behind this is the WALINCOURT - AUDIGNY line, mostly merely traced.

On the other hand, the enemy evidently does not wish us to approach too close to the HINDENBURG line, and he did a good deal of work on various cut post lines, e.g., GILLEMONT Farm - QUENNECOURT Farm. In particular the FLESNY - FAYET ridge was strongly organized with new trenches and considerable belts of wire.

Fourth Army (I).  
25th Sept. 1918.

HINDENBURG Line work  
as might be  
shown various

SECRET.

APP 59

Headquarters 5th. Australian Divisional Engineers.

FIRST AMENDMENT TO 5TH. Australian DIVISIONAL ENGINEER  
INSTRUCTION No. 48A.

---- cccccccccccccc ----

In para. 2, sub-para (g), for G.10.a.7.5. read G.10.b.7.5.

*W. Hauff*Lieut-Col. A.E.  
G.R.E.

28th. Sept. 1918.

5th. Australian Division...

Issued to all recipients of  
5th. Aust. Div. Engineer Instruction No. 48A.*A.W.F.*

6187

"C" Form.

151

APP 60  
Army Form C. 2123  
(In books of 100.)

MESSAGES AND SIGNALS.

No. of Message.....

Prefix.....	Code.....	Words.....	Received.	Sent, or sent out.	Office Stamp
<p style="text-align: center;">e   a   d</p>			From.....	At.....m.	
Charges to Collect			By.....	To.....	
Service Instructions			By.....		
Handed in at.....			Office.....m.	Received.....m.	

TO

\*Sender's Number

Day of Month

In reply to Number

AAA

In reply to your instructions of today  
 Well at K23 bl, 62 Windlass  
 and rope good condition  
 52 feet deep 2  
 feet water aaa Well  
 at K23d 84 Windlass and  
 rope in good condition  
 60 feet deep 2  
 feet water good supply  
 of water aaa Well  
 at K23d 84 previously water  
 pump with power pump  
 needs tank and power  
 pump to complete

FROM

TIME & PLACE

Anda  
 NW 9. pm. to DWA  
 Report to CE and others

\*This line should be erased if not required

C & R 7300 Wt W14832/M1592 100,000 3/17. (E930) Forms C/2123

Done.

Headquarters 5th. Australian Divisional Engineers.

G. R. E.  
5th AUSTRALIAN  
DIVISION.

12/189/29

Headquarters,  
5th. Aust. Division.  
-----Herewith report of reconnaissance of Wells by 8th. Field  
Company A.E..

Location.	Dimensions.	Depth water.	Constructed of	Remarks.
L.2.b.6.6.	100' deep 4' square.	12'	Brick.	Windlass erected in good order. Drinking water.
L.2.b.6.8.	120' deep 4' dia.	3'	"	Pump erected in good order. Drinking water.
L.2.b.8.3.	90' deep 4' dia.	-	"	Windlass erected. Good condition. Tunn- elling Co. cleaning out well.
L.2.b.3.6.	-	-	-	There are two 12'x10' Reservoir Tanks at railway siding.
L.1.b.3.7.	-	-	-	Point for water carts. Well bearded in.
K.16.c.2.9.	-	-	-	Water Point. Pump complete, 100' horse troughing. Good condition.
K.16.d.5.2.	20' deep 3' dia.	2'	Bricked.	Windlass erected, good condition. Horses only.
K.16.d.4.3.	15' deep 3' dia.	3'	Brick.	No windlass. Washing, only.
K.16.d.1.3.	15' deep 4' square.	6'	"	do. do
K.16.a.7.3.	20' deep 3' dia.	8'	"	Windlass. Good cond- ition.
K.16.a.7.4.	20' deep 6' square.	6'	"	No windlass. Washing only.
K.23.a.3.3.	35' deep. 5' dia.	9'	"	Windlass erected in good condition.
K.16.d.3.8.	20' deep 3' dia.	5'	"	No windlass. Washing only.
K.10.d.3.3.	30' deep 3' dia.	10'	"	Windlass erected. in good condition.

28th. Sept. 1918.

Lieut-Col. A.E.  
G.R.E.

5th. Australian Division..

Copy to C.E., Aust. Corps.

H.W.F.

SECRET.

Copy No. 15 189  
APP 62

## Headquarters 5th. Australian Divisional Engineers.

SUPPLEMENT No. 1. to ENGINEER INSTRUCTION No. 48 A.

-----00000000-----

1. PIONEERS.

As stated in orders of Chief Engineer, Aust. Corps, the 5th. Aust. Pioneer Bn. will return under Divisional control as soon as the Australian Infantry have passed through the American Troops at the GREEN LINE on 'Z' day.

The work then to be undertaken by the 5th. Aust. Pioneer Bn. will be :-

(a) Extension as far forward as possible of the BLACK and RED Roads as shewn dotted in the respective colours on attached map.

This work will follow the advance as closely as practicable.

(b) Repair of all roads shewn dotted GREEN in the Divisional Area. This is to be done as quickly as possible to afford circuits to prevent blockage of traffic in far forward areas.

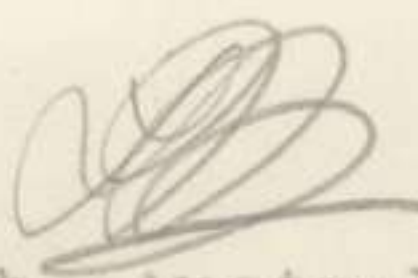
(c) All road craters and other serious obstructions found, will be reported by Ca. Co. forward Field Coys. direct to C.O., 5th. Aust. Pioneer Bn., who will take immediate steps to have such obstacles overcome.

Forward Field Coys. are taking special steps for the removal of Mines on these roads, but care will be necessary to look out for any which may have been missed.

2. REPORTS.


Reports of progress of roads will be sent every two hours to C.R.E. report centre at road junction about G.10.b.7.5. Sheet 62B. where they will be collected by C.R.Es. runner.

28th. Sept. 1918.

  
Lieut-Col. A.E.  
C.R.E.  
5th. Australian Division...

DISTRIBUTION : Copy No. 1. - 8th. Field Co.  
2. - 14th. Field Co.  
3. - 15th. Field Co.  
4. - 5th. Aust. Pioneers Bn.  
5. - 8th. A.I. Bde.  
6. - 14th. A.I. Bde.  
7. - 15th. A.I. Bde.  
8. - 'G' Branch, 5th. Aust. Division.  
9. - 'Q' " " "  
10. - C.E., Aust. Corps.  
11 - 13. - War Diary.  
14. - File.

H.W.F.

I have already a copy of this in file  


SECRET.

Copy No. 7

## 5th AUSTRALIAN DIVISION.

## BATTLE INSTRUCTIONS, SERIES "E", No. 10.

AIRCRAFT.

1. Aircraft units will be working on the Corps front on "Z" day as under:
  - (a) 3rd Squadron A.F.C.
    - (i) Markings. Rectangular black panels 2 feet by 1 foot on both lower planes about 3 feet from fuselage.
    - (ii) Role. Contact patrols.  
Counter-attack patrols  
Dropping smoke bombs.
  - (b) 8th Squadron R.A.F.
    - (i) Markings. Black bands on under side of tail.
    - (ii) Roles Co-operation with tanks.  
Reporting of location and progress of tanks.  
Engaging of anti-tank guns with M.G. fire and bombs.
  - (c) Eight Single Seater Army Squadrons, will be employed on low altitude attacks on enemy organization and troops. These machines will not carry any distinctive markings.

2. CONTACT PATROLS IN SECOND PHASE.

The 3rd Squadron A.F.C. will watch and report on progress of troops of the 3rd and 5th Australian Divisions during their advance from the GREEN line to the RED line.

All the normal means of indicating the positions of our troops will be used by both the 3rd and 5th Australian Divisions during the advance when our contact machines sound on the Klaxon or fire a WHITE Very light.

Contact Patrol Machines will fly over the RED line along the whole Corps front at ZERO plus 10 hours.

3. COUNTER ATTACK PATROLS

- (a) From ZERO onwards counter-attack machines will be constantly in the air with the object of observing hostile concentrations or abnormal movement.
- (b) In the event of an enemy concentration indicating a counter-attack the counter-attack aeroplane will signal this information to the artillery by wireless. In the case of a counter-attack actually developing a WHITE parachute light will be fired by the aeroplane in the direction of the troops moving for the impending counter-attack, for the information of the infantry.

4. SMOKE BOMBING

In order to cover the advance of the 3rd and 5th Australian Divisions up to the GREEN line and from the GREEN line towards the RED line, arrangements have been made with 15th Wing R.A.F. for smoke bombs to be dropped to deny the enemy observation from the high ground still in his possession at various stages of the battle.

A.W.F.

Zones, together with the hours which bombs are to be dropped within these zones, are shewn on the attached map. No smoke bombs will be dropped in any area west of the zones as laid down after the period of time allotted to each zone.

5. ACKNOWLEDGE

AIRMAIL

Lieut-Colonel,  
General Staff,  
5th Australian Division.

28th September 1918

- |                           |            |
|---------------------------|------------|
| Issued at 10.30 a.m. to:  |            |
| 8th Infantry Brigade      | Copy No. 1 |
| 14th Infantry Brigade     | 2          |
| 15th Infantry Brigade     | 3          |
| 5th Machine Gun Battalion | 4          |
| 5th Pioneer Battalion     | 5          |
| Divisional Artillery      | 6          |
| Divisional Engineers      | 7          |
| Divisional Signal Co.     | 8          |
| Divisional Train          | 9          |
| A.D.M.S.                  | 10         |
| D.A.P.M.                  | 11         |
| D.A.D.V.S.                | 12         |
| D.A.D.O.S.                | 13         |

- |                           |                                     |
|---------------------------|-------------------------------------|
| Copies to:                |                                     |
| Australian Corps          | 14                                  |
| 3rd Australian Division   | 15                                  |
| 30th American Division    | 16                                  |
| 5th Cavalry Brigade       | 17                                  |
| 13th Light Horse Regiment | 18                                  |
| 8th Tank Battalion        | 19 & 21 (incl. 1 copy for whippets) |
| 5th Tank Brigade          | 20                                  |
| A.D.C. to G.O.C.          | 22                                  |
| "G"                       | 23 - 26                             |
| "Q"                       | 27                                  |
| War Diary                 | 28 - 30                             |

No map attached.

In order to cover the advance of the 5th and 6th Australian Divisions up to the GREEN line and from the GREEN line towards the RED line, arrangements have been made with 15th and 16th A.P. for smoke bombs to be dropped to deny the enemy observation from the high ground still in his possession at various stages of the battle.

Handwritten mark at the bottom left of the page.

192  
APP 63SECRET

Copy No. 7

## 5th AUSTRALIAN DIVISION.

## BATTLE INSTRUCTIONS, SERIES "E", No. 11.

ROLE OF CAVALRY

1. Paragraph 8 of Battle Instructions, Series "E", No. 9 is cancelled and the following substituted:
2. The 5th Cavalry Brigade with "B" Battery 84th Army Brigade R.F.A. is allotted to the Australian Corps for the forthcoming operation.
3. The 5th Cavalry Brigade will maintain close liaison with the 5th Australian Division through whose lines it will pass as soon as possible after the infantry have captured the BEAUREVOIR line.
4. The role of the 5th Cavalry Brigade will be to seize and hold the line of high ground - HAMAGE FARM - U.25.a. and c - C.8.central - I.3.central - I.9.central - I.14.central - I.19.central - (Map sheets 57B E.W. and 62B N..) until the arrival of the infantry.
5. Should the enemy retreat the 5th Cavalry Brigade will maintain contact.
6. As soon as the objective has been gained two squadrons will be pushed forward to reconnoitre the withdrawal of the enemy -
  - (a) One squadron towards PREMONT - BUCIGNY.
  - (b) One squadron towards BOHAIF.
 Should the enemy's resistance be entirely broken and should the opportunity offer, these squadrons will be prepared to destroy the enemy's railway communications with the object of closing in any rolling stock on the lines running south and east. They will be prepared to act vigorously against enemy Headquarters, etc.  
 The Squadrons detailed will be warned that the 17th Armoured Car Battalion, supported by one company of Whippet Tanks, is operating in the same direction with the same object.- vide Battle Instructions, Series "E" No. 9, para. 9.
7. Routes allotted are contained in Battle Instructions, Series "E", No. 9, paragraph 4.
8. ACKNOWLEDGE.

28th September 1918.

*J. M. G. C.*  
 Lieut-Colonel,  
 General Staff,  
 5th AUSTRALIAN DIVISION.

Issued at 12.30 p.m. to all recipients of B.I. Series "E" No.10  
 plus 32nd Division.

H.W.F.



SECRET

Copy No... 7

## 5th AUSTRALIAN DIVISION.

## BATTLE INSTRUCTIONS, SERIES 'E', No. 12.

1. The following arrangements have been made for the co-ordination of action between IX Corps and Australian Corps on the right flank of the Australian Corps.
2. The boundary line between IX Corps and Australian Corps will be the grid line G.20.central - G.21.central - G.22.central - G.23.central - G.24.central - the sunken road at H.19.b.5.0 - thence N.E. along sunken road (inclusive to Australian Corps) to H.15.a.4.6 thence due EAST as per final Corps boundary on barrage map.
3. The above boundary will be the dividing line for both infantry and artillery action, except where IX Corps barrage overlaps the Australian Corps front west of the canal.
4. Should the G.O.C. left division of the IX Corps find it necessary, he will arrange direct with 30th American Division for the latter division to operate south of this line and will at the same time make the necessary arrangements for lifting IX Corps artillery fire as may be arranged between Divisional Commanders.
5. G.O.C. R.A. Australian Corps will arrange to keep under fire the high ground about G.23.b, G.24.a, and G.18.d, from ZERO as long as the infantry advance allows.
6. The southern limit of the Australian Corps barrage west of the Canal will be the line G.20.b.3.4 - G.21.b.9.6 - thence along the road to the Canal.  
The Australian Corps smoke screen along this line will lift in accordance with the timed lifts of the Australian Corps Field Artillery barrage.
7. ACKNOWLEDGE.

*J. M. B.*  
Lieut-Colonel,  
General Staff,  
5th Australian Division.

28th September 1918

Issued at 12.30 p.m. to all recipients  
of B.I. Series 'E' No. 11.

H.W.F.



Headquarters 5th. Australian Divisional Engineers.

EXTRACTS FROM 1st. AMENDMENT TO 5TH. AUST. DIVL. ADMINISTRATIVE  
MEMORANDUM No. 99.  
-----0000000000000000-----

Para. 3. of Extracts from 5th. Aust. Divl. Administrative Memo.  
No. 99 is amended to read :-

AMMUNITION.

The S.A.A. Section is established at K.23.d.4.4., on the  
ROISEL - HERVILLY Road, close to HERVILLY. Demands for ammuni-  
tion will be sent direct to the S.A.A. Section by Brigades,  
who will arrange for personnel to act as guides to location  
where ammunition is to be dumped. As soon as the situation  
permits the S.A.A. will be moved to a location which will be  
notified to Brigades.

VETERINARY. (Ref. to para. 15.).

The Mobile Veterinary Section will be located at K.23.a.2.4.

*Wayth*

Lieut-Col. A.E.  
C.R.E.

28th. September 1918.

5th. Australian Division...

DISTRIBUTION :

- 8th. Field Company. A.E.
- 14th. Field Company. A.E.
- 15th. Field Company. A.E.

War Diary.

File.

C. R. E.
5TH AUSTRALIAN DIVISION.
No. 155/7.
Date.....

*H.W.F.*

Headquarters 8th Australian Divisional Engineers.

8th AUSTRALIAN DIVISIONAL ENGINEER INSTRUCTION No. 49.

2. Reference Engineer Instruction No. 48A para 2, sub-para 'g'

1. As it has been impossible to obtain the use of motor cyclists, the 14th Field Company will arrange to carry despatches by relays of cyclists from Report Centre (in vicinity of G.10.b.7.6, sheet 82B) established by 8th Field Company to G.M.E.'s office on Zero day.

2. A cyclist <sup>from 14th Field Coy.</sup> will be sent to report to <sup>O.S.,</sup> 8th Field Co. at 9.0 a.m. Zero day at L.3.b.3.3, sheet 82C, to go forward to forward report centre and to act as guide to runners from next relay post.

3. As soon as the Report Centre has been established, cyclists will leave there at the hour, until further orders are received from this office.

4. The 8th Field Co. will arrange to leave an O.S. at Forward Report Centre to collect despatches for G.M.E.

5. Please acknowledge.

Lieut-Col. A.E.  
G.M.E.

8th Australian Division.

28/9/18

Distribution :-

Copy No. 1 - 8th Field Co.  
2 - 14th Field Co.  
3 - 15th Field Co.  
4 - 8th Aust. Pioneer Bn.  
5 - 7 War Diary.  
7 - 8 - File.

*A.W.F.*

WAR DIARY

Army Form C. 2118.

200

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	Remarks and references to Appendices
-------	------	------	-----------------------------------	--------------------------------------

GRAPH SHEWING RATION STRENGTH

OF

OFFICERS.

Month of Sept 1918 — 5<sup>th</sup> Aust Div: Engrs

Officers

27  
26  
25  
24  
23  
22  
21  
20  
19  
18  
17  
16  
15

Days of Month

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30

5<sup>th</sup> Aust

APP 66

1917

WAR DIARY  
or  
INTELLIGENCE SUMMARY.

Army Form C. 2118.

250

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.)

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
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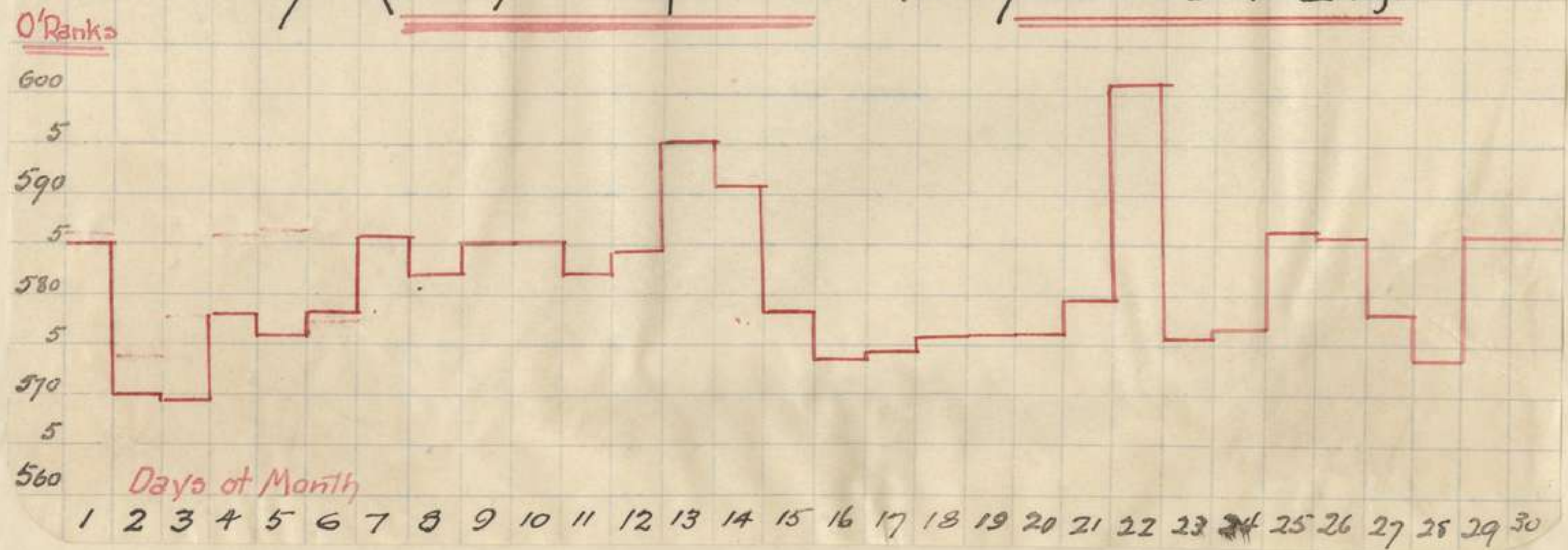
GRAPH SHEWING RATION STRENGTH

OF

OTHER RANKS

Month of Sept 1918 . 5<sup>th</sup> Aust: Div: Engrs

Print



89 198  
APP 67

WAR DIARY  
or  
INTELLIGENCE SUMMARY.

Army Form C. 2118.

250

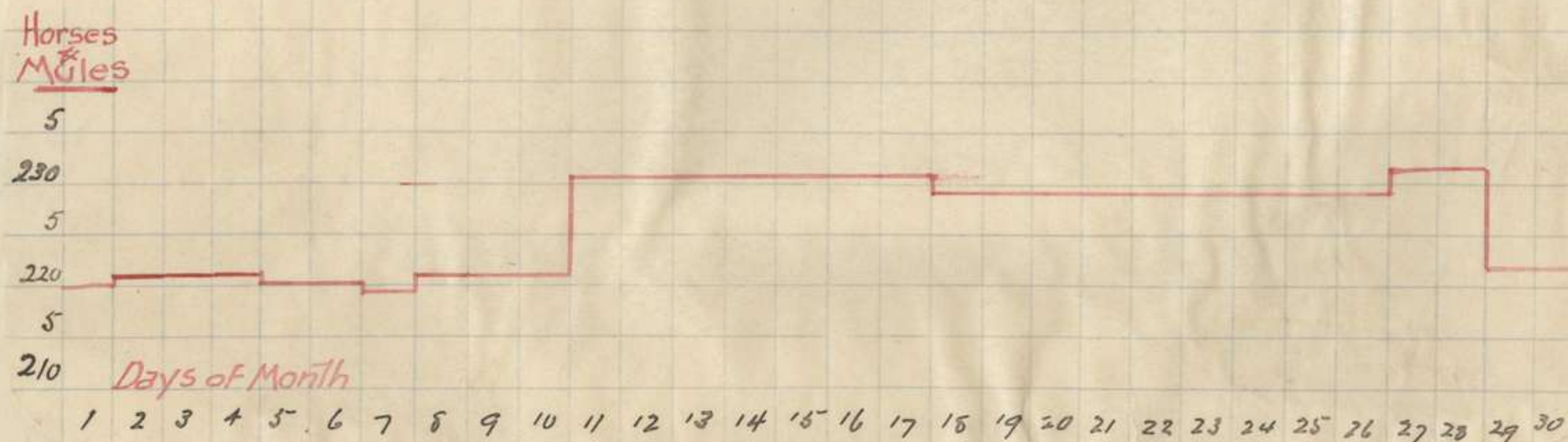
Instructions regarding War Diaries and Intelligence Summaries are contained in F. S. Regs., Part II. and the Staff Manual respectively. Title pages will be prepared in manuscript.

(Erase heading not required.)

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
-------	------	------	-----------------------------------	--------------------------------------

GRAPH SHOWING RATION STRENGTH  
OF  
HORSES AND MULES.

Print



199  
APP 68

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

WAR DIARY

Army Form C. 2118.

250  
250

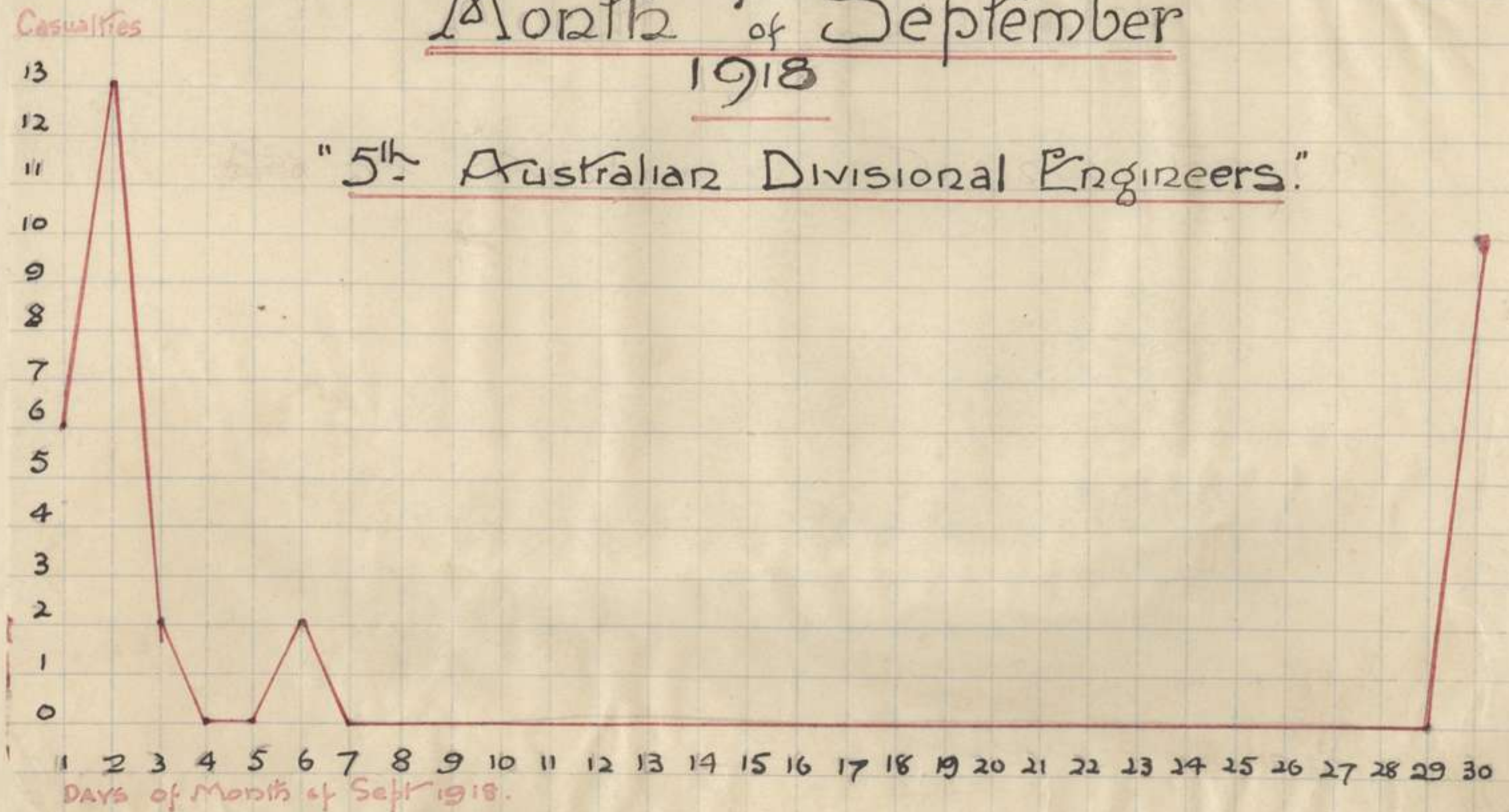
Instructions regarding War Diaries and Intelligence Summaries are contained in F. S. Regs., Part II. and the Staff Manual respectively. Title pages will be prepared in manuscript.

INTELLIGENCE SUMMARY.

(Erase heading not required.)

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
-------	------	------	-----------------------------------	--------------------------------------

Graph Shewing "Casualties"  
Month for September  
1918



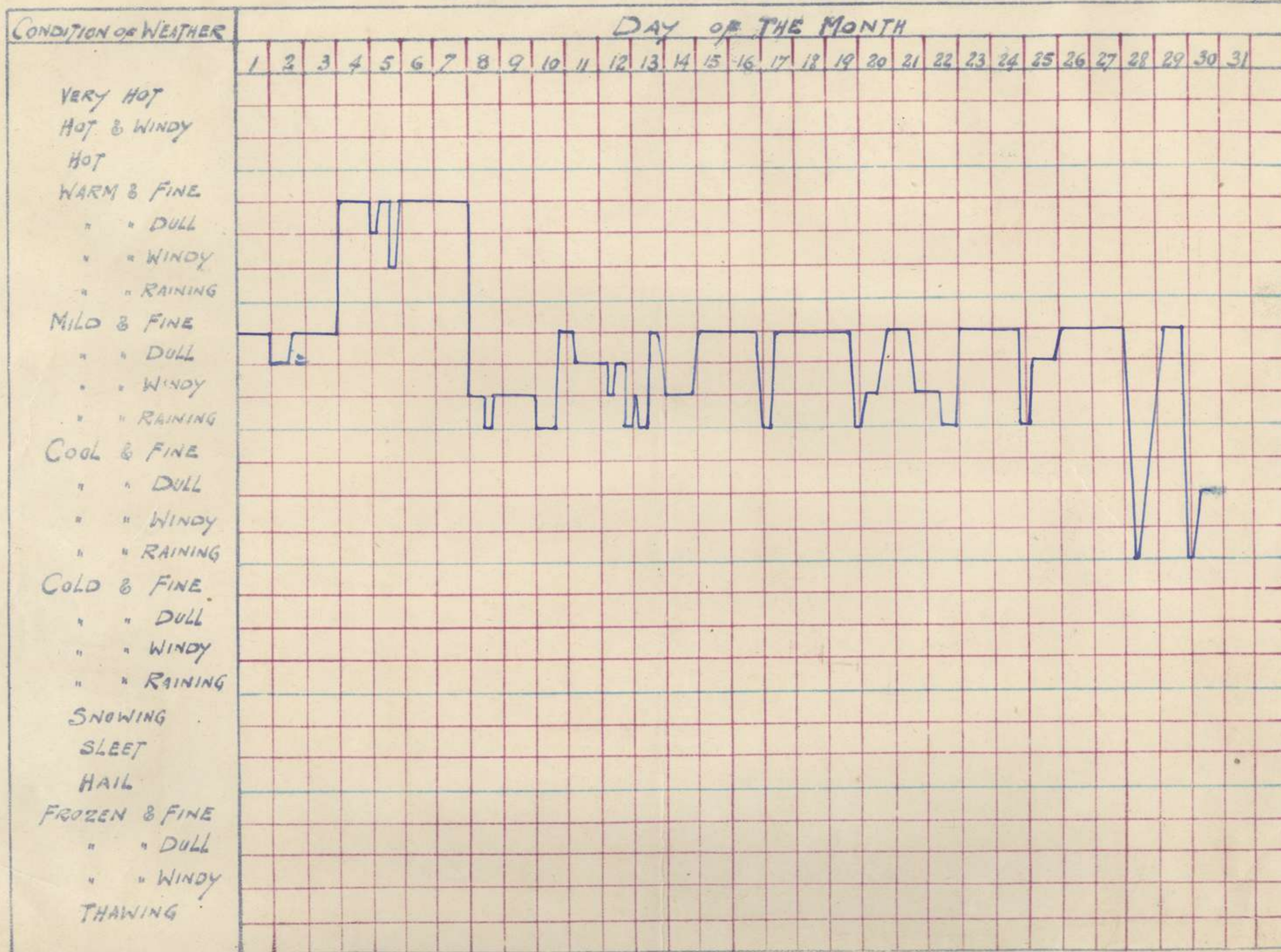
"5th Australian Divisional Engineers."

Att. 7

out  
AM 109



# • GRAPH OF WEATHER FOR SEPTEMBER 1918.



A. J. H.

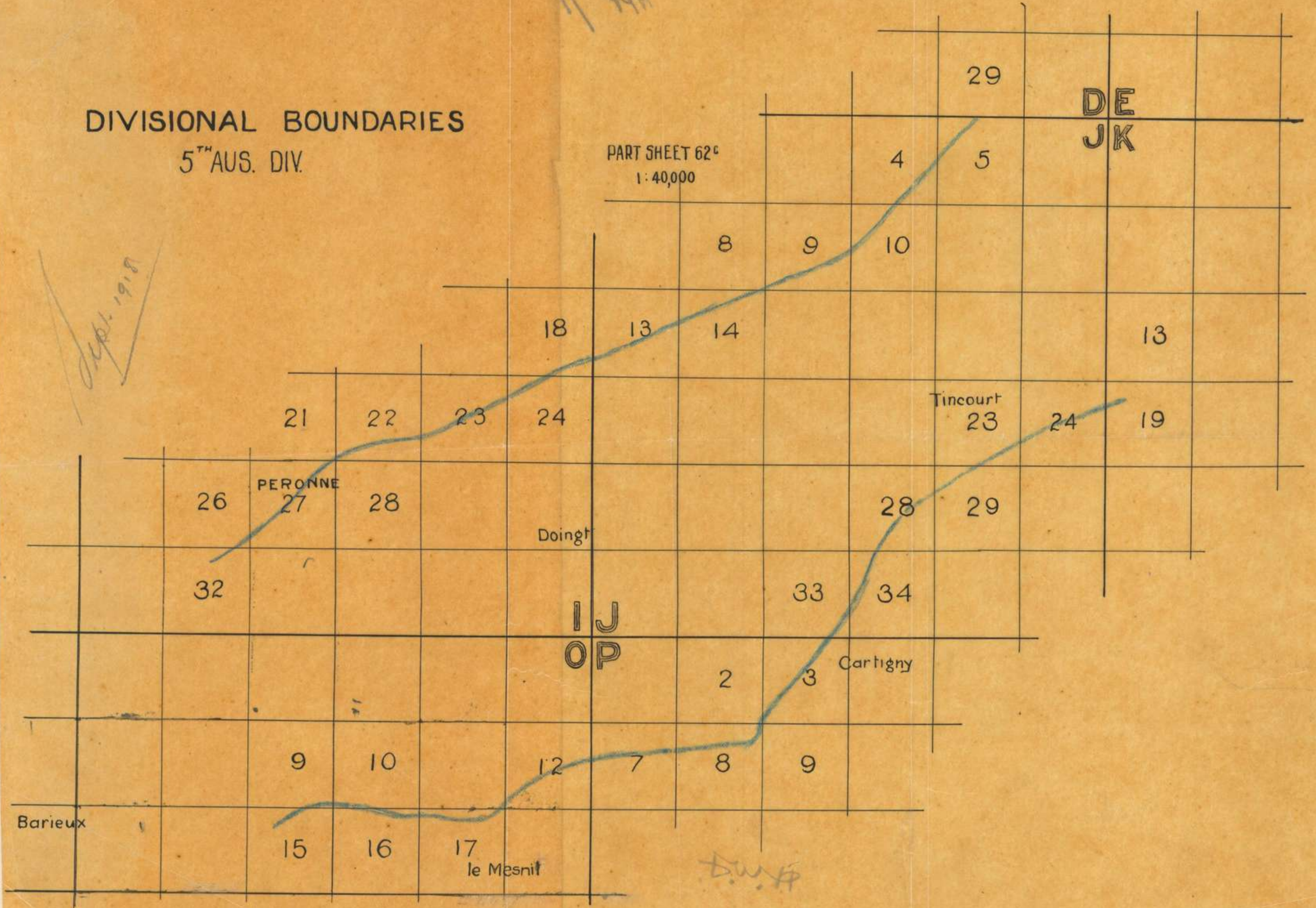
250

1918.

APR 70 201

DIVISIONAL BOUNDARIES  
5<sup>TH</sup> AUS. DIV.

PART SHEET 62<sup>c</sup>  
1:40,000







APP 72

ROAD MAP

POH



1:40,000

FRANCE

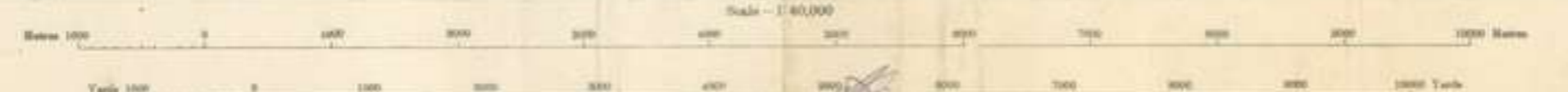
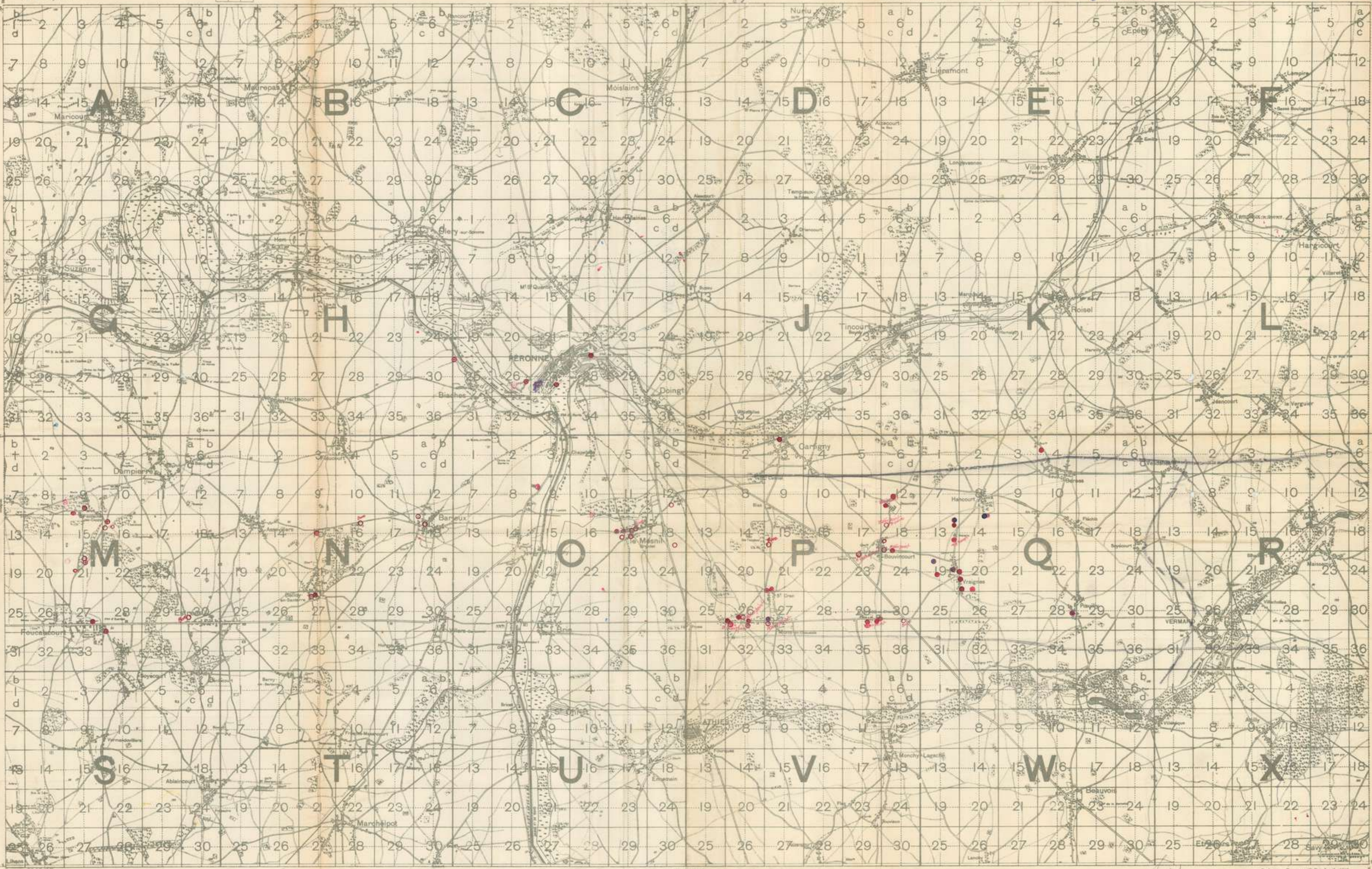
EDITION 1.

Water Supply MAP Legend

SHEET 62c

W	W	W
W	W	W

- Well
- de filled with windlass or pump. Water not tested
- de in working order. Water tested & good
- Undrinkable



Ordnance Survey, (O.S.) April, 1918.

230

204

204

204

250

62° 1/2 2

erap

2510

APPENDIX 73

erap

250  
50  
SHEET 62° S.W.

1:20,000

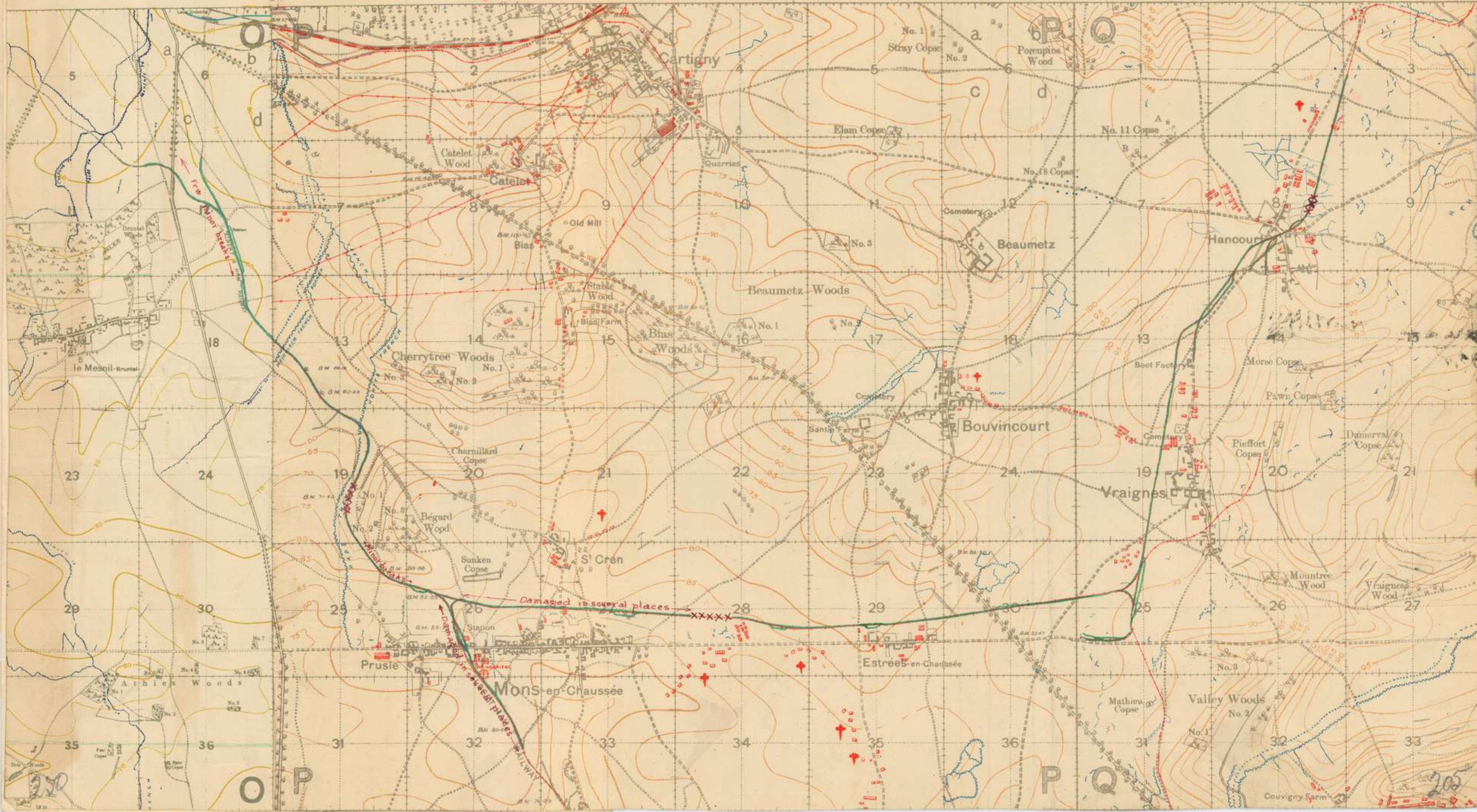
NOTE CHANGE OF COLOUR.  
Enemy Trenches in Blue.  
Organisation in Red.

### LEGEND

DEGAVILLE in good order ———

BREAK XXXX

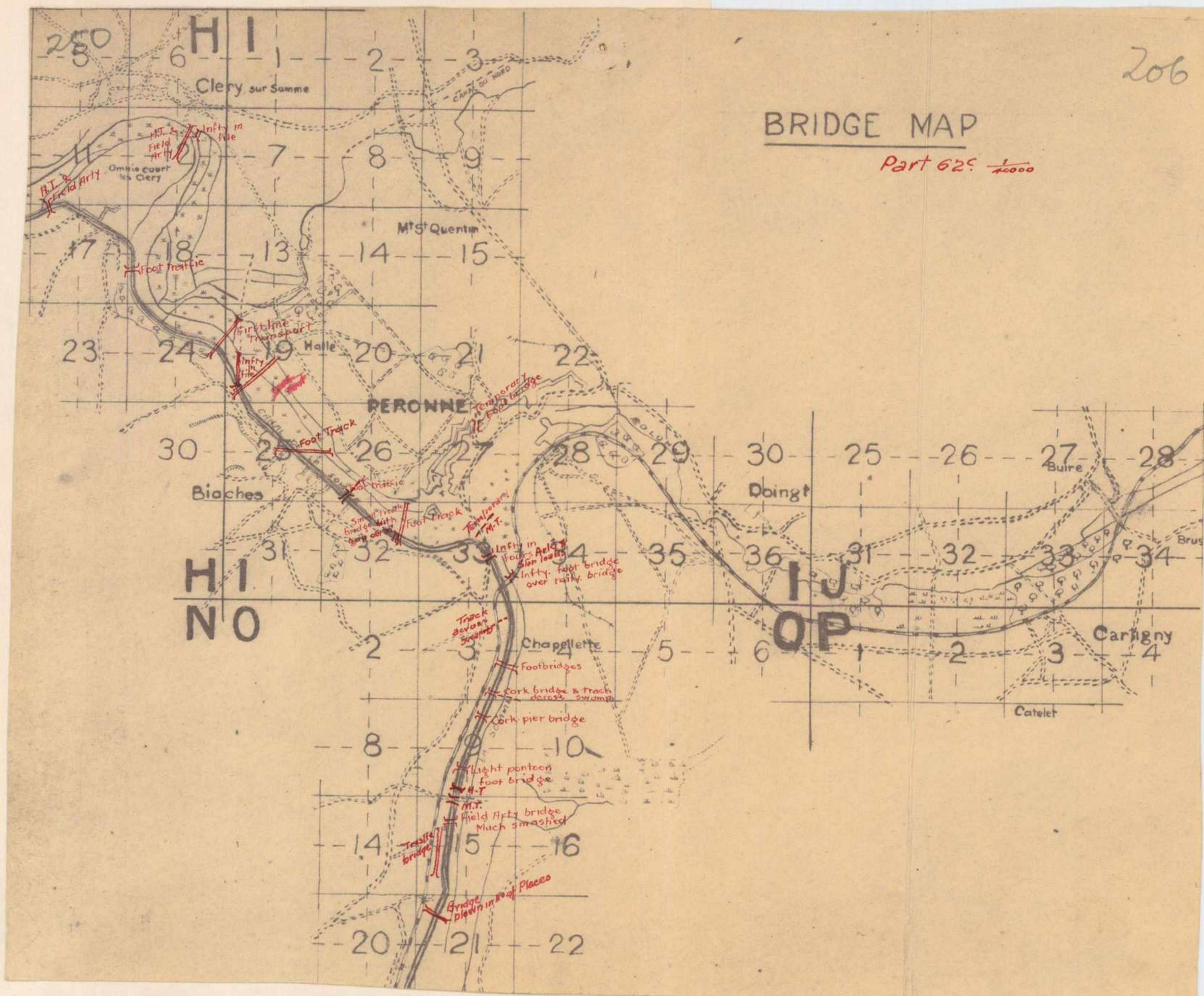
TRENCHES CORRECTED FROM INFORMATION  
RECEIVED UP TO 17-7-18





PLU7.



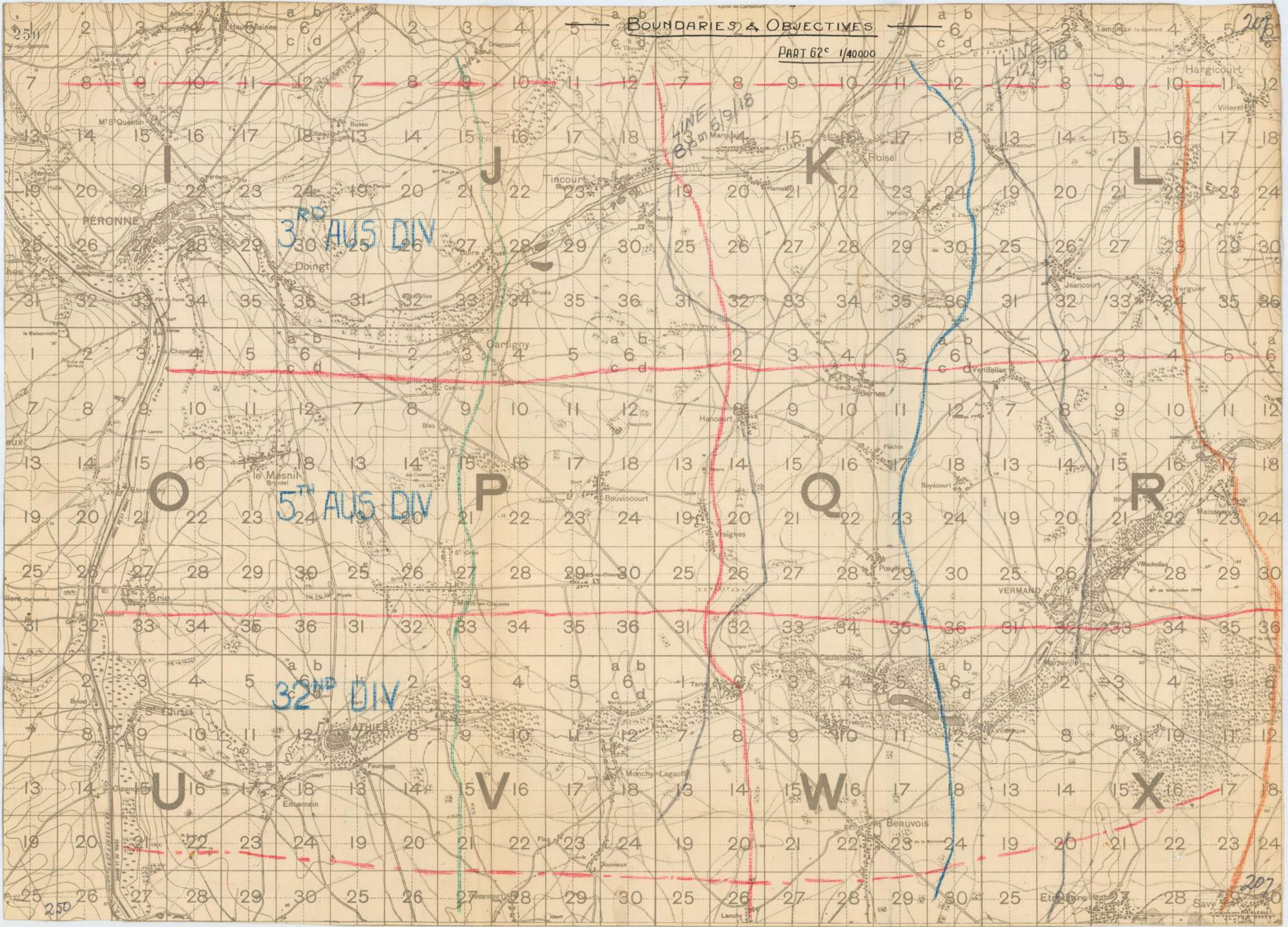


APP 75

A.W.M.

BOUNDARIES & OBJECTIVES

PART 62° 1/40000



APPENDIX

76

First

APP 76

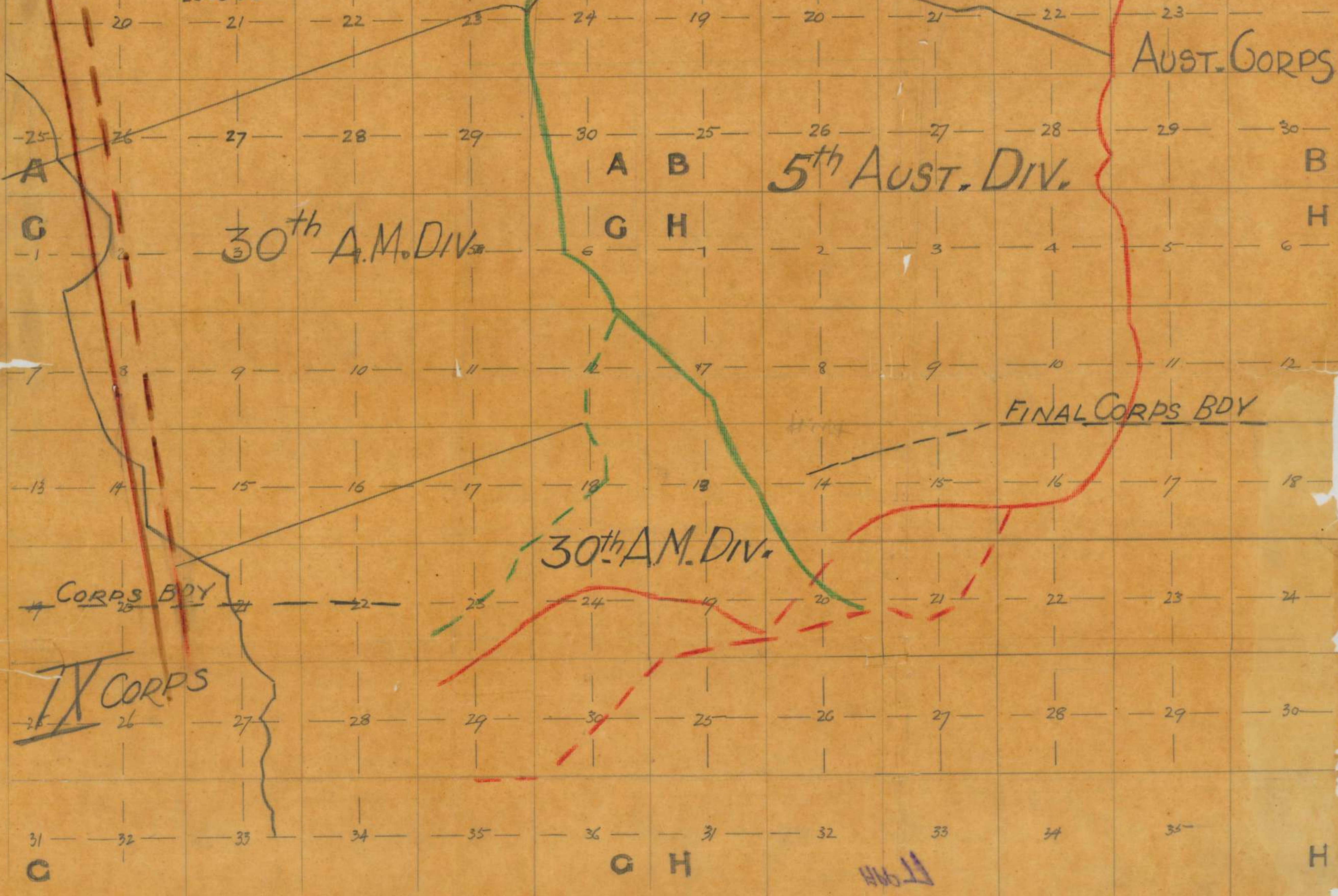
27<sup>th</sup> AM. DIV.

3<sup>rd</sup> AUST. DIV.

208  
+ mwa  
5/9/11/11

Part Sheet 62<sup>e</sup> N.W

1  
20.000



CORPS BDY

FINAL CORPS BDY

IV CORPS

11/11/11

308  
AWM4  
14/11/2012

3rd Aust. Div.

27th A.M. Div.

Part Sheet 62 W.W.

1/20,000

Aust. Corps

5th Aust. Div.

30th A.M. Div.

FINAL Corps Bdy

Hint

30th A.M. Div.

Corps Bdy

IX Corps

B  
H

A  
B  
C  
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C

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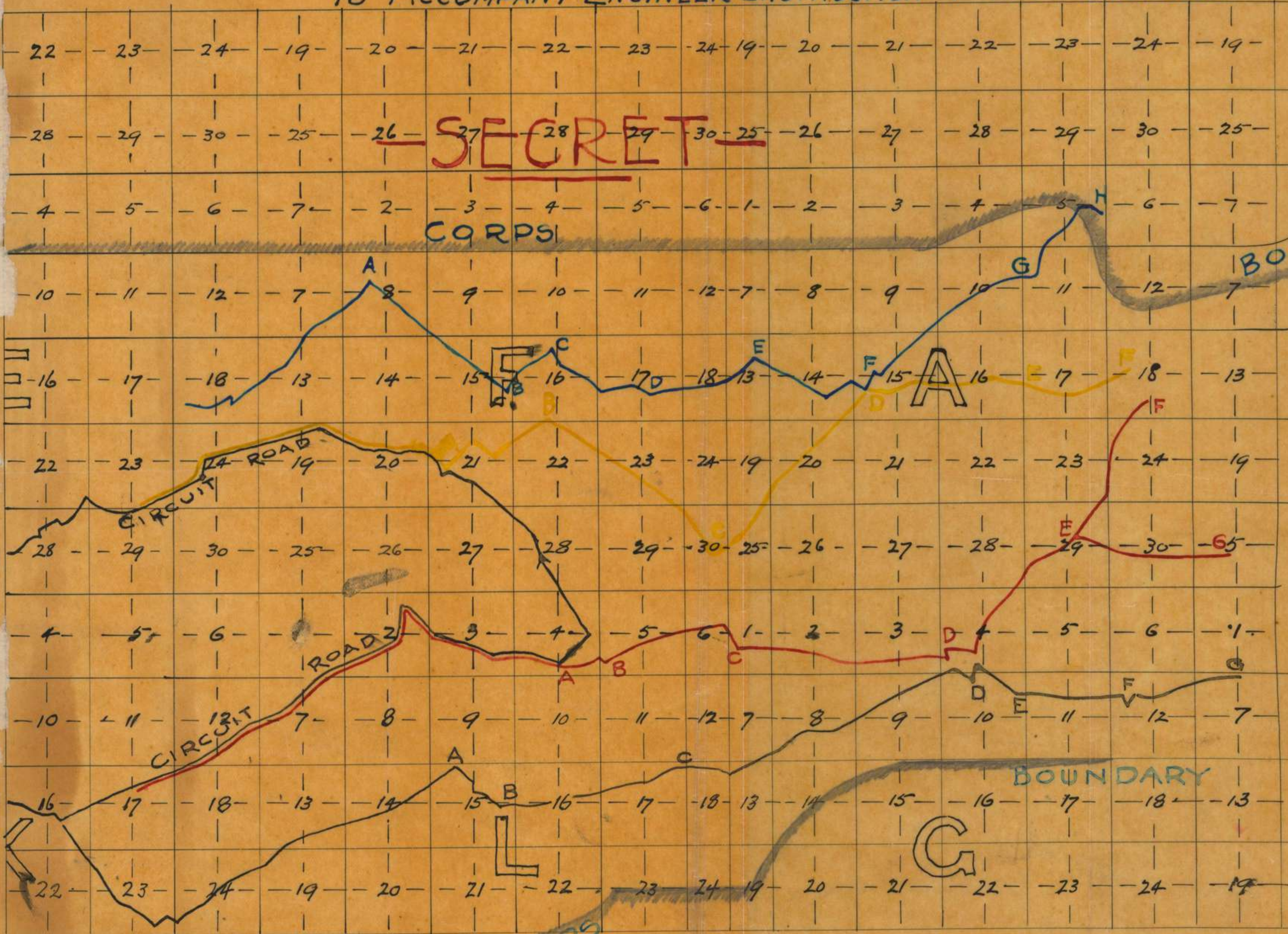
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HPPT

250 Part Sheets 57<sup>B</sup> 57<sup>C</sup> 62<sup>C</sup> 62<sup>B</sup> 'ETAVES'

40000

To ACCOMPANY ENGINEER INSTRUCTION N<sup>o</sup>22 24.9.18.



APPENDIX 28

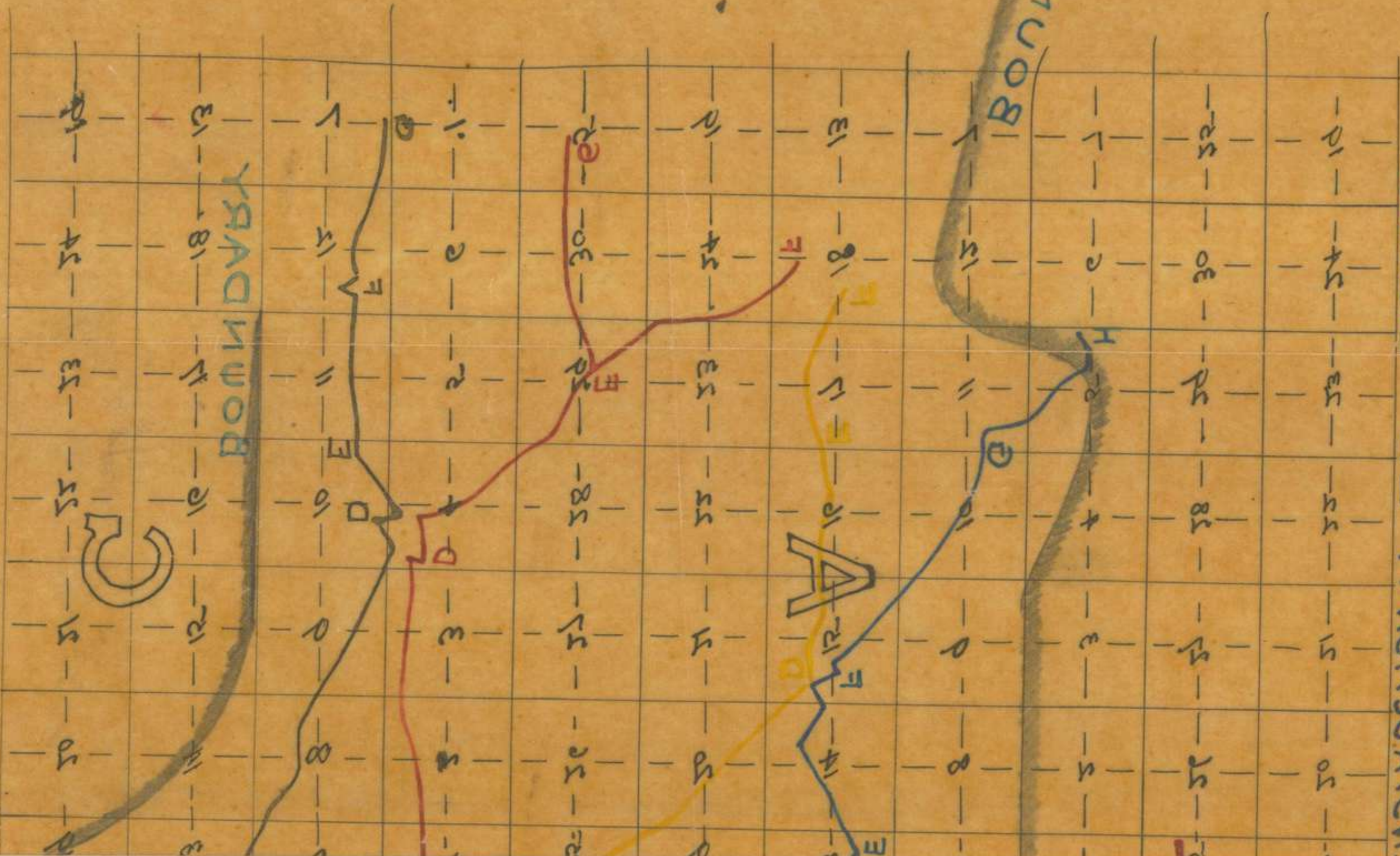
209



pos

APP 78

pos

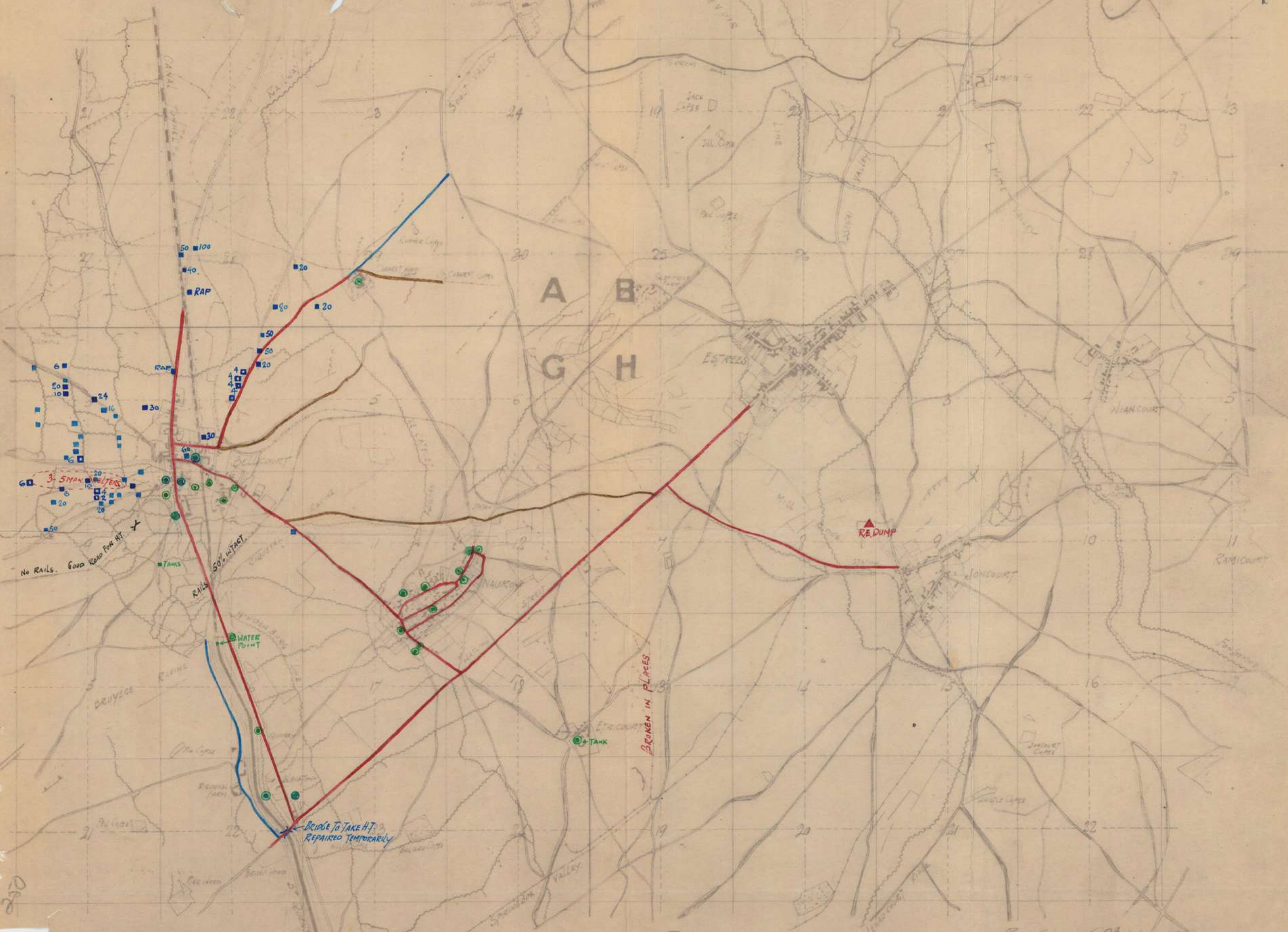


81.2.45 220M VOITCUPATSI

HWT

258

210



RECONNAISSANCE DIAGRAM.

PART SHEET 62<sup>3</sup>NW. 124113

- ROADS FIT FOR M.T. ALL WEATHER —
- " " " H.T. " " —
- " " " H.T. DRY WEATHER ONLY —

- DEEP DUGOUTS ■
- PILL BOXES ■
- WELLS ●
- } NUMBERS INDICATE ACCOMMODATION.

210

APPENDIX 79

F.M.H.

250

SECRET

211

**MAP TO ACCOMPANY**  
**5th Aust. Div.**  
**BATTLE INSTRUCTIONS**  
 Beautavoire  
**SERIES 'E' No. 10**



**RED AREAS.** - Smoke bombs to be dropped in red areas between Zero plus 4 hours and Zero plus 4 hours and between Zero plus 5 1/4 and Zero plus 5 1/4 hours.

**GREEN AREAS**  
 Smoke bombs to be dropped in green areas between Zero plus 8 hours and Zero plus 8 1/4 hours.

E.A.V. Top. Sect.

250

211