

1909

The 7th F.F.B was formed at the Warren
 Morricksville, Sydney on April 1st 16.
 The Brigade consisted of the 25th 26th
 27th & 28th Batteries, under the
 command of Lieut-Col R. St. J. Pearce
 V.D. The 28th Battery consisted of
 men drawn from the various
 Artillery details then in training
 at the "Warren". Lieut A. Audsley
 was the officer commanding this
 Battery. The training was
 carried out in the usual
 manner, mostly at Undercliffe
 Park, which was a level stretch
 of Grassy land, through which
 ran the stream known as Cooks
 River. Physical Drill, Marching,
 Signalling, Gun Laying, and
 Standing gun drill were the
 most important features of the
 Battery training. The mounted
 drill followed, in which the

drivers, received a good insight into their part of the work in connection with the Field Artillery. On May 5th No. Capt. J. M. Irwin joined this battery and was taken on strength on the 6th inst. The Brigade paraded, and was inspected by the State Commandant on May 10th at Moore Park, in the presence of a great crowd of spectators. On May 11th we embarked on N. N. A. T. A.S.

(S. S. Weymouth). The troops aboard were made up as follows. 7th F.A.B., 9th F.A.B., 1st Regt of the 7th, 1st Regt of the 9th, B.A.C., and portion of the 9th Field Ambulance. All were aboard by 8.30 am and at 9 o'clock, amidst the cheering, and bands playing, & waving of flags etc we drew away from the wharf Woolloomooloo Bay. The vessel

was towed out into the stream where we anchored. Launches and boats of all descriptions were circling round & round us, crowded with mothers, fathers, sisters, and friends, all anxious to catch a final glimpse of those dear to them. The send off from the wharf was great, but more was to follow, when at 2pm, with two mighty blasts from the whistle and the rattling of the anchor chains, brought home to us the fact, that at last we were on our way, to do our share, and worthily uphold the glorious names of Ungar and Australia. The great vessel swung slowly round and amidst the Cock-a-doodle-doo from every vessel in sight, we made our way slowly down the

harbour. An American barque passed us on our starboard side and when abreast dipped her ensign as a token of respect and esteem. This compliment was acknowledged by the boys with three good hearty cheers. The launches followed as far as South Head, but turned back one by one, as we met the welcoming swell of the Pacific. The Pilot vessel "Captain Cook" took the pilot aboard and with a final cock-a-doodle-do, steamed away, leaving us alone with our thoughts. Ince outside, things were got ship shape, gear straightened, and positions allotted etc. We hugged the coast down as far as Port Phillip, which place we entered for the purpose of taking a few extra stokers aboard. After leaving Port Phillip we kept

fairly close in, until Cape Otway was abreast, then the course was altered, and we stood well out, having nothing but the wide expanse of ocean around us. Crossing the Great Australian Bight, the weather became very cool, and a nasty sea began to make, and it was then that we had our first real experience of sea sickness. It didn't last for ever, and on Saturday June 3rd, the coast of Africa was sighted and Durban entered about 8.30 am. We were allowed ashore and found it, a picturesque little place, possessing fine buildings, and a most imposing Town Hall. The hospitality of the people was most marked and everything done to make us "at home". Traus etc were

Free and a very pleasant day
spent ashore. We reported back
to the ship at 10.30pm. The
following day, being Sunday, a
Church parade was held in
the Town Hall, after which leave
was again granted until 10.30pm.
The following morning June 5th
we had a great send off, and
it was with regret that we
waved "Farewell" to people
who had made our stay most
enjoyable. Rough weather was
experienced outside and round
the Cape, but on the 8th June
we lay snugly at anchor
in the calm waters of Table Bay.
Situated on the shore of the
Bay, is Cape Town, nestling at
the foot of Table Mountain.
This was the city we had
heard & read so much of
during the Boer War. Leave

was given us on two occasions
which enabled us to see a
good deal. Not so pretty as
Durban, but a business
centre, with fine streets &
buildings (The Hospital was
over run by invalids and
evacuated, owing to a big
percentage of the population,
viz of Dutch descent). Our
vessel lay in Table Bay for
8 days, during which time,
other transports arrived.
It was on the 16th June that
the "Argyllshire", "Marathon",
"Bellona" & "Benalla" left
Table Bay under the escort
of H. M. S. Kent. "Lights out"
was the order and we
sneaked along until Dakar
was reached on the
Only stayed here one day
for the purpose of taking

aboard coal, and a naval
gun, which was mounted
~~after~~ aft, in case of submarine
attack. We received a fine
farewell from a French
cruiser at anchor, the bluejackets
standing to attention and
giving us three hearty cheers.
These were returned with
much feeling, and we slowly
steamed out, this time under
the protection of H. M. S. Swiftsure.
We were now in the danger
zone proper, but all went
well, when one morning
we were joined by 4 of
H. M. Torpedo Destroyers.
Each of these little boats had
a transport to guard. &
H. M. S. Swiftsure relieved of
her duty, turned round
& steamed away, and was
soon lost to sight. ^{was} ~~at~~ now

a case of a dash for England.
The "Marathon" was away first
with the "Argyllshire" running
a good list, and it was
indeed a welcome sight, when
on July 10th we sighted the
"Chalk Cliffs of Old England".
Arrived in Plymouth, and
anchored in Plymouth sound,
just at the foot of the
historic slope, where Sir
Francis Drake was playing
bowls, when news was brought
to him of the approach of the
spanish fleet, just on
300 years ago. A concert was
held aboard this night, and
the prizes presented to the
winners of various events
held during the trip. This
battery won the shooting,
which considering the
unsteadiness of the vessel,

was very good. After the concert
Lt. Col. Pearce presented
Captain Chicken and the
Chief Officer with an Illumination
address, as a token of respect
and esteem in which they
were held by those on board.
We disembarked on July 11th
and entrained for Salisbury
Plains. Arrived at Amesbury
and then marched to Larkhill
Camp, having our quarters in
Camp 17. Things began to get
in order and on July 24th
the Irish batch left for 4 days
London leave. It was just
prior to this that Capt. J. Mc Irwin
left this battery and became
Staff Captain, Lieut Audsley
again taking charge of the 28th
Battery. We marched to
Amesbury and entrained for
London arriving at Waterloo

Station about 4 pm. Then
marched to Horseferry Road
(The Headquarters of the U. I. B.)
and were dismissed about
5.30 pm. The four days were
spent well seeing the sights
and places of historical
interest. We reported at
9 pm at Waterloo Station,
where we once more took
train for Amesbury, arriving
back in camp about 2 am
the following day. It was
now that our training
was to commence in earnest.
To this end the battery was
divided into two groups.
One portion was to go to
Winchester whilst the other
was to proceed to Swanage
for training. It was on
the that the Winchester
portion left camp under

Lieut A Quasley. arriving at
that place at 2 pm the
same day. After a march
of about $3\frac{1}{2}$ miles we arrived
at Arington Park Camp
and took up our position
in W Group, which was
the Howitzer portion of the
camp. We were now reclassified
as the 107th How Battery.
In the morning we fell
in and had our first
experience of English
officers. Of course the first
item on the list was
marching, and it only
took us about 5 minutes
to show the officers that
as far as ~~the~~ marching
was concerned we were
O.K. This was good as
it enabled us to go
straight on to the 4.5

How, which up till this time
was absolutely new to us.
The following English
officers had charge of the
gunners, Lieut Lawson,
Lieut Lauder, & Lieut Bowden.
The gunners thoroughly
enjoyed the instruction
and work given them
by the above officers, who
when they saw how keen
the men were, couldn't
do enough for them. In
the meantime the drivers
were receiving their
training from Lieut
Loftis and Lieut Jones
for riding, whilst Lieut
Atkins had charge of
Team's work and manouring.
The signallers attended
the Signalling School in
T Group and were also

under first class officers.
our stay amounted to just over
a month, and at the end of
that time, both gunners and
drivers, were passed as out as
efficient. The signallers whose
course was properly, a 16 weeks
school were passed as "partially
trained". Manoeuvres were
held and we were then
sent back to Larkhill, ready
to do our firing tests.
We left Winchester on the
5th Sept. In the meantime
the Swingge portion were
doing equally well, under
the supervision of Major
Barlow, who was the camp
Commanding Officer. Lieut
McCully was the gunnery
instructor, Lieut Shepherd
the Driving & Riding
instructor, whilst the

signallers were under the
supervision of Major
Smith and Lieut Burleigh.
It was here that Captain
G. H. Patterson took charge
of the 107th Howitzer Battery.
The Winchester quota
arrived back at Larkhill
on the 5th Sept & were
rejoined by the Swingge
portion on the 20th inst.
The Battery carried on
with its training, having
Gun drill, laying, & stables
etc whilst the Signallers
attended a signalling
school under the direction
of the 7th F. A. B. Headquarters.
Owing to a Brigade
Order, about 30% of this
Battery were transferred
to the 118th How Battery
in the 23rd F. A. B.

It was most unfortunate,
splitting up the battery,
after the men ~~having~~ had
practically completed their
training, and made their
special mates. The battery
assisted to build two
gun emplacements, opposite
the gun park, to be used
for instructional purposes.
On the 2nd October
Lieut F. P. Mays was
allotted to this Battery.
A review was held at
Bulford, Salisbury Plains,
when his Majesty King
George V inspected Australian
and New Zealand troops.
The 3rd Australian
Division were present
and created a great
impression by their
appearance and soldierly

bearing. This battery happened
to be on foot on this
occasion and their
march past was indeed
a credit to them. The
following message was
received by the General
Officer Commanding
the 3rd Australian
Division. From His
Majesty.

"Windsor Castle
"Officers and Non Commissioned
Officers and men"
"To day I inspected for
the first time in this
country Troops from
my Dominions of
Australia and New Zealand.
These successive contingents
are the recognition by
the Dominions of their
obligations to the

common defence of the
Empire. I was particularly
impressed by the soldierly
appearance and Piquette
of the men of the various
units, while the warm
hearted greeting accorded
me on my departure
touched me deeply.

The keen spirit which
animates all ranks
shows that officers and
men realise what
careful training and
strict discipline are
necessary to reach that
high standard of efficiency
demanded by modern
war. Make good use
of your time on
Salisbury Plains and
reinforce the fighting
line with worthy

successors to those who
have made famous the
name of Anzac.

I shall ever watch with
interest your progress
and well being."

27. 9. 16.

This battery continued its
training and on the
4th October, the Battery
Commander and Officer
and four telephonists
reported to the Brigade
Commander prior to
leaving for the "Bustard"
for a tour of inspection
of the infantry trenches
dug there. The Drivers
carried on in the
usual way until October
19th when orders were
received to the effect
that a riding school

was to be formed.

Lieut Hill had charge of the 27th and 107th Batteries, which were to parade at 9 am till 11 am and from 2 pm till 4 pm.

On the 11th Nov. Lieut H. H. Pitman was appointed to this battery. The next phase of our training was the gas instruction and it was on the 21st Nov that orders were issued for N. C. O's & gunners to attend a ~~series~~ series of Lectures and practical demonstrations by Captain J. W. Wilson Divisional Gas Officer, assisted by Sgt Mc Mahon (Gas Sgt attached to this

Brigade). It was a very necessary portion of our training and the members of this battery that were present were able to pass on very useful information to others, who were unable to attend. The weather was now very cold and snow fell on several occasions. Snow fights were common as so was the mud and slush. It was a cold miserable day on the 2nd Dec that our battery was to go through its firing tests. The rendezvous was "ye Old Bustard" and the time set down 12 noon. The firing was carried out, the shooting of this battery being very good.

We returned to camp in the evening. The following day the 8th F. H. B. were shooting and Capt. E. D. Patterson and three telephonists were stationed at "Rushall Farm Splinter proof" according to Brigade Orders. Shooting practise was again carried out on the 4th Dec, this battery again doing well. Telephone communications were tested by the Adjutant, but were O.K., as far as our battery was concerned. This Battery had further firing practise on the 8th Dec when an aeroplane shoot was held. The Battery came into action at I27a with lines laid out to the SW corner of Fox Boverk.

Communication was immediately established with the "Hagstaff Knighton Downs" station. Wireless apparatus was at this position and in communication with the observing plane. This shoot was also very satisfactory. It was on Dec 29th that the Brigade moved off from Larkhill Camp and entrained at Amesbury for Southampton. Arrived at 3 pm and transferred our horses, guns, etc to the S. S. Siphia. Only portion of the men came by this boat and at 8 pm we steamed out, en route for France. On our dash across the Channel nothing of importance occurred and early in the morning the French coast was sighted. We entered Le Havre

and moored in the stream until mid-day, when we tied up to the wharf, and unloading commenced at once. Horses were picketed, guns & waggons parked and at 9.15 pm we sat down to tea.

Turned in on the wharf and early in the morning were joined by the balance of the battery, who had come across per passenger boat. At 12 o'clock noon we moved off to extrain for Baillieu. This was carried out and at 3.30 pm started on our long trip across France. Arrived at our destination at 10.30 pm on January 1st & by 2.30 am were hooked up ready to move off.

Mud was everywhere.

after a weary march we arrived at Strazelle. The weather didn't improve and the waggon lines were nothing but mud. We endeavoured to carry on with the usual harness cleaning & grooming, but it was almost impossible to make any head way. The gunners in the meantime were endeavouring to remove the mud from the guns & vehicles. It was here that this battery was made into a six gun battery by the inclusion of a section from the 109th How Battery. Lieut. Rutledge, Lieut. Keenan and Lieut. Shelley-Jones who joined

us with the above section.
On Jan 6th 2nd Lieut
H. H. Pitman and
Lieut G. P. Mayo were
posted from this battery
to the 3rd Divisional
Artillery Details.

It was on Tuesday Jan 9th
that 12 telephonists were
to report to Headquarters
& proceed to the firing
line. Capt Patterson
& Lieut Rutledge were
the officers in charge.
Telephones, wire, iron
rations etc were
carried. We went per
motor lorry, arriving
at "Half Past Eleven Square"
Armentières about 11am.
Starched from here to
the Gas works. This
proved to be our

battery position. The
telephonists carried on
with the battery staff
of D/175, which battery
ours was relieving.
The experience gained
by the telephonists
enabled us to carry
on with communications
etc, when on the 13th inst.
the centre section came
into action under Lieut.
~~Green~~^{McGowan} ~~McGowan~~. Two days later
Lieut Rutledge brought the
right section to the position,
whilst the following day
B. S. M. Allan led the
left section up. On the
20th Jan we finally took
over from the English
Battery. D/175. The
following day registrars
were gone on with

Captain Patterson registering his guns on the zero line, which was "La Kongrie" I 110 9. 1., also the front line trenches at I 119. 60. 65. The battery covered the divisional sector from Locality 1 to Gap H. The magnetic bearing from the O.P. known as "Cherry Blossom," being 155° to 108° . This battery was called upon to man the Brequin O.P. which were as follows.

Brentwood No 2 C 27C. 10. 65.

Brentwood No 1 C 26D 30. 90.

Cherry Blossom C 27C. 10. 55.

The latter place was mostly used but from all places, good observations could be made and an accurate account taken

of the hostile fire directed on our sector. It was not long before the good work of this battery was noticed and our sector enlarged. Two gun pits were built on the right flank of our position at right angles. and the guns then registered on "Trelingheim Bridge". Other targets were engaged and the enfilade fire from these guns was a great help to the infantry further north. Our first casualty occurred at "Cherry Blossom", where Len Whealey (telephonist) was wounded by a machine gun bullet

entering the window
and penetrating his
arm. It was on Jan 22
that the enemy made
a determined raid
on the sector left of
ours. Our battery was
in action from about
2.30 pm until 7 pm.

This was the heaviest
firing our battery
had done up till
this time. It was
while the battery
was in action on
Feb 1st that the 6 Gun
detachments were
put out of action.
The following NCO's
and men formed
the detachments.

Sgt Tilbury	wounded
Bar Pember	Killed
Gwr Welsh	Killed
Gwr Hume	wounded
Gwr Laurence	wounded
Gwr Stewart	wounded.

The work went on
as usual with this
battery doing a fair
amount of both
Counter Battery work
& trenches. Enemy searchlights
were very active so we
manned a position called
AW (188. 30.20.) so as to
enable us to secure cross
bearings. On numerous
occasions our battery
fired salvos according
to these bearings, and on
two or three occasions
the searchlights were not
seen again.

The battery was in action
a good deal during the
next few days. On Feb 13th
a whiz bang landed
close to no 3 gun, wounding
Sgt. W. Frakey. He was
immediately taken to the
dressing station and
attended to. A big raid
was held on our sector
and at 10.30 pm the
artillery opened fire.
About 11.25 pm it ceased
off and finally stopped
at 11.30 pm. At 12.25 am
gas was sent over and
at 12.30 am the artillery
again open up. The
barrage this time, was
for the Infantry who
went over, and made
a very successful raid.
The shooting of this

Battery again being very
good. The Battery
waggon lines were
situated at a place
called L'Allobean
situated at H18 60.80.
Lieut Shelley-Jones was
in charge at the time
and the usual waggon
line routine carried
out. Ammunition was
supplied to the Battery
per Firing Battery and
Firing Line waggons. In
nearly all cases this
was done by night.
On the 16th 2nd 17 Capt
W. L. Marfell was posted
to this battery and was
Waggon Line Captain.
It was on the 19th
Feb. that 2nd Lieut
W. S. Cooper was

posted to this battery
and taken on strength
On the ^{2nd} ~~1st~~ March
Capt H. B. Taylor was
taken on strength and
posted to this battery,
relieving Capt Marshall
at the Waggon Lines,
who reported to the
Battery position in
armenities. On the
12th March at 10.30 am
an inspection of the
Waggon Lines was held
by the C. R. & the
report was very
satisfactory. The battery
had no more casualties
and did exceptionally
good work, and on
the 16th March we
were relieved by the
108th ~~100th~~ Battery 8 F.A.B.

The Battery (4 guns)
under Capt Patterson
moved off and took
up its position at
Ploegstert. The detached
section (C & D sub section)
under Lieut Cooper
proceeded to the
Kouplines, where in
the evening the guns
were placed in
position at C. 22A. 30.60.
The section were in
communication with
the battery and the
registrations of the guns
was carried out by
Capt Patterson & Lieut
Cooper. This section
did not do much firing
being used mostly for
S.O.S. and for enflaming
targets engaged by the

other 4 guns. The Battery position at Ploegsteert was situated just off the main road and well surrounded by trees. The guns were in proper pits. The Zero line was ~~at~~ ^{near} Strelingheim Bridges, ~~which~~ was registered on the 17th ~~of~~ ^{March} and "Pont Rouge" was next registered. The following couple of days were spent in registrations, and improving the position. ~~Very~~ Further targets were then registered including "White Farm" "U29C 58 82" and the Bridge near Pont Rouge. Our

registrations evidently annoyed the enemy who brought his Trench Mortars into action and we were called upon for retaliation. This was directed on his Trench Mortar positions after which registrations were again gone on with. Brigade Shoots were carried on, in which the detached section were in action. The enemy trenches then came in for our attention and "Cecil Reserve" "Cecil Support" & Cecil Avenue were registered. It was on April 1st that the enemy registered on our position with 5.9's. It was on the evening of April 5th, that the section under Leach Cooper drew out from the

troop lines and proceeded to Ploegsteert, taking up their position, about 300 yards to the left flank of the battery position. On April 8th the C.O. Lieut Col A. D. K. McCartney inspected the position. At about 4.15 pm the same day the enemy commenced shelling our position with 5.9's. This continual hail of shells continued until about 6 pm when salvoes of gas shells were hurled into the position. It was during this bombardment that Lieut Shelley-Jones and Gunner Hixton displayed great bravery ~~in the~~ and devotion to duty & were recommended for Military Honors. The following appeared in Brigade Orders on April 28th 1917.

The Divisional Commander has pleasure in highly commending the undermentioned officer for meritorious and gallant service rendered.
Lieut J. H. Shelley-Jones 107th Ry.
Lieut Shelley-Jones was superintending repair work to guns of the 107th How Battery near Ploegsteert on April 8 1917, when the position was subjected to heavy hostile fire with 5.9's and gas shells. He at once ordered the men to vacate the position and proceeded to a flank with them, but immediately returned through very heavy fire to see if all ranks were clear. By this action he not only set ~~down~~ an excellent example of bravery & coolness under shell fire but was

able to assist in carrying a
gunner, whom he found
unconscious in a gun pit.
to a place of safety."

"The Corps Commander has
awarded the Military Medal to
No 29307 Gun Bode Carnot Kirtton.
107th Bowdler Battery.

On April 8th the 107th Bowdler
in action near Ploegsteert.
came under heavy fire from
S.G.s and gas shells. The
detachments having vacated
the positions under orders.
Gunner Kirtton ran up under
very heavy shell fire to
another gun pit to see if
all ranks were clear.
and if necessary render
assistance. He set a high
example to all, by his
action and was also able

to assist an officer in carrying
to a place of safety a Gunner
who was found unconscious in
the Gun pit."

The Battery had three casualties on
this date. Lieut Shelley-Jones
(shell shock) Bdr Patterson (shell shock)
& Gunner Pickles (wounded).

The old position was vacated
on the 9th April, the Battery
joining the detached section.
Five guns were in position
here, whilst one gun was
from 300 to 400 yards in
rear slightly to the right.

On the 10th April the following
appeared in Brigade Routine
Order No 353.

"Promotions."

Capt G. H. Patterson 7th F. F. B
to be temporary major to take
effect from the 21st Jan 1917.

This Battery also manned the
Brigade O.P.'s whilst in this
position. It was on the 13th April
that we were relieved by the
108th Howitzer Battery. Our guns
pulled out and proceeded to
the Wagon Lines at Steenwerck.
The following day Major G. H.
Patterson was killed, whilst
regulating the relieving ~~the~~
Battery's guns. His death was
a great loss to the Battery, as
he Major had proved himself
"a Gentleman and a soldier"
and was extremely popular
& held in high esteem, not
only by his own battery, but
by all who came in contact
with him. A brave soldier,
with a keen brain and
high sense of humour.
He was buried in a
pretty spot in Ploegsteert

wood near Hyde Park Corner.
On the 16th April we left
Steenwerck en route for
Selles where we were to
practice manoeuvre battle.
~~we were to~~ We passed
through Bailleaul, Hazebrouck
and bivouacked for the night
at a small village called
Wallon Capelle. Revellie at
4 am the following
morning and moved off at
8 am. The same day
passed & Omer, the Brigade
camping for the night about
2 or 3 kilos from the above
town. The following morning
we again moved off early,
and after a long trip
over fairly hilly country,
we arrived at Selles,
in the evening of the 20th
Selles proved to be a

picturesque little village, situated in low lying country, midway between Stomer and Boulogne. Green fields, and hedges were in abundance, whilst a small stream curled snake fashion, irrigating the country for miles away. Our Waggon Lines were situated on a grassy paddock with a gradual slope towards the stream. The trip had been exceptionally cold and miserable but, as if to make amends, the sun shone forth in all its splendor making glad the hearts of both men and horses. The ground dried up wonderfully well and the horses were able to get a fairly hard footing. The men were billeted in barns situated about half a mile from

the lines. The right, centre, and left sections being in separate billets whilst the signallers were in barn in another direction. The guns were on the side of the road and a guard placed over them. The signallers attended a signalling school under the supervision of Lieut Parker who was Signalling Officer of the 7th Brigade. Visual work was given preference and in the evenings, lamps were used. In the waggon lines the usual proccaine was gone on with, harness cleaning, grooming & Exercising etc. The gunners had gun drill, & laying. Sports were held in which this battery took an active part,

winning several events.

Leave was given for the purpose of visiting Desvres, a fair sized town situated about 6 kilos away.

Through the courtesy of Lieut Parker the battery staffs of the different batteries were given a days leave to Boulogne. Only 10 men from this battery were allowed to go, the names being drawn from a hat. Divisional manoeuvres were held on April 26th in which all batteries took part.

The communications was established by means of flag, Disc Helograph & Shutter. After the manoeuvre the Divisional Commander inspected the batteries,

and we then returned to the waggon lines at Selles. On May the 1st we packed up and started our long trek back, our first stop being just outside St Omer. Leave was granted 5 men per sub section for the purpose of visiting this town. An early start was made the following morning, arriving at Hazebrouk in the evening. On May 3rd we reached our waggon lines at Pont Neuf. The same evening the guns under Lieut Cooper proceeded to Armentieres thence to the Doulines. The battery position was at the tram sheds at C 265 906. No 1 and No 2 guns were

registered on their Zero line,
which was cross roads
situated at C12D 99. 99.
These two guns then registered
on "Moat Farm" and a
building in Freilungheim at
C11D 74. 48. and portion of
"Grise Trench". The following
day Nos 3. 4. 5. 6 guns registered
on the same Zero line at
C12D. 99. 99. Further registrations
were carried on with and
at 7.40 pm this battery was
in action on an S. O. S.
until just on 11 pm. It
was on May 10th that we
left Houplines and proceeded
to Ploegsteert wood and
took up our position in
the cover of a hedge at
U19C 80. 40. The other two
guns being in position
and well screened by

the bush & scrub at U19C 60. 60.
The first target was "Moat
Farm" at C18C 50. 55. which
Nos 3 & 4 guns registered on
This position turned out
to be our Battery Position
for the Messines Battle.
In the afternoon a wire
cutting shock was carried
out and over 300 rounds
expended, between the hours
of 1.30 and 4.30 pm. Plenty
of shooting took place
whilst in this position
and further targets were
engaged including "Grey Farm"
front line trenches at U9C 10. 40
to U9C 27 08. The following
day "Ulrica Trench" and
"Ulrica Support" were
engaged and close on
500 rounds fired on these
trenches and wire.

On the 18th inst more wire
was cut between "Ulrica
Avenue" & "Ulster Avenue"
at U19C 68. 48. to U9C 70. 15.

At 9 pm on the same
date we fired just on 600
rounds in answer to an
S. O. S. signal.

Warneton next came in
for our attention and
120 rounds were fired at
U12D 25. 63. We were
next called upon for
retaliation, firing 250
rounds into the enemy's
trenches. The front line
trenches were next
engaged from U8D 94 60
to U9C 08. 38. when 300
rounds were expended.
The following night we
warried "Ulrica" & "Ulster"
avenues by firing at

the targets off and on, from
10 pm till 5. 45 am. On the
20th inst an aeroplane
shoot was carried out
against a hostile battery at
U18C 80. 40. This battery was
registered on. The following
day an aeroplane again
observed for us, again an
enemy battery at U12D. 90 80.
Direct hits were obtained
and the battery silenced.
"Munich" positions and
wire had our attention,
until retaliation was
ordered. This was directed
against the enemy's front
line trenches. The Battery
was now constantly in
action and many targets
engaged. "Ulrica Lane"
"Ulrica Avenue" & "Ulrica
Gap" came in for quite

a lot of our attention
Ulster Trench & wire,
Barricade Avenue and
Ultimo Support were dealt
with in due course, the
were being completely destroyed.
By this date every Battery
round about, were in
action more or less, and
prematures were no
uncommon occurrence.

On the 3rd June Sgt. W.
~~Abbott~~^{Ligg} was wounded by
one of these bursts. The
following day Bar C. C.
Murray was wounded and
reported to Hospital.
This night the enemy
evidently in the belief, that
the stunt was to start
in the morning
commenced sending over
streams of gas shells.

In fact from Ploegsteert
wood to as far back as
Ponk Niepe was one mass
of gas. The casualties
were very few in our
battery considering and
only Bar Geayes & Spe
McGregor were sent further
on, these two eventually
reaching Blighty.

On the 6th June Sgt. Bruce
Ladd was killed by a
piece from an enemy
shell. The advance was
to take place on the 7th
June. This battery was to
supply one C. O. O. and
party of 12 men complete.
Lieut. Keenan was the
officer in charge and
owing to Bar Murray
being wounded, Bar
Abbott took charge of the

signallers. Reels were made
and a $\frac{1}{4}$ of a mile of
twisted D3 cable rolled on
each. Pigeons & flappers,
were procured and everything
got ready. The party consisted
of the following Officer
NCO's and men.

Lieut. N. Keenan (Forward
Observing Officer).
Bdr. Abbott, Gus Woodward,
McRobert, Brailfield and
Oakes were the F.O.'s
party. Gunners Hardwick
Bennett Laverack, McCulloch
and Bdr. Burton were
linesmen, whilst Bdr.
Mashman was stationed
at RQ1 (the cable head
for our F.O.'s party). The
party left the battery
position about 11 pm
on 2 June 1916 and proceeded

via "mud lane", to the "Only way".
We arrived at RQ1 in our
front line trenches and
were able to remove our
gas masks, as the gas barrage
was only over our Artillery.
At 10 past 3 am the Artillery
opened up and the infantry
went over. News was brought
back by runners that
everything was going well.
At 4.30 am with Lieut.
Keenan in the lead,
we went over, laying
our wire as we went,
we proceeded. Followed
the hedge in "no man's land"
leading to the Down River.
Followed the ~~Down~~ track
of the river until reaching
"Ulcer Reserve". Here we
branched off to the left
and Lieut. Keenan at once

commenced looking for a suitable place for observing. Made our way up towards Messines, but were in the New Zealanders sector, so made our way towards Snitchell Farm. This place wasn't suitable, so we went further forward until reaching "Bethlehem Farm". This proved to be surrounded with tall trees, and one was picked out as an observation post. A wire was run from a dug out situated in the corner of the farm, to the tree and up about 20 feet. Steps were made with bayonets, and Lieut Keenan, with map,

glasses etc was able to observe and locate the enemy's movements. In the meantime the linesmen were having a fairly lively time, and being kept busy owing to the wire being continually broken. Communication was established with our Headquarters which was L. Group. On the map reference of our O.P. was given, and valuable information was sent back, by runners, wire, and visually. A German whizz-bang gun, which had been captured by our Infantry was handy, and Lieut Keenan at once endeavoured

to get same into position, behind
the hedge in case of a
counter attack. It proved too
heavy for us so it had to
left. Information was sent
back that the "Enemy
were preparing for counter
attack". This proved to be
correct, for at 2.45 pm the
counter attack was launched.
Valuable news was sent
through and our F.O.O.
and party were relieved
about 8 pm the same
evening, arriving back
at the Battery position
about 10.15 pm. Lieut
Keenan secured very
valuable information
and carried out his
duty, with utter disregard
for his personal safety.
The line men and telephonists

carried out their own work
well making the whole
party the most successful
of any Artillery F.O.O. on
our sector. The following
were recommended for
Military Honors.
Lieut N. Keenan
Bar Burton, Gun Laverack
Gun Woodward and Gun
Hardwicke,
The gunners at the
Battery were standing by
at 3 am and commenced
firing at 10 past 3. They
were at a great
disadvantage, owing to
the fact that gas masks
had to be worn, but
by 4.15 am the masks
were removed, the
concussion from the
guns, removing the gas

The barrage lasted practically all the morning and the Battery alone fired over 2000 rounds. The enemy's counter attack at 2.45 was broken up by the artillery and at 3.30 am a further barrage was put up for the advance from the Black Line to the Green Line. The same evening the battery was again in action, another counter attack being the cause, and over 300 rounds were fired. The following afternoon another S. O. S. was fired on, this time 400 rounds being expended. The Battery was in action practically the whole of the evening when

well over 1000 rounds were fired on the following targets, "Unchained French" "U10B 15. 95." to "U4D 70 84." "Sugar Refinery" and S. O. S. Lines. It was on this date that Gunner McWhorter was gassed. The following day the "Sugar Refinery" came in for our attention and 250 rounds put into it. The front line trenches from U22C 30. 26. to U21B 74. 13. were fired on from 3 pm till 7 pm when 1000 rounds were sent over. The wire and trenches being very badly damaged. At 11 pm the same evening we engaged an enemy battery at U6C 00. 24. The Battery was silenced after 120 rounds

had been fired it was on the
11th June that Gun Officer Snow,
was gassed and taken to
Hospital, being struck off
strength the following day.
A great deal of firing was
still being done, and the
cross roads in U290 also
houses and roads in U190 were
fired on. Deulemont was
the next target, and
various targets were
engaged, when well over
1000 rounds were expended
with very good results.
at 3.30 pm on 17th inst
200 rounds were put
into the approaches to B
Zone, southern portion, and
a similar number on
the same target at 5.30 pm
10 pm 11.45 pm and 1.15 am.
On the evening of the 18th

June we drew out from
this position taking up an
advanced position on the
northern side of Ploegsteert
Wood, at a place called
"Bunkill Row." The Battery
which here did not do
much firing. It was the
work battery position
we had occupied up till
this time. Every night from
10 pm till 4 pm in the
morning we were under
a continual hail of gas
shells and H.E. The position
became untenable, and
we drew away to a new
position but not before
we had casualties.
A/B Richards was killed
on the evening of June 24th
Whelsh Gunner R. S. Payne was
killed the following night.

It was whilst moving the guns on June 25th that ~~Mr~~ A S Hedges was gassed. We were in this position one day and a couple of guns registered. The following men had to report to Hospital through the gas, ~~Lt~~ Dalton
Lt McLeod & Lt McAdam.

The same evening we pulled out and the Battery assembled at the Wagon Lines at De Seule. We were here until July 2nd, when the Battery again went into action, this time on the Messines Ridge. The position was on the left of the Messines Road about half way up the ridge at the zero line which was registered on the 4 inch. "Kiwi Farm" was next registered.