

'D' <sup>by</sup> COY: *Suppl*

The company moved from B Coy area at approx 2140 hrs on a bearing of 65 deg. Mag. in open formation, covering a frontage of 300 yds and followed at about 300 yds by one "jeep" and two engineer trucks carrying mines.

The going was extremely difficult for the MT and impeded the rapid progress of the march.

Wireless communication was maintained throughout even after the distance was too great for the No.13 set.

The main road (Via Balkhala) was sighted at about 0040 hrs from a hill a mile away. Just before this a truck was heard to start up on our left front and move away to our left. The company moved fwd towards the road but a tank approaching quite closely from the front caused it to go to ground. Two flank sections of the Coy moved fwd to stalk the tank and the 2" mortars grouped under the CSM prepared to smoke the Coy front in case of the tank coming very close. At approx. 0115 hrs two cars were observed to move away and three tanks started up where the other had been heard. These tanks moved rapidly to our left and the coy moving quickly to the right made use of a large watercourse to continue the march to the road. About a half a mile from the road a sentry was seen by the scouts, on a hill near the water course. The Coy passed quietly without being observed and shortly afterwards a bridge was observed. At approx 0200 the bridge and the road was reached and the coy took up its position straddling the road on either side of the bridge facing WOFILIA and SIRTE. The MT which had previously been sent for had great difficulty in reaching the bridge and did not arrive till 0330 hrs approx.

The engineers immediately proceeded to put down a minefield on the WOFILIA side of the bridge. The minefield was completed at 0420 hrs and the engineers moved to the SIRTE end of the bridge to put down more mines. Time was short. In order to be back in Bn area by 0700 hrs. The stipulated time. I gave orders for work to end at 0430 hrs, so the mines on the SIRTE end were placed on either side of the road only, and not on the road itself. The return journey was begun at 0445 hrs and the Bn area was reached at 0700 hrs. There was one halt of 5 minutes at 0600 hrs.

An accident occurred during the mine-laying operations, when a mine exploded, killing two of the engineers.

Throughout the time the road was under observation, i.e. 0040 -- 0445 hrs no vehicles crossed the bridge spanning the wadi.

The name of the wadi is WADI SCHERWAN on large sign boards on each end of the bridge..

The bridge is a superb structure of concrete in three arches.. Throughout the time the coy was occupying its positions at the bridge no MT was seen or heard even down to the sea..

According to the meter on one of the MT taken down, the distance to the bridge traversed by the coy was several miles.

Casualties: NIL.

(Sgd) F. R. Logan,  
Major.  
O/C 'D' COY:

Reference: Archives New Zealand = Te Rua Mahara o te Kāwanatanga.

Ref: 28 NZ (Maori) Battalion Diary, WAI 1 1665 DA 68/1/36, p.78