

5/13/10/4

AUSTRALIAN ARCHIVES
ACCESS STATUS

JANUARY TO
FEBRUARY 1942

ORIGINAL

2/10 FIELD COMPANY

Place	Date	Time (hrs)	Summary of Events	W A R	D I A R Y	JAN 1942	Remarks & Appendices
Mersing	Jan 1 to Jan 22		At MERSING during this period the following general works were carried out by 1 Sec under command of Lieut Heathcote: 1. Construction of operating theatre & 50 shelters for patients at A.D.S., JOHORE-MERSING Estate at 845.462. 2. Clearance of fields of fire by demolition of buildings &c on both banks of S.MERSING. 3. Laying of minefields A/T & Shrapnel Mines at PALM BEACH Area & on N.Bank of S.MERSING to MAYANG Estate. (See App 2). 4. Road construction at A.D.S. at 845.462, Bde HQ at 859.434., & at B Echelon harbour at 8545.				General works for month. Not applicable to any particular date.
JEMALUANG	Jan 1 to Jan 22		At JEMALUANG the following works were carried out by or under direction of 3 Sec under command of Lieut Dobbie:- 1. Construction of A/T ditch from PALM HILL 853.287 to MERSING Rd 862.288 150 coolies employed. 2. Construction of A/T obstacles on MERSING-JEMALUANG Rd at 74 M, 73½ M, & 71 M. 3. Clearance of fields of fire by demolition of buildings &c JEMALUANG village. 4. Maintenance & manning of water points at 72½ M & 66½ M KOTA TINGGI - MERSING Rd. 5. Construction of boom of barges in S.ENDAU at 5667 & laying of booby traps in same. On the road from KOTA TINGGI to JEMALUANG the following works were carried out by 2 Sec under command of Lieut Miller:- 1. Establishment of bridging dumps of road bearers, decking, bolts, spikes at selected points, also stone dumps & Jungle Rollers. 2. Establishment of dumps of concrete cylinders at selected points for road blocks & construction of flank ditches at sides of road. (App 7) 3. Filling of oil drums with concrete for use in (2). 4. Construction of defences at Coy HQ at MAWAI Estate 37 M KOTA TINGGI Rd. 5. Clearance of fields of fire at pill boxes S. of JOHORE River. <u>ALL SECS OF COY:</u> 1. Salvaging of machinery, engineer stores &c from Mines & Rubber Estates. Distribution of responsibility: 2 Sec: SOUTH of 52 M on KOTA TINGGI Rd 3 Sec: 52 M to 76 M on KOTA TINGGI Rd & KLUANG Rd E of KAHANG. 4 Sec: 76 M to ENDAU including BUKIT LANGKAP. 2. Demolition of machinery not movable				APPENDICES: 1.A/Tank rd blocks using steel rails. 2.Mine-fields MERSING Area. 3.Demolitions of LENGGOOR Bridge. 4.Demolition of MERSING Bridge. 5.Demolition of KAHANG Bridge 6.Demolition of wooden bridges KLUANG-JEMALUANG Rd. 7.Details of road blocks using concrete cylinders. 8.Demolition of DOHOL Bridge 9.Demolition of KOTA TINGGI Br. 10.Demolition of KOTA TINGGI Br. See App 7. 10.Demolition of Railway Br at TAMPOI 11.Demolition of TEBRAU Br
KOTA TINGGI	Jan 1 to JEMALUANG Jan 21						
JOHORE BAHRU	Jan 1 to ENDAU Jan 21						

KPK Lawrence May
at 3/10 12 G

Place	Date	Time	Summary of Events
JEMALUANG	Jan 1		Lieut Dobbie appointed to command 3 Sec in place of Lieut Sloan who was promoted to 4th Lt as from 24 Dec & transferred to 2/6 Fd Pk Coy. Lieut Dobbie took over 3 Sec at JEMALUANG.
MAWAI	Jan 2		Perimeter defence MAWAI manned as a Coy exercise by HQ & 2 Sec.
MERSING J	Jan 4		Salvaging of pumping equipment from TENGGU water works 4 M north of MERSING, commenced by 1 Sec.
MAWAI	Jan 4		Trial attack on MAWAI as a Coy exercise.
JEMALUANG	Jan 5		14 No 3-ton lorry-loads of galvanised iron & other material salvaged by 3 Sec at JEMALUANG despatched to 2/6 Fd Pk Coy at JOHORE BAHRU.
MERSING	Jan 5		Party from 1 Sec sent to BUKIT LANGKAP iron mine to salvage plant & material.
MERSING	Jan 6	2300 hrs	Bridge prepared for demolition at TENGGU partly destroyed by premature demolition of one of the crater charges. The charge was connected up to telephone lines & the cause of detonation may have been current from lightning. Derrick erected by 1 Sec on ENDAU wharf for unloading stores from BUKIT LANGKAP.
MAWAI	Jan 6		1937 pattern webbing issued to Coy.
MERSING	Jan 7	1100 hrs	Bridge at TENGGU repaired by 1 Sec & ready for traffic. Maj Lawrence visited JEMALUANG, MERSING, ENDAU & inspected work & c with Fd Section commanders. Reinforcements sent to Fd Sections.
MERSING	Jan 8	1200 hrs	Salvaging party returned to MERSING from BUKIT LANGKAP.
JEMALUANG	Jan 8		3 Sec ordered to take over from 1 Sec 2/12 Fd Coy work on KLUANG Rd from exclusive KAHANG Bridge to JEMALUANG cross roads. This included the manning of two water points at 116½ & 121½ M. Det from 3 Sec posted at LENNGOR.
MAWAI	Jan 9	2000 hrs	CRE called at Coy HQ & informed Coy that HQ RAE was moving with W Force up the West Coast.
ENDAU	Jan 9	1200 hrs	Det of J V E at KOTA TINNGI would come under command 2/10 Fd Coy.
JEMALUANG	Jan 10		Plant from BUKIT LANGKAP unloaded.
			Maj Lawrence arranged with Staff Captain 22 Bde for Lieut Dobbie to pass PWD maintenance gangs through to R E Dump to maintain the MERSING Rd.
			100 lorry-loads of precast concrete cylinders arrived from Hume Pipe.
			Cylinders distributed (1) over road MAWAI-JEMALUANG & (2) along road KAHANG-JEMALUANG. Distribution by 2 Sec for (1) & 3 Sec (2).
JEMALUANG	Jan 11		Water points at 116½ M & 121½ M on KLUANG Rd closed by order 22 Bde. Distribution of concrete cylinders to suitable sites for road blocks continued.
MERSING	Jan 11		Party from 1 Sec sent to BUKIT LANGKAP to remove 2 No 75 M M Guns.
JEMALUANG	Jan 12		Further 15 lorry-loads of concrete cylinders arrived at JEMALUANG. Heavy monsoonal rain commenced.

Sheet 2.

Remarks, Appendices
&c

R. H. Lawrence Maj.
O.E. 2/10 Fd Coy.

Place	Date	Time	Summary of Events	Remarks & Appendices.
ENDAU	Jan 13		Heavy monsoonal rains continued. Boom of boats in S ENADU broken by floods.	
ULU TIRAM	Jan 13	0800 hrs	2 span concrete bridge on main road JOHORE BAHRU-KOTA TINGGI destroyed by floods at TIRAM	
ULU TIRAM	Jan 13	1400 hrs	Temporary bridge erected by party from Coy HQ & traffic restored by 1400 hrs. This bridge remained in place & was used in the evacuation to the island. Coolies on a/tk ditch refused to work in wet weather.	
JEMALUANG	Jan 14		Coy personnel given T A B injection.	
MAWAI	Jan 14		Road KOTA TINGGI-JEMALUANG impassable owing to flooding; up to four feet water across road at 31 M, 40 M, 42 M, 49 M & 52 M. 367 M.	
KOTA TINGGI	Jan 15			
to				
JEMALUANG				
ENDAU	Jan 15		1 Sec demolished barges in damaged boom in S ENDAU. ENDAU dive-bombed & machine-gunned & personnel of the 2/10 Fd Coy under enemy fire for the first time.	
ENDAU	Jan 16		Timber bridge on ENDAU Road at 100.4 M (646,698) demolished by com'd of 22 Bde Cdr, after report received from infantry (2/20 Bn) that enemy had landed in force at WIRELESS POINT.	
ENDAU	Jan 16	2300 hrs	KOTA TINGGI still impassable. Bridge at 100.4 M repaired by order 22 Bde when later report submitted by infantry (2/20 Bn) that enemy had not landed at WIRELESS PT.	
MERSING	Jan 16		MERSING bombed for the first time.	
KOTA TINGGI	Jan 17	0900 hrs	Road KOTA TINGGI-JEMALUANG passable to 3-ton lorries.	
ENDAU -	Jan 17	2000 hrs	Demolitions by 1 Sec on road ENDAU-MERSING from ENDAU to exclusive	
MERSING Rd		to	TENGGU by order Cdr 22 Bde. Total explosive used 2,000 lbs.	
		2400 hrs		
ENDAU -				
MERSING Rd	Jan 18	0001 hrs	Demolitions completed as follows:	
		to		
		0700 hrs		
			<u>Mileage</u> <u>Map Ref</u> <u>Description</u>	
			100.4 645,700 2 Span wooden bridge completely demolished.	
			100.3 646,698 2 span wooden bridge completely demolished.	
			99.3 658,683 Crater charges in road. Crater 100' x 8'. Deep	
			98 672,667 2 Span wooden bridge completely demolished.	
			97.7 676,662 2 Span wooden bridge completely demolished.	
			96.6 689,653 Crater in road. Crater 60' x 8'. Deep	
			96.4 691,647 Wooden bridge completely demolished.	
			94.4 721,630 Crater in road 90' x 8'. Deep	
			93.5 732,620 Road blocked with large logs.	
			91.4 759,599 Crater in road.	
MERSING	Jan 18		Maj Lawrence inspected field works at MERSING & JEMALUANG.	
			MERSING bombed & machine-gunned at about 2 hourly intervals.	
JEMALUANG	Jan 18		Work on construction of loop roads around JEMALUANG cross roads resumed.	

Maj Lawrence
2/10 Fd Coy

Place	Date	Time	Summary of Events	Remarks & Appendices
JEMALUANG	Jan 19		3 Sec commenced construction of 60' span bridge for 2/10 Fd Regt near JEMALUANG 4070,288.	
MERSING	Jan 19		Demolition by 1 Sec of bridge at TENNGLU 789,555 by crater charges near abutments ordered by 22 Bde Cdr. Result - Complete demolition.	
JEMALUANG	Jan 20		3 Sec camp at JEMALUANG dive-bombed & machine-gunned. Sec AA LMG in action for first time.	
			2 Sec party machine-gunned on road 1 mile south of JEMALUANG while unloading concrete cylinders. No Casualties. First time 2 Sec under fire.	
JEMALUANG	Jan 20	2300hrs	60' artillery bridge completed.	
MERSING	Jan 20	1600 hrs	Bombs landed alongside dugout occupied by MERSING Bridge demolition party.	
			No casualties.	
MERSING	Jan 21		2/20 Bn contacted enemy forces north of MERSING.	
		1200 hrs	Enemy fire close to MERSING Bridge. Main party of infantry north of river withdrawn. Major Lawrence instructed by Lt Col Asheton to close the road blocks at MERSING Bridge to prevent enemy forces rushing the bridge.	
		1400 hrs	Road block closed by 1 Sec under close enemy fire. Covering party of riflemen provided by 1 Sec. Enemy machine gun in attap house silenced by our artillery at request of Lieut Heathcote. Our casualties nil. Road block consisted of obstacle framed up of Nibong poles built similar to the "anti-boat" obstacle constructed at PALM BEACH. Flanks protected by drums of concrete wired together & anti-tank mines. In front there were Dannert coils in "U" shape. The gap was closed with a PWD road roller & 2 rows of Dannert wire.	
		1800 hrs	Evacuation of stores from R E Dump, MERSING, commenced. Stores transferred to temporary dump at 56 M coolie lines on KOTA TINGGI road.	
JEMALUANG	Jan 21	1300 hrs	3 Sec harbour bombed. One near miss at cook-house. Sec LMG scored hit on one plane. One hit on road bridge at 860,265.	
		1500 hrs	Road bridge repaired by 3 Sec.	
		1800 hrs	3 Sec det at LENGGOR withdrawn after receipt of information ^{from 22 Bde.} that infantry at BUKIT LANGKAP was withdrawing.	
KOTA TINGGI		2000 hrs	As instructed by 22 Bde Major Lawrence arranged for all PWD gangs to be withdrawn to south of MAWAI cross roads.	
MERSING	Jan 22	0800 to 1800 hrs	MERSING-JEMALUANG Rd cratered with eight charges at 72 M. Each charge of 75 lbs gellignite. Work by 1 Sec. Timber bridge at 76 M prepared for demolition, by 1 crater charge at each abutment. 4 Crater charges also placed in road near 76 M.	
JEMALUANG		0800 hrs	Work on A/Tank ditch & loop roads ceased. Work on track from ROBERTSONS WHARF to KLUANG Rd at 103½ M handed over to 2/10 Fd Coy by 17 Coy S & M.	
JEMALUANG		1400 hrs	Instructions received from 22 Bde to prepare bridge at LENGGOR for complete demolition.	Appendix 3 Demolition of LENGGOR Bridge

*K.P.H. Lawrence Maj
O.R. 2/10 Fd Coy*

Place	Date	Time	Summary of Events	Remarks & Appendices
JEMALUANG	Jan 22	1600 hrs	Major Lawrence accompanied Lieut Dobbie to KAHANG to endeavor to contact S & M party concerning demolitions at KAHANG including KAHANG Bridge. C.O. of JEM Bn at KAHANG stated that S & M party had left the district & as far as he knew no arrangements were made to demolish the KAHANG bridge.	
MERSING	Jan 22	2100 hrs	Major Lawrence passed 22 Bde column moving out from MERSING towards JEMALUANG. As 1 Sec had received no orders to move he stayed the night with them at Fd Sec camp at 80 M coolie lines.	
MERSING	Jan 22	1900 to 2400 hrs	Evacuation of stores from R E Dump continued by 1 Sec. 8 No 3-ton lorries with Chinese drivers used for carting to 56 M camp. Removal of bogged 3-ton Marmon lorry by 1 Sec by use of block & tackle after L A D Cdr had decided it could not be moved.	
MAWAI	Jan 22	1200 hrs	Capt Dolamore & advance party of Coy HQ moved to Harbour at 52 M on KOTA TINGGI-JEMALUANG Rd to prepare camp site.	
MERSING	Jan 23	0600 hrs	Major Lawrence reported at 22 Bde HQ at NITHSDALE Estate at 76 M (838,367) Reported to Bde Cdr that no preparations were being made by S & M to demolish KAHANG Bridge. Instructions were given to the 2/10 Fd Coy to put in hand immediately & complete before 1200 hrs 24 Jan 42.	
MERSING	Jan 23	0800 hrs	Demand sent to Coy HQ to forward 4,800 lbs of gelignite to KAHANG.	
		0800 hrs	22 Bde ordered withdrawal of 1 Sec from MERSING.	
		0830 hrs	Major Lawrence sent instructions to 1 Sec to withdraw as follows:- Lieut Heathcote & 1 Sub Sec to NITHSDALE Estate, remainder of Sec to harbour at 67 M.	
		1000 hrs	Sec withdrawn as above.	
SEDILI	Jan 23	1000 hrs	HQ of Coy & 2 Sec moved from MAWAI into harbour at 52 M.	
JEMALUANG	Jan 23	1500 hrs	Troop of Bofors A.A. moved into position near 3 Sec harbour.	
JEMALUANG	Jan 23	1800 hrs	Concrete culvert at 73 M on MERSING-JEMALUANG Rd prepared for demolition by cratering by 1 Sec.	
MERSING	Jan 23	2200 hrs	B.E.L. moved from position at 856,468 by 1 Sec, loaded on to lorry & sent to SINGAPORE ^{BRIDGE}	
MERSING	Jan 24	0500 hrs	MERSING demolished by 1 Sec on order of Lt Col Asheton. Gap 150' clear	See Appendix 4
KAHANG	Jan 24	0530 hrs	Preparation for demolition of KAHANG Bridge completed.	
KAHANG	Jan 24	1130 hrs	22 Bde instructions received to burn KAHANG TIMBER MILL & destroy any remaining oil at KAHANG AERODROME.	
		1400 hrs	Maj Lawrence inspected KAHANG. Received report from Lieut Dobbie that no oil had been left on aerodrome. Examined timber mill, now well alight. Machinery demolished by 3 Sec.	
JEMALUANG	Jan 24	1600 hrs	Concrete bridge on MERSING road at JEMALUANG Police Station, 863,292, prepared for demolition by cratering - 3 craters at each abutment. Work carried out by 1 Sec.	
		1700 hrs	Maj Lawrence moved with Bde HQ to harbour on KLUANG Rd at 122½ M, (843,269).	
		2300 hrs	22 Bde Cdr instructed Major Lawrence to demolish KAHANG bridge.	

KAN Lawrence Maj
at 2/10 Fd Coy

Place	Date	Time	Summary of Events
SEDILI	25 Jan	0030 hrs	Message by Major Lawrence to Coy HQ at 52 M to send Lieut Goninan & party of 8 O/Rs to assist 3 Sec in demolition & road blocks on KLUANG Rd.
KAHANG	25 Jan	0200 hrs	Major Lawrence & Lieut Dobbie arrived at KAHANG & found all ready for firing.
		0230 hrs	KAHANG Bridge completely demolished by 3 Sec.
		0430 hrs	Lieut Goninan & party arrived at KAHANG xx .
		0900 hrs	Major Lawrence gave Lieut Dobbie Bde instructions to continue demolitions on KLUANG Road East to 120 M including telephone lines.
ROAD KLUANG@ JEMALUANG	25 Jan	1200 hrs	Major Lawrence inspected demolition work on KLUANG Road.
		0600 to 2130 hrs	Mess-age sent to Lieut Dobbie amending previous demolition instruction & to now demolish to LENGGOR Bridge inclusive.
			Demolitions completed by 3 Sec were as follows: Bridges shown were all completely destroyed.

See Appendix 5 for results &c.

MILEAGE FROM JOHORE BAHRU

DESCRIPTION

97.95	2 Span wooden bridge burnt
98	2 Span wooden bridge demolished
99.7	1 Span wooden bridge demolished.
100.8	3 Span wooden bridge demolished.
102.1	1 Span wooden bridge & road crater demolished.
105.	Machinery in FWD Quarry demolished.
106.6	2 Span wooden bridge demolished.
107.9	2 Span wooden bridge demolished.
109.1	2 Span wooden bridge demolished.
110.3	3 Span wooden bridge demolished.
113.2	LENGGOR Bridge demolished.

Appendix 6

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Appendix 3

RD KLUANG- JEMALUANG 25 Jan 0600 to 2130 hrs Road blocks were constructed as follows:

MILEAGE FROM JOHORE BAHRU

DESCRIPTION

100.5	3 Large logs anchored on road
104.3	2 trees felled across road.
104.4	Concrete coffins across road
104.5	2 trees across road
106.0	Concrete cylinders across road
106.5	Concrete cylinders across road
106.7	3 logs pulled across road
110.1	Concrete cylinders across road
110.2	Concrete cylinders with Shrapnel mines
110.4	Concrete cylinders with Shrapnel mines
110.6	2 trees across road with Shrapnel Mines
110.9	Concrete cylinders with Shrapnel Mines
Telephone line - - - Gaps of 100 yds pulled down every 1/2 mile.	

Appendix 7

Appendix 7

Appendix 7

K.P.H. Lawrence Maj.
cc 2/10 Ft. Coy.

Place	Date	Time	Summary of Events	Sheet 7 Remarks & Appendices
JEMALUANG	Jan 25	1600 hrs 2000 hrs	Maj Lawrence moved with 22 Bde HQ to harbour at 62 M on KOTA TINGGI Rd. By order of Lt Col Asheton bridge on MERSING Rd demolished by 1 Sec at the following points: 76 M, also road crater at 76 M. Result-complete demolition & crater 80 ft long by 8 ft deep. Water point 72 M demolished.	
RD KOTA TINGGI- JEMALUANG	Jan 25		2 Sec commenced construction of harbours for use by Bde transport in withdrawal at 52 M & 46 M. Working party drawn from JHAT Bn.	
SEDILI	Jan 26	0900 hrs	1 Sec less Lieut Heathcote & firing party moved to harbour at 52 M & joined Coy HQ.	
JEMALUANG	Jan 26	1330 hrs	Maj Lawrence gave instructions received from 22 Bde to Lieut Dobbie to continue demolitions on KLUANG Rd to bridge at 123 M exclusive.	
KLUANG Rd	Jan 26	1530 hrs	115 M. Wooden Bridge demolished & crater in road blown. 116 M. Water point demolished. 116 M. 2 Span wooden bridge completely demolished. 120 M. 3 Span wooden bridge completely demolished. All these demolitions by 3 Sec.	Appendix 6
		1600 hrs	Maj Lawrence & Capt Fairley inspected harbour sites on KOTA TINGGI Rd south to 50 M.	
		1700 hrs	Maj Lawrence visited Coy HQ at 52 M & while there a Staff Officer from Chief Engineer, 3 Corps, came in with instructions to erect a floating bridge at KOTA TINGGI. A reply was sent stating that it was considered unwise to erect this bridge for two reasons: (1) Very strong current in river would make it a hazardous task. (2) It was not good policy to place the floating bridge in position until after the fixed bridge was hit as the risk of both being destroyed by the same attack would be considerable. No action would be taken until Major Lawrence had discussed the matter with the C.E. personally. No reply was received to this note which was referred to & approved by Cdr 22 Bde.	
JEMALUANG	Jan 26	1700 hrs	Lieut Miller & demolition party from 2 Sec, ^{moved} to JEMALUANG Police Station to take over demolitions on MERSING Rd. from Lieut Heathcote & 1 Sec.	
		1800 hrs	Lt Col Varley, CO.2/18 Bn, instructed demolition party to block the bye-pass road near 72 M by demolition, & blow when ready.	
		1900 hrs	Main body of 2 Sec moved up to harbour at 67 M.	
		2100 hrs	Demolition of bye-pass road - small wooden bridge destroyed & 8 craters blown in road at 853, 817 by 2 Sec.	
		2215 hrs	Maj Lawrence instructed 3 Sec to move at first light to harbour at 50 M.	
		2300 hrs	Lieut Heathcote & 1 Sec party handed over remaining demolitions near 73 M to Lieut Miller & 2 Sec & then moved party back to 52 M harbour.	
JEMALUANG	Jan 27	0500 hrs	Lieut Dobbie & advance party of 3 Sec left JEMALUANG for 50 M harbour.	
		0600 hrs	Main body of 3 Sec left JEMALUANG for 50 M harbour.	
		0900 hrs	Maj Lawrence visited 2 Sec at JEMALUANG.	

*Maj Lawrence Rep.
0.9 2/10 for Coy*

Place	Date	Time	Summary of Events
SEDILI	Jan 27	0900 hrs	Maj Lawrence sent orders to 1 Sec to block S.SEDILI by falling trees from river junction at 898 006 upstream to bridge at KOTA TINGGI Rd. Maj Lawrence ordered the following responsibility for demolition work South of JEMALUANG cross-roads: 2 SEC: 1. Wooden bridge at 68.4 2. Semi Permanent Water points at 67 M 3. Road crater at pond 64.4 4. Wooden bridge at 59.4. 5. Wooden Bridge at 56.5. (S.SMAGOT KANAN) 6. Wooden Bridge at 40. (S.DOHOLO) 1 SEC: 1. Wooden Bridge at 52 M (S.SEDILI) 2. Wooden Bridge at 54.2 (S.SMAGOT KIRI) 3. " " 46.2 3 SEC: Bridges south of MAWAI cross roads to KOTA TINGGI Bridge inclusive. R E Dump at 56 M evacuated to 2/6 Fd Pk Coy. 22 Bde Cdr informed Major Lawrence that withdrawal was to be expected to conform to movement on WEST COAST.
62 M Harbour		0900 hrs	
KLUANG RD		1100 hrs	2 Span wooden bridge on KLUANG Rd at 122.4M completely demolished by 3 Sec by order Capt Carter (2/20 Bn). Demolition party came under fire from enemy advancing from north.
JEMALUANG		1115 hrs	Message sent to Coy HQ to withdraw the SEDILI tree felling party.
		1300 hrs	Road craters in MERBING Rd at 73 1/2 M blown by 2 Sec by order of Lt Col Varley. Crater 8 ft deep by 200 ft long.
		1330 hrs	Road craters at 72 1/2 M blown by 2 Sec by order of Capt Oakie. Crater 60' x 8' deep.
		1400 hrs	Reinforced concrete bridge at 71 1/2 M (JEMALUANG Police Station) blown by 2 Sec by order of Capt Oakie. Complete demolition.
50 1/2 M Harbour		1400 hrs	2 Sec instructed to move to 50 1/2 M harbour.
SEDILI		1850 hrs	2 Sec moved to 50 1/2 M harbour & 3 Sec moved out to MAWAI.
MAWAI		1900 hrs	Coy HQ & 1 Sec less Lieut Heathcote & demolition party moved to MAWAI Estate. (27M)
		1900 hrs	22 Bde HQ moved to harbour at 29 M south of MAWAI cross roads. Major Lawrence inspected preparations for demolitions at SMAGOT KIRI & S SEDILI & then visited Coy HQ at MAWAI & later to BDE HQ at 29 M Harbour.
JEMALUANG	Jan 27	2230 hrs	Wooden bridge at 68.4 M completely demolished by 2 Sec. Ordered by Lieut Chave 2/20 Bn.
Rd JEMALUANG	Jan 28	2300 hrs	Water point at 67.2 M demolished.
-KOTA TINGGI		0100 hrs	Road crater at 64.4 blown by 2 Sec. Crater produced 40 ft long - full road width. Demolition ordered by Lieut Chave. completely
		0130 hrs	2 Span wooden bridge at 59.4 demolished by 2 Sec. Maj O'Brien, the officer appointed to order the demolition had gone south without waiting for the

K.O.H. Lawrence
C.O. 2/10 Fd Coy

2011 Lawrence Key
Oct. 2/10 Fd. Coy

Place	Date	Time	Summary of Events	Remarks, Appendixes &c
JOHORE BAHRU	Jan 29	1230 hrs	Major Lawrence returned to new position of Bde HQ at 22 M harbour. (Mileage from JOHORE BAHRU)	
		1400 hrs	2 Sec less demolition party moved to R.E.M. Estate 23 M.	
		1200 to	2 Sub Secs of 1 Sec prepare railway bridge over road near TAMPOI,	
		1800 hrs	for demolition.	See Appendix 10
			Bridge over S TEBRAU on loop road at TEBRAU Village prepared for demolition by 1 Sec.	
			Bridge over S TEBRAU on main KOTA TINGGI Rd prepared for demolition.	See Appendix 11
		1600 hrs	Steel bridge over S TEBRAU at MT. AUSTIN Estate demolished.	
			Rubber factory at MT AUSTIN Estate burnt.	
KOTA TINGGI	Jan 29	1830 hrs	Maj Lawrence called conference at R.E.M. Estate of all Coy Officers & Lieut Hutchison of J.V.E. Estate to discuss the move to SINGAPORE.	
			Plan ordered was as follows:-	
			1. Coy HQ, 11 Sec, less Lieut Heathcote & 2 Sub Secs required for demolitions, 2 Sec, less Sgt Watts & demolition party at MAWAI, 1 Sub Sec of 3 Sec & all surplus 3 Sec transport, to move to new location at 667,233 on SINGAPORE ISLAND during night 29/30 Jan.	
			2. Capt Dolamore & 2 Sub Secs of 3 Sec to act as Eng. party with Advance Guard, E Force to clear obstacles &c.	
			3. Lieut Heathcote & remainder of 1 Sec to remain at R.E.M. Estate & complete preparations for demolitions in TEBRAU Area.	
			4. Lieut Dobbie & balance of 3 Sec to remain at KOTA TINGGI until demolition of KOTA TINGGI Bridge was ordered & that the order to fire would be given some time during the night 29/30 Jan by an officer of the 2/17 DOGRA Bn who would be detailed by Lt Col Scott, CO of the Bn.	
			5. Lieut Hutchison & J.V.E. party to demolish floating bridge & other floating craft after demolition of main bridge, & party to then proceed to SINGAPORE.	
Rd KOTA TINGGI JOHORE BAHRU	Jan 29	2000 hrs	Order received from 22 Bde that E Force would move during night 29/30. Advance Party Engineers to be in position behind carriers of Advance party by 2100 hrs at 21 M.	
		2100 hrs	Party for SINGAPORE as detailed by Maj Lawrence left R.E.M. Estate.	
		2300 hrs	Move by E Force cancelled. Capt. Dolamore & party ordered to harbour for night in harbour at 20 M.	
		2330 hrs	Reinforced concrete bridge on MAWAI Rd east of cross-roads demolished by order of officer of 2/17 DOGRA Bn.	
MAWAI	Jan 30	0030 hrs	Bridge at 31 M south of MAWAI cross-roads completely demolished by xxxx order of Lieut Court of DOGRA Bn. Immediately afterwards green Verrey Lights were seen in the sky in the direction of MAWAI. These lights were also observed by our troops waiting at KOTA TINGGI.	

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Don Lawrence
 0-2 2/10 Feb 64

Place	Date	Time	Summary of Events	Sheet 11 Remarks, Appendices &
KOTA TINGGI	Jan 30	0145 hrs	KOTA TINGGI demolished by order of Lieut - Col Scott. Complete Demolition.	<u>See Appendix 9.</u>
KOTA TINGGI		0200 hrs	Floating bridge & demolished by J.V.E.	
		0430 hrs	6 Ton of explosives at dump in R.E.M. Estate blown up as no transport available to move it.	
JOHORE BAHRU		0830 hrs	Maj Lawrence inspected demolitions at KOTA TINGGI, with Lieut Dobbie.	<u>See Appendix 10.</u>
		1130 hrs	Maj Lawrence met Brig Taylor & O.C. of Sappers & Miners Miners at JOHORE BAHRU & the following instructions were received concerning demolitions:- 2/10 Fd Coy to be responsible for demolition of railway bridge at _____ over road at TAMPOI. Lt Col Anderson would order the time of this demolition.	
			Road bridge over railway at 738,335 not to be demolished. 2/10 Fd Coy will carry out such other demolitions between TEERAU & JOHORE BAHRU which would delay the enemy if no suitable demolitions possible on SENAI loop road.	
TEERAU	Jan 30	1400 hrs	Lieut Heathcote reported that there were no suitable sites for demolition on SENAI loop road. Maj Lawrence instructed him to prepare two places for demolition South of TEERAU:- 1. Concrete culvert at 3 M on JOHORE BAHRU road. 2. Crater road at 4 1/2 M on JOHORE BAHRU Road.	<u>See Appendix 10</u>
		1400 hrs	22 Bde instructed Maj Lawrence to destroy petrol dumps near partly completed areodrome at TEERAU & near 8 mile-post & at 6.9 mile-post & at 8.4 & 7.9 mile-posts.	
		1500 hrs	Capt Dolamore & party from 3 Sec destroyed xxxxxx petrol at 8 M & 8.4 M & 7.9 M. Approximately 200,000 gallons destroyed.	
TEERAU		1700 hrs	Maj Lawrence contacted Lieut Heathcote at TEERAU & informed him that Lt Col Anderson would order the railway bridge demolition & Maj O'Brien the TEERAU demolitions.	<u>See Appendix 10</u>
		1900 hrs	Rly bridge at TAMPOI completely demolished by 1 Sec.	
		1930 hrs	Head of column of E Force passed 15 M-post.	
		2030 hrs	Bde HQ left harbour at 15 M. 2 Sub secs of 1 Sec less demolition party joined Maj Lawrence in column at TEERAU.	
		2200 hrs	Maj Lawrence crossed Causeway.	
SINGAPORE ISLAND		2300 hrs	Maj Lawrence arrived at Coy Harbour, 667,233. <i>by 1 SEC.</i>	
TEERAU	Jan 30	2300 hrs	Bridge over S TEERAU at loop road completely demolished by order of Maj O'Brien. The demolition was followed by much shouting in the village & blowing of whistles.	
		2400 hrs	KOTA TINGGI R E dump fired.	
	Jan 31	0050 hrs	Crater charge in KOTA TINGGI Road blown at 18 M. <i>(by 3 SEC) 1300 lbs Gelignite used</i>	
		0130 hrs	Crater charge in KOTA TINGGI Road blown at 15 1/2 M. These demolitions were not ordered to be blown by any officer but under instructions from Lt Col Scott were blown when the rearguard consisting of armoured cars & demolition party from 3 Sec had passed over. <i>These crater charges prepared by 3 sec. on 29 & 30 Jan.</i>	<i>900 lbs Gelignite</i>
		0300 hrs	Petrol dump at 6.9 M burnt by Lieut Dobbie. 200,000 gallons destroyed.	
		0315 hrs	TEERAU bridge completely demolished by order of Maj O'Brien.	
		0500 hrs	Lieut Dobbie & demolition party from 3 Sec crossed CAUSEWAY. Crater charges on road at 4 1/2 M demolished after rearguard of W Force had passed through.	<u>See Appendix 11</u>

*KON Lawrence May
c. 2/10 Fd Coy*

TEBRAU ✓ Jan 31 0500 hrs At this stage Lieut Heathcote, Sgt Newman & party of 8 O/r's from 1 Sec & 2 armoured cars were the extreme rear party of E Force.
0530 hrs Final demolition on mainland - Concrete culvert at 3 M.
AMA KENG Jan 31 0630 hrs Lieut Heathcote & demolition party crossed Causeway.
Coy settling into new area.
Recces made of Bde & Bn water points by Lieut Scott & party from Coy HQ.

Total Explosives used on Demolitions

1 SEC.	15,000 lbs	GELIGNITE	300 lbs	Cuncotton
2 SEC.	5,000 "	"	1,000 "	"
3 SEC.	14,000 "	"	1,400 "	"
<u>Total</u>	<u>34,000</u>		<u>3,300</u>	

Destroyed at Dump by 1 SEC.
14,000 lbs Gelignite

{ ENDAU
{ JOHORE BAHRU { Jan 1
{ KAHANG do
{ JEMALUANG { Jan 31

K.P.M. Lawrence May
off 2/10 Feb 44

W A R

D I A R Y

FEB 1942

Remarks
Appendixes &c

Place	Date	Time	Summary of Events
Singapore Is. AMA KENG	1 Feb		To enable the Fd Coy to carry out its role in the new 22 Bde Area, Maj Lawrence made the following allotment of Fd Secs to Areas: 2/18 Bn Area - 1 Sec; 2/19 Bn Area - 3 Sec; 2/20 Bn Area - 2 Sec. The urgent tasks were water supply & communications & placing of beach lights, & this work was started immediately. Lt Scott & party from HQ established a Bde W.P. at an anti-malarial well at 665,193 (TENGAH AREA). 22 Bde notified that W.P. was established.
		1400	Carting of timber & other stores from Naval Base & other dumps to Coy Camp
		0900 to 1800	
	2 Feb		1 Sec constructing rd into Bde HQ harbour at 671,225. 1 Sec constructing bridge on 18 Bn rd at 645,232. 1 Sec established W P for 18 Bn. 3 Sec repairing & renewing bridge on 19 Bn rd from 670,222 to 639,212.
		1600	Lt Dobbie inspected 8 BERIH for installation of flame traps. Carting of timber cont'd.
	3 Feb		Rd & bridge works commenced on 2 Feb continued. Bulldozer pick-up at BUKIT TIMAH for 19 Bn rd.
		0800	3 Sec commenced construction of footbridge (120') across mangrove swamp at 627,207. 3 Sec commenced construction of rd linking 18 Bn & 19 Bn areas from 648,226 to 647,213. Wkg party of Indian pioneers.
		1100	Lt Dobbie contacted Lt Dawson of 17 Coy S & M & arranged to take over flame trap in 8 BERIH when complete. Boats were sunk by our artillery & this delayed the completion somewhat. B.E.L. sent to CHOA CHU KANG Village 648,190. Work of digging in "G" office of 22 Bde HQ continued. *Bosch Light arrived at Coy HQ. Construction of rds & bridges in 2/19 Bn area continued by 3 Sec. Bulldozer used on rd 648,226 to 647,213. Sites for Naval Mines in 8 KRANJI inspected by Maj Lawrence & Lt Goninan at 722,252. Concrete pipes carted from Eclipse Pipe Coy to Coy HQ. Permission received from 22 Bde & CRE to change Coy Camp Site to a site East of Bde HQ at 677,223 as the present site was too congested with HQ & B Echelon of 18 Bn. Tank stand erected at Bde W P. Construction of ablution point, well & overhead tank at 2/19 Bn HQ at 639,212.
	*4 Feb		Works in 19 Bn area continued by 3 Sec. Works at 22 Bde HQ continued by 1 Sec. B E L installed at TG SKOPEK by 3 Sec. Sprs Whyman & Flannery left in charge & detached to Lt Varley's pln of the 2/19 Bn. Preparation of new Coy Camp at 677,223 commenced. Maj Lawrence & Lt Goninan inspected site for A/Tk minefields at 2/18 & 2/20 Bn areas at the following localities; 660,291 to 638,250. At 658,252; 658,262; 674,272 & 683,278. Recommended by Maj Lawrence to 22 Bde Cdr that a minefield be laid in 2/20 Area near 8 CHINA from 682,227 to 684,280 to link between two swamps & from 674,274 to 678,276. Approved by Brig Taylor at 1600 hrs.
		1500	Boat units arrived at Coy HQ from 2/6 Fd Pk Coy. One for use in 8 EULOH for depth charges & one for use at 8 BERIH for flame traps.
		1700	Boat units unloaded by party from 1 Sec at 703,279.
		1700	Boat unit unloaded at CHOA CHU KANG Village.
	5 Feb		

Copies of
Field Return
not availableAPP 1. Flame
TrapAPP 2. Coy
Dispat
at
AMA
KENGAPP 5. Notes
on Coy.
Equip.
Transp
etc.APP C. Name
Roll
Coy at
ArmsKOH / Lawrence
Maj.

Place	Date	Time	Summary of Events	Sheet 4 Remarks &c
AMA KENG	9 Feb	0540	When Maj Lawrence was informed of what had happened he went down the rd to AMA KENG & there met Lt Col Varley who was ordering the engineers to return. Maj Lawrence collected the engineer party & ordered them to return immediately to their position, which they did. Lt Col Varley was informed that a considerable body of infantry had also come down the rd, but Lt Col Varley then stated that these were troops who were not supposed to be in position.. Lt Col Varley was also informed that A Coy were not in position on the Engineers right flank.	
		0550	A party of 40 infantry came down the LIM CHU KANG RD through the cutting (see App 4) & Lt Goninan on Engineers right flank yelled out "Who are you". They replied "C Coy under Capt Oakie". He then said "What about staying & giving the Engineers a hand", which they did.	
		0615	Maj Lawrence then inspected Coy disposition & as there was some crowding he ordered 3 Sec to occupy another 100 yds of front on left flank. A total of about 100 infantry were distributed through our position, most of them being on the right flank.	See App 4 for Sketch.
		0645	A small party under L/Sgt Chambers from 3 Sec on our left advanced to the crest of the hill but met heavy fire & Spr J W McLean was killed & two others wounded. L/Sgt Chambers yelled out for the party to withdraw, but did not himself return & he is presumed killed.	
		0700	Right flank came under heavy fire & acting under instructions from an infantry officer (4/18 BM) (unknown) withdrew to the east side of the rd.	
		0720	The position of our troops was now as shown in sketch (App 4). Fire was coming 3 Sec were now exposed on their right & Maj Lawrence ordered them to withdraw also to East side of rd.	
		0730	The position of our troops was now as shown in sketch (App 4). Fire was coming from the ridge on West side of rd & from the mangroves on our right rear. Maj Lawrence instructed Lt Heathcote to send out a patrol to see what this fire was. The patrol returned with negative information. Enemy fire at this stage was most inaccurate & few casualties were occurring.	
		0745	A smoke screen came across our position from the direction of the cross-roads. Under cover of this the enemy advanced to the crest of the ridge, & apparently a number of snipers climbed trees.	
		0800	Our present position appeared purposeless as although we held the rd the enemy were moving South behind the ridge in the direction of TENGAN. After a conference of Rd Coy officers Maj Lawrence decided to go with Lt Goninan & endeavor to contact Lt Col Varley & find what the general plan was. No orders had been received from Bn HQ since 0245 hrs when the perimeter defence was ordered. These two Officers & two sappers with them moved through the mangroves East of the rd & came under close fire from snipers near AMA KENG. Lt Col Varley was contacted at the Bde HQ site (671,225). Two plans were considered. 1. For D Coy (Capt Chisolm) who was thought by Lt Col Varley to be in position North of Rd Junction(671,234) to move over & attack the enemy rear. Rd Coy & remainder of infantry to hold the enemy in front. Plan No 2. To launch a frontal attack against the enemy on the ridge & drive him back. Plan 1 was decided on & Lt Col Varley instructed Maj Lawrence to get the message back to Capt Chisolm. The enemy had now closed in along the rd near AMA KENG & S A fire was coming on to Lt Col Varley's HQ.	

KPH Lawrence
10/9

Place	Date	Time	Summary of Events	Remarks &c
AMA KENG	9 Feb	0800	He was asked if an armoured car or carrier could be made available to expedite getting the message back. Lt Col Varley said none was available & the message must be taken back on foot. The party then left to return but was forced to circle wide to avoid enemy fire. East of the rd at AMA KENG, Maj Lawrence & Lt Goninan were separated at this stage.	
		0830	Before the return of Maj Lawrence, Capt Oakie ordered the infantry to charge the hill. The Engineers were to support with covering fire. Before the infantry were halfway up the hill No 2 Sec led by Lt Miller followed from our right centre & reached the crest to the left of the quarry at about the same time as the infantry. Capt Dolamore ordered the remainder of the Engineers to remain in the trenches as a reserve, but Lt Dobbie of Hx 3 Sec seeing the left flank of the attack exposed ordered his men to charge the hill. They took a party of HQ with them. A number of Chinese (DALFORCE) took part in the charge & did some effective work with shotguns against snipers. They were very cool in action. Our attack was met near the hill-crest with a terrific hail of fire from light automatics & suffered some casualties. The fire was so heavy that rubber trees were being cut down by it. For some minutes the fight developed into a hand to hand with bayonet & grenade. Lt Dobbie reported that the enemy were packed side by side on the West side of the ridge. Their casualties were estimated to be heavy & this was confirmed after the Armistice by our mine removal party who noted very many Japanese graves in this area.	
		0850	As the position on the hill appeared untenable the infantry were ordered by one of their officers to retire to the East side of the Rd. They were followed shortly afterward by the Engineers who retired from trench to trench. Heavy mortar fire was brought down on our position at this stage.	
		0900	An infantry runner came from the direction of AMA KENG shouting "Major O'Brien orders the 18 Bn to withdraw & reform on the hill on the left about half a mile South". The infantry then retired through the mangroves on the East side of the rd.	
		0925	As the Engineers were now in danger of being cut off Capt Dolamore ordered them to withdraw along the East side of the rd to the hill behind Bde HQ (677,223). Wounded men were being carried out on men's backs & on rifles as there were no stretchers.	
		0930	Lt Heathcote after giving his Sec the order to withdraw found a party of 20 wounded infantry who had been left behind. He collected an Engineer party of Sgt McCullough, S/Sgt Hagston, L/Cpl Manley, L/Cpls Rosenbrock & Burke & Sprs Woodman, Gordon, Haynes, Stone, Houghton, Lock, Tolliday, Horkings & J Cameron. This party carried the wounded back to the rd & succeeded under heavy fire in loading them on to two 20 Bn vans, which were stopped in passing. During the operation Spr Woodman was killed & L/Cpl Burke & Spr Gordon wounded. Sgt Hagston reports that after this an effort was made to stop two armoured cars travelling south along the rd to take out the remaining wounded. The Cars would not stop & it was at this time that Lt Heathcote was fatally shot through the head. The rest of the party then withdrew carrying the remaining wounded through the mangroves. During the withdrawal severe S & A fire was encountered & also a mortar barrage. Shortly after the withdrawal Maj Lawrence & Lt Goninan arrived separately back at the locality. Maj Lawrence encountered a small party moving out & from them learnt of the action & the withdrawal.	(2/180M)

Sheet 5-

W.H. /
Maj

Place	Date	Time	Summary of Events	Remarks &c.
AMA KENG	9 Feb	0930	It was also stated that D Coy infantry had retired from its position. Lt Goninan encountered a small party of D Coy near the rd junction 671,234. They said that they did not know where Capt Chisholm was. Lt Goninan advised them to move to the East side of the road & join Lt Col Asheton & 20 Bn party who were nearby.	
		0950	Engineer parties were reforming at rear of Bde HQ but there was no sign of any formed infantry in the locality. It was decided to move on towards TENGAH & BULIM.	
		1015	Engineers were in two main parties. 1 about 90 in strength under Lt Dobbie moving through North-east corner of areodrome came across J V E Position at 682,202 & halted to make a stand there. The second party of about 60 were with Capt Dolamore & moved through TENGAH further West than Lt Dobbie's party. They met Maj Lawrence who had now returned to TENGAH & he instructed them to reform at BULIM Village.	
		1115	Wounded men were put on ambulances or carried to ADS at the areodrome. Coy casualties at this stage were:- <u>KILLED:</u> Lieut Heathcote, Cpl Pulling, Sprs Macdonald, D.R. McLean, J.W. Jennings, J.E. Bacon, K. Browne, E.J., Woodman, J.R., Boreham, P.H., Mason, R.A., Waterworth, S.M. <u>MISSING:-</u> L/Sgt Chambers, A.M., Sprs Trevaskis, H.C., Dunn, L.S., L/Cpl Gadderden, R.C. & Cpl Marshall. (Little hope was held out for these men) <u>WOUNDED:</u> Lieut Miller & 20 Other Ranks.	
		1200	In the action at AMA KENG in the early morning, the group of which the 2/10 Fd Coy composed about 2/3rds was handicapped by the following factors:- In addition to the matter of strength in which the enemy outnumbered us by at least 4 and probably 6 to 1. 1. Complete lack of communication between Bn HQ & our position near the rd junc. 2. No support from mortars. 3. No artillery support. 4. No provision of stretchers, stretcher-bearers or any conveyance for moving wounded. 5. Failure by the infantry to take up the original positions ordered by Lt Col Varley. - This necessitated a rearrangement of our forces in a less advantageous position. 6. Small fire power of Fd Coy. The only automatic weapons carried being 4 Bren Guns & 4 Tommy Guns for 240 men.	About 30 others who were known to have come out of the fight missed BULIM and reported direct to G.B.D. W.H. Lawrence 1947
BULIM	9 Feb	1200	Maj Lawrence reported to Brig Taylor at BULIM Village that about 60 of the Fd Coy were now at BULIM & a further 90 had taken up a position with JVE at 682,202 & that this party was being collected & the Coy reassembled at BULIM Village. He also reported that the Coy had lost all its tpt & equipment as a result of the order received at 0215 hrs not to move the tpt. The only exception was the office truck & records which had been sent away to HQ, RAE about 0200 hrs. Brig Taylor ordered the Coy to liaison with A Coy of the 2/19 Bn & take part of the defence line at BULIM. Fd Coy position was to be in front line behind the wire immediately South of the rd at about 691,192. Rd to be exclusive & A Coy 2/19 Bn to be on our left.	
		1215	Request was put to Capt Fairley S.C. 22 Bde for SAA & rations. The men had not been fed since the previous evening.	

				Sheet 7
				Remarks &c
Place	Date	Time	Summary of Events	
BULIM	9 Feb	1230	Lt Barratt arrived from HQ, RAE & accompanied Maj Lawrence to JVE. Rations received from 22 Bde.	
		1400	Coy reassembled at BULIM. Strength at this time 5 Officers 150 Other Ranks. Maj Lawrence made the following appointments of Sec Officers to replace casualties: 1 Sec Lt Goninan to replace Lt Heathcote. 2 Sec Lt Scott to replace Lt Miller. Capt Dolamore received instructions through Capt Cussen while Maj Lawrence was away at JVE to move the Coy Back about 600 yds to take up a position outside the wired area with a pln of A Coy & the whole ^{hold} of the East side of a perimeter at BULIM that night.	
		1430	SAA received from 22 Bde.	
		1445	Maj Lawrence conferred with Capt Cussen regarding the position of the Fd Coy as the order seemed confused. Capt Cussen said he was attempting to contact Bde HQ.	
		1500	22 Bde Conference at BULIM at which Lt Col Varley issued orders to the Fd Coy as follows:- To move to JURONG Rd & take up a position just east of Feature 104 at 658,168. The 29 Bn would be in this area & contact was to be made with them.	
HONG KAH	9 Feb	1600	After a brief rest the Coy moved from BULIM South to JURONG Rd.	
		1730	The Fd Coy arrived at R.I.A.S.C. unit on JURONG Rd at HONG KAH Village & got a meal.	
		1800	Enemy fire heard not far away to our West & North West. At this stage there appeared to be complete confusion on the JURONG Rd which was almost blocked with vehicles & guns, moving back towards BUKIT TIMAH. Maj Lawrence endeavored to contact 29 Bn but could not get any information & was eventually informed by a Bn officer on the JURONG Rd that as far as he knew the 29 Bn was not anywhere near JURONG Rd. B Echelon was withdrawing to BUKIT TIMAH. It has since been ascertained that the Bn left flank was 1200 yds further north than indicated on the map at the Bde conference at BULIM.	
		1830	Coy ordered by Maj Lawrence to move to BUKIT TIMAH, Form up there & wait orders which would be received from CRE.	
		1845	Lt Col O'Donnell picked up Maj Lawrence & Capt Dolamore on the JURONG-BUKIT TIMAH Rd near HONG KAH 698,168 & gave orders for the Coy to reform at 2/6 Fd Pk Coy in BUKIT TIMAH Rd at 751,178 or at the new site if they had moved out.	
STEVENS RD) SINGAPORE)	10 Feb	0800	Coy reforming under Comd CRE at Stevens Rd at 832,115 near TANGLIN CLUB.	
		0900	Maj Lawrence collected all available Coy reinforcements at GED also all clothing, webbing, boots which could be obtained. Capt Dolamore arranged for rations with ASCSupply.	
		1000	Lt Dobbie went to Admin HQ endeavoring to obtain tpt but was informed that AIF vehicle park was in enemy hands. Advice was given to impress civilian vehicles. Coy tpt at this stage consisted of 1 30 cwt lorry, 1 Ton Van, 3 buses. Sgt Barton managed to obtain 8 civilian buses or lorries. Lt Dobbie obtained kitchen gear from BOD. After refitting as far as stocks permitted with webbing & clothes the Coy bivouacked at Stevens Rd. With reinforcements the Coy Strength was now 5 Officers 192 Other Ranks.	
		11 Feb 0800	Shelling of Coy area. No casualties.	
		1030	Conference at RAE HQ Stevens Rd of all Fd Coy & JVE Cdrs & L.O's.	
		1100	Site of conference bombed & Lt Ferguson & Maj Cross wounded. Orders received to make a recce of new site for Coy area preferably in Botanical Gardens district.	
		1200	Maj Lawrence & Capt Dolamore made a recce & decided on a site opposite the Botanical Gardens at 813,114.	
		1400	After a meal the Coy moved to new site.	

KPH/cussen
M

Place	Date	Time	Summary of Events	Remarks &c
STEVENS RD	11 Feb	1530	New Coy site shelled & several casualties. Capt Dolamore, A/CSM McCullough & 4 O/R's wounded & evacuated to hospital.	
		1600	Maj Lawrence made a recce of a new area as it appeared the shelling would continue. A site at LEONIE HILL Rd at 832,100 was selected as this was near other RAE units & ample accommodation was available.	
LEONIE HILL	11 Feb	1700	Coy moved to LEONIE HILL Site which was shelled shortly after arrival.	
		1800	Patrols sent out to clean up snipers who were very active.	
		2000	Maj Lawrence left to report to CRE & also to locate other RAE units. Following instructions were given to Maj Lawrence by Lt.Col.O'Donnell at Div HQ, TANGLIN BRKS. Patrol & maintain the following rds: Holland Rd, Buona Vista Rd, AYER RAJA Rd, Alexandra Rd. =====	
	12 Feb	0930	Lt Dobbie & 3 Sec patrolled & maintained rds as instructed.	
		1130	Lt Goninan evacuated to hosp.	
		1500	Maj Lawrence & Maj Lewis made a recce of area bordering Alexandra Rd from 802,093 to 793,083 for sector of a proposed perimeter defence.	
	13 Feb	0300	Lt Barrett arrived from HQ,RAE with orders for laying A/Tk Mines in Holland Rd at 783,118. Mines to be picked up from 2/6 Fd Pk Coy at Bishops Gate.	
		0530	Maj Lawrence reported at 22 Bde HQ. 796,114	
		0600	A/Tk Minefield laid by Lt Dobbie & party from 3 Sec. 64 mines laid in 2 belts each of 5 rows with 25 yd gaps between belts. Armoured Car from 22 Bde to provide protection arrived as work was finished.	
		0630	Completion of task reported to Lt Col O'Donnell at Div HQ.	
FARRER Rd		0930	Recce of site for minefield in Farrer Rd made by Maj Lawrence & Lt Dobbie. Reported to Lt Col O'Donnell that no suitable site was available.	
LEONIE HILL		1100	Message received from HQ,RAE to attend conference at Japanese Golf Links at 811,097 at 1200 hrs.	
		1200	CRE gave orders that RAE would form portion of a perimeter in the Japanese Golf Links area. 2/10 Fd Coy was given the sector from Rd Junc at 812,097 250 yds north & 250 yds in depth.	
		1430	Coy area at Leonie Hill bombed. Sgt Clasper severely wounded & taken to hospital.	
		1600	Coy Sec Officers made a recce of Japanese Golf Links area with Maj Lawrence & were allotted the following responsibilities: 1 Sec on Tanglin Rd on right flank. 3 Sec on Tanglin Rd on left flank. 2 Sec on hill behind 1 Sec. HQ at RIPLEY Rd at 808,101.	
JAPANESE GOLF LINKS	13 Feb	1800	Coy moved to Japanese Golf Links.	
		2000	Lt Col O'Donnell informed Maj Lawrence that he was to leave that night on a special mission with 12 men to be selected from the Coy, & to hand over the Coy to Capt Sloan. Lt Barrett was to be transferred from HQ,RAE to 2/10 Fd Coy & take over 1 Sec.	
		2100	Maj Lawrence visited Sec posts with Capt Sloan.	
		2300	Maj Lawrence & 12 men moved to Div HQ at TAGLIN.	
SINGAPORE		2400	Party moved to Singapore with party from 2/12 Fd Coy under Maj Shaw & proceeded to Clifford Pier.	
	14 Feb	0400	Lt Dobbie went to 22 Bde HQ at 796,114 concerning mines in Holland Rd some of which had been detonated by a Chinese lorry. Also a bridge incompletely demolished by S 83M was to be demolished. Instructions were received from Brig Varley to replace the mines & load & fire the bridge at Buona Vista Rd at 780,112. It was stated that our troops still controlled the minefield area but there were no troops near the bridge.	

K.M. Lawrence
10/1

		Sheet 9		Remarks &c
Place	Date	Time	Summary of Events.	
SINGAPORE	14 Feb	0400	An armoured car would be provided as covering party & would be in Holland Rd at Ede HQ entrance at 0500 hrs. Lt Dobbie returned to Coy HQ to pick up mines, explosives & c and his party.	
		0500	Lt Dobbie arrived back at Ede HQ but the armoured car was not there. He was informed that as the defence pln officer was not there no one else could arrange about the car.	
		0540	Party left without the armoured car.	
		0600	Four detonated mines in Holland Rd replaced.	
		0630	Party of 20 infantry arrived at Ede at 780, 112 & said that they were the covering party for the demolition.	
		0700	Demolition complete. Rd & railway beneath it blocked.	
		0800	During the day the Coy's position at Japanese Golf Links was dive-bombed, machine-gunned & shelled. Active patrolling carried out against snipers.	
		1900		
		1630	Party of 4 men - Cpl Whitworth, L/Cpl Gleeson, Sprs AGC.E. Woolley & D R Crawley who were Deisel engine drivers left on special mission under instruction from CRE.	
		1645	Unsuccessful attempt made by Lt Dobbie to obtain supplies of SAA from TANGLIN	
		0200	Heavy mortar fire on rd near 3 Sec.	
		0530	Maj Lawrence & party returned to Coy HQ after 36 hrs on unsuccessful attempt to leave on special mission. During the day the Coy area was subjected to bombing & shelling. Our casualties light - 2 wounded. Heavy bombing of SINGAPORE town. Active patrolling against snipers.	
		1700	Maj Lawrence changed the disposition of Secs to strengthen up our Western flank where an attack was expected that night or early morning.	
JAPANESE GOLF LINKS	15 Feb	2030	Order to "CEASE FIRE" & "STAND TO" received. Ammunition was returned to Coy HQ and troops were ordered to rest for the night close to Coy HQ. Later the news received was that an Armistice had been signed with the enemy on the request of the Governor to take effect from 2030 hrs on the 15 Feb. The Governor's message was as follows: "Due to the inability of the civil & Medical authorities to cope with the dead & wounded, the disruption & destruction of the water supply & break-down in sewerage & sanitation with subsequent certainty of disease epidemic the Governor of Malaya requests the Army not to prolong the useless struggle & begged them to surrender to save further needless sacrifice of life".	
		16 Feb	At Ripley Rd:- Handed in arms & ammunition.	
		17 Feb	Marched about 2 1/2 miles to P.O.W. Camp at SELERANG.	

WAR DIARY

2/10. Fd Coy, RAE
January 1942

A P P E N D I X I

Сору №)

Description of Anti-Tank Road Block

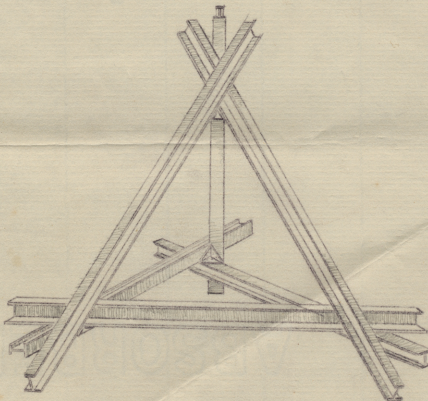
An obstacle made up of 6 steel rails was used at three places on MERSING-JEHALUANG Rd (74, 73 $\frac{1}{2}$, 71 M.P.'s) & 300 yds South of MAWAI crossroads. The obstacle was constructed of 8 of these sets put across the road in lines of 3, 2 & 3, the lines being about one yard apart.

The sets were connected together in lines and between lines by 2" steel cables clipped together with bulldog clips.

Each set was built up of 6 steel rails 4 feet long bolted together by three sided gussets to form a tripod arrangement (see sketch). To complete the obstacle three rows of 3 Dannert concertinas were placed in "U" formation across the road on the enemy side & securely pegged down.

A squad of 1 NCO & 9 men could put this steel obstacle in position in 2 1/2 minutes from a dump on the side of the road. The completion of the obstacle including pegging down of the wire took 13 to 14 minutes.

See attached sketch.



КР.11/сентябрь
1909

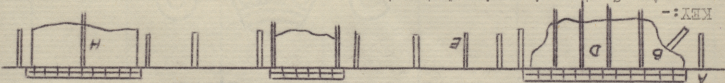
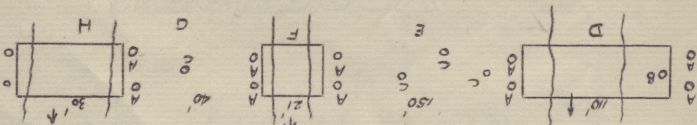
APPENDIX 3

Sheet 1

Copy No. 1

DESCRIPTION OF DEMOLITION OF BRIDGE OVER S. LEMGOR

Demolition carried out by 3 Sec under direction of Lieut Dobble. This demolition was actually on a group of 3 wooden bridges and the roadway between them. See diagram below:-



KEY:-

- A. Grater pipes in abutments.
- B. Grater pipes in road between bridges.
- C. Main LEMGOR Bridge. Span 110' - 5 bays of 22'. Width 18'.
- D. Rd bearers 12" x 12". Piles 15" x 12". Caps all 15" x 12".
- E. Rd between bridges 150'.
- F. Single span 21' x 18' wide.
- G. Roadway 40'.
- H. 2 span wooden bridge 30' x 18'.

Loading:

Each of craters loaded with 70 lb weight 50% gelignite. 100 lb gelignite placed in special borehole "B". Each of 24 piles loaded with 6 slabs gun cotton as cutting charge, also each side stay.

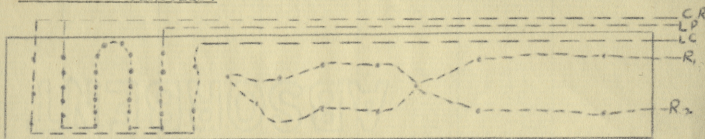
Circuit:

Three circuits were used - main bridge piers, main bridge abutments & minor crater charges being wired separately. The reasons for this were:- 1. To avoid overloading the exploder. 2. As flooding was likely it was advisable to have the abutment circuit separate from the piers, the wires to which might have been disturbed by flood water, & it was considered advisable to have the abutment demolition sure. Reason 1 does not appear necessary in view of strength of Mk IX exploders. But two seemed sound precaution.

DIAGRAM OF CIRCUITS.

(See Page 2)

Copy N°1

DIAGRAM OF CIRCUITS:C R - Common ~~Return~~ Return.

L P - Line to Pier Circuits 26 Detonators.

L C - Line to Crater circuits & abutments on main bridge. 5 Dets.

R₁ R₂ - Lines to smaller bridge & road craters. 12 Detonators.

There was also an alternative Cordtex circuit running through the whole 43 charges. Each detonator & primer was fitted into position & then sealed with pitch. Cable joints were also protected with pitch. The pitch sealing was quite successful as although the pier charges were submerged by flood waters for some hours there were no failures of detonators or primers, but the wet guncotton was affected & failed to detonate. The charges were fired in parallel using one service exploder.

RESULTS:

Small Bridges: completely demolished & road between bridges cratered for full width to a depth of 12 feet.

Main Bridge: Large craters full road width at abutments but three piers still standing on inspection - dets & primers had detonated but wet guncotton apparently damaged by submersion had failed to complete the demolition. The piers were then loaded with fresh guncotton, wired up in series & tested. Continuity test showed a break & this was found to be one detonator. Faulty No 32 dets also appeared in other demolitions which will be mentioned in other appendices. It was proved ~~x~~ essential to test individual dets before wiring up. The final demolition was a complete success & a gap of 450 ft which could not be bye-passed was produced. This was the best obstacle on the KLUANG-JEMALUANG Rd & the demolition has been given in detail for that reason. The KAHANG River while being a bigger gap could be more easily crossed than the above. The order to demolish was not given separately for this bridge but as part of the general plan ordered by by 22 Bde on 25 January.

KPH Lawrence
Ken

WAR DIARY JANUARY 1942 2/10 Fd Coy.

APPENDIX 4DETAILS OF DEMOLITION OF MERSING BRIDGE

MERSING Bridge was a 5 span R C Structure, total span between face of abutments being 320 ft. The centre opening had a suspended span supported by cantilever beams from the adjoining piers. At each abutment there 3 crater pipes for demolishing the abutments. The centre piers each had 6 chambers which were carried down to the concrete cross-head a few feet below high water. The piers were founded on R C piles. Each chamber had a loading platform. See Sketch attached.

PLAN OF DEMOLITION ordered by the CRE was to demolish 2 centre piers & cut the deck at the centre. It was expected that this would provide a gap equivalent to at least 2 spans.

Circuit: The circuit was wired in series with two detonators to each charge & a completely independent duplicate circuit.

Charges: In the 4 centre chambers of each pier 200 lbs gelignite & in the two outside chambers 250 lbs. Calculated from formula 20 BT2 for concrete slabs. Cutting Charge 1400 lbs gelignite. Total charges 4,000 lbs. These charges were computed from the formula in M E Vol IV.

Firing Point: Leads were taken on opposite sides of the road & buried 18 inches & when they crossed the road were put in G I pipe. Firing point was on the hill immediately in line with the bridge & about 400 yds from it & located to keep the bridge & leads under constant observation.

Tamping: Pier charges were tamped with 5' of sand over the charges & the chambers below the loading platform were filled with sand.

Deck charge was covered with 18" sand on top & had 2'6" sand-bags each side. Special ramps were constructed to take traffic across the charge.

Loading was commenced at 2300 hrs 6 Dec & completed 0700 hrs 7 Dec. At 1000 hrs the CRE ordered the primers to be removed from the charges. At 0300 hrs 8 Dec the primers were ordered to be put back again & were then left in until the bridge was finally demolished on 24 Jan.

Tests: Tests of continuity were made every hour & about twice a week samples of the gelignite were removed & tested.

RESULT OF DEMOLITION:

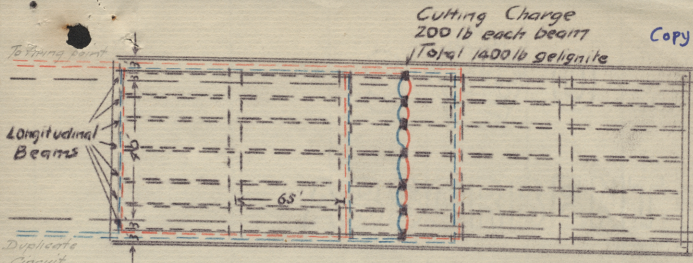
The bridge was demolished at 0500 hrs 24 Jan & it was not possible to make a complete examination in daylight owing to the occupation of North bank by enemy forces. From an examination at night it appeared that a gap at least 150 ft clear was made.

Work Carried Out by 1 Sec - O.C. Lt Heathcote.

Firing party was L/Cpl Main, Spr Pratt, T.A. who also carried out the testing.

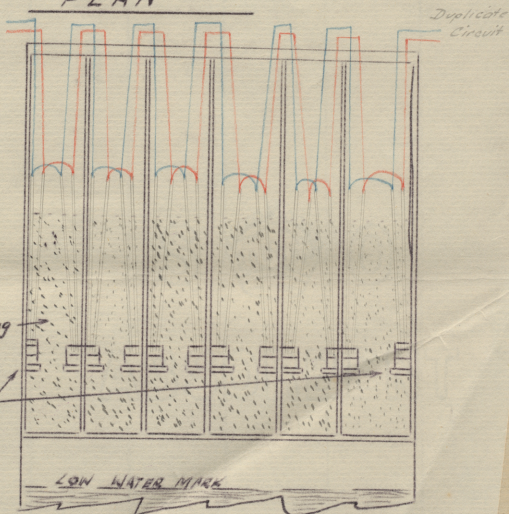
22/1/42
awm
my

Copy N°1

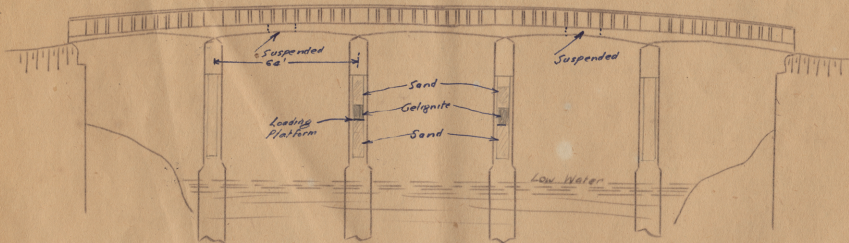


Tamping Sandbags
2 1/2' each side of charge
Top cover 1' 6" Sand.

PLAN



PIER SECTION MERSING BRIDGE

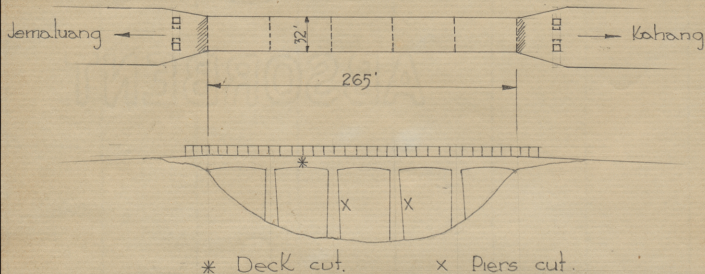


SKETCH ELEVATION
MERSING BRIDGE

APPENDIX 5Details of Demolition of KAHANG BRIDGE

The KAHANG BRIDGE was the largest structure on the rd KLUANG-JEMALUANG & its construction was completed only a short time before its demolition.

Details: It was a R.C. Bridge 5 spans of 55' width - 24' rd, two 4' footpaths. Rd carried on 4 R.C. arched beams, 2'6" width & 3' deep at the crown. Piers were of R.C 32' x 5' thick with 2 chambers each 12 feet by 2 feet by 10 feet deep. Chambers were not covered. At each corner of the bridge & set five feet behind the abutments there was a demolition chamber four feet square & 18 feet deep with a four ft by four ft gallery running six feet under the road.



Plan of Demolition: It was decided to demolish the 2 centre piers - cut the deck adjacent to one of the piers, also crater each abutment.
Charges computed: By using formulas M E Vol IV the quantities of explosive required were 1920 Lbs gelignite for each pier charge using 20 B T2 & 1944 lbs gelignite for each abutment using L3/G for mine charges. The pressure charge for deck was calculated from the formula 20 B T.2. Charge required equals 2080 lbs.
Charges used: Owing to the extreme haste of the preparation the total explosives as calculated were not available. Actual charges used:- Piers 1200 lbs gelignite in each, Abutments 1600 lbs gelignite in each, Deck 712 lbs guncotton. These charges are considerably below those calculated the percentage of actual calculated being: Abutments 83%, Piers 62%, Deck 34% - very little guncotton available at this time. The abutments were considered the most important job

K211/10000
H2

As a good demolition there would make a large crater & probably wreck the first span.

Circuit: The charges were wired in series using 2 dets for each charge & a completely separate duplicate circuit being used.

Tamping: Abutment charges 2'0" Sand
Pier Charges 1 Layer of Bags
Pressure Charges NIL

Results: The demolition was fired at 0230 hrs from a point about 800 yds away. On inspection, which was unfortunately done in the dark, no subsequent daylight inspection being possible, the results proved excellent & showed the reduction in calculate charges was completely justified. At the JEMALUANG end a crater 120' diam by 20' deep was formed, the two piers & the complete deck had disappeared. The piers near the abutments had been tilted over. Preparation for demolition & firing of the charge was done by a party from 3 Sec under Lt Dobbie. Sgt Caygill was in charge of the party & the charge was fired by L/Cpl Cheek. Order to fire was given by Cdr 22 Bde at 2300 hrs 24 Jan.

22/1/50
20

2/10 Fd Coy

War Diary January 1942

APPENDIX 6

A considerable number of small wooden bridges up to three spans of 22' each were destroyed on the KLUANG-JEMALUANG Rd. The locations of these are shown in the body of the Diary. These notes will bring out the general methods employed & any special features observed.

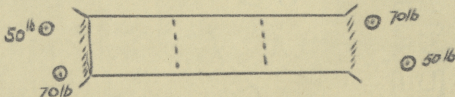
General Method: On this rd demolitions were carried out on the smaller bridges of total length between abutments of 66' up to 3 spans, by means of abutment charges. The reasons for this were as follows:

1. Time did not permit of boring of Auger holes in piers & bears
2. Electric cable was scarce & the two attempts made to fire a number of charges simultaneously using Cordtex were failures. Borehole charges required much more cable than abutment charges.
3. There was, for this work, no shortage of gelignite.
4. With abutment charges lengths at least 20' on each bank were added to the gap.

Two Span Bridge up to 40' between abutments were completely destroyed using 1 50 lb charge 8'0" behind each abutment.

Three Span Bridges: up to 66' between abutments were completely destroyed using two abutment charges behind each abutment.

The most successful method was to give a twisting effect by placing the charges unsymmetrically, thus-



Use of Camouflet Equipment: This equipment was found most useful for cratering of rds behind abutments where crater pipes had not been constructed. It was found that a party of 6 men could put down a hole 9' deep at each abutment, bull the hole using 2 ozs of gelignite, load the charge & wire up the two abutment charges ready to fire, in twenty minutes.

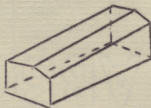
Burning of wooden bridges: Two successful attempts were made to burn wooden bridges of 2 spans. In one case a drum of bitumen was placed on a 40' bridge, a hole was cut in the bitumen & kero was poured in & lighted. The bitumen melted & ignited & spread over the bridge which was soon burning fiercely. In another case a bridge 33' long was burnt by aid of a drum of Dieseline which was found nearby.

K.P.K. Lawrence
M.C.

WAR DIARY JANUARY 1942APPENDIX 7R O A D O B S T A C L E S

1. Concrete Cylinders: These were precast concrete cylinders the larger ones being 2' diam by 3'6" high & weighing approx 1600 lbs & the smaller ones 2' diam by 2'6" high & weighing about 1100 lbs. The arrangement was 36 cylinders to each block, 12 large & 24 small placed in clusters of 3 arranged with 2 small in front & 1 large behind. The obstacle consisted of 3 rows with four clusters of 3 in each row. Clusters were not fastened together but loose bricks & stone were scattered around to prevent the cylinders from rolling around when pushed over.

2. Concrete Coffins:



These consisted of precast R C blocks 4' long by 2' wide 2'6" high at the back tapering to 1'3" high at the front. The obstacles were placed in 4 rows each row 2 yds apart & staggered so that gaps in coffins were covered by those in adjacent rows. One of these obstacles was placed in a cutting on the KLUANG Rd. Between rows of coffins were placed 3 coils of Dannert wire & 12 coils were placed in "U" shape in front. Opportunity never arose to defend the obstacle but it would have been a most difficult one to move.

3. Fallen Trees: Considerable use was made of large trees fallen in suitable spots to make an effective block. Shrapnel mines were placed among the trees to further harass the men doing the clearing away. The felling was slow when the auger holes had to be put in by hand ~~but the method would~~ as the demolitions proceeded, but the method would have been good if boring had been carried out previously. Trees fell truly when a small cutting charge was placed on the road-side.



With many of these blocks it was necessary to construct flank ditches on each side of the rd. These were made 14' wide & 5 to 6 feet deep & if in wet ground made a very effective block.

K.P.N. Lawrence
1942

2/10 Fd Coy

WAR DIARY JANUARY 1942

APPENDIX 9Details of Demolition of KOTA TINGGI BRIDGE

This bridge over the S JOHORE was in KOTA TINGGI Town. It was a steel structure with a total span between abutments of 320 ft. The side spans were 100 ft each & the centre span 120 ft. Trusses were continuous over the piers where maximum bending moment & shear occurred. Decking of the bridge consisted of steel troughing of $\frac{1}{2}$ " M S plate. Girders were built up of 3" x $\frac{1}{2}$ " angles. Piers were built of 2 concrete cylinders & the cross head built of R S J.

Abutments were of concrete. At each bank behind the abutments were 3 crater pipes while at the North bank there were 8 additional craters at the rd junction.

Bridge carried a 6" water main on one side,

PLAN FOR DEMOLITION:

It was decided to cut the girders in the centre span in the panel point next to the piers & to load each of the abutment craters & rd craters. Deck to be cut with cutting charge of guncotton.

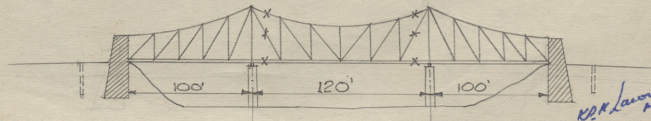
CHARGE USED:

The abutments appeared massive & it was decided to use 200 lbs gelignite in each of 3 crater pipes behind the abutments. 100 lbs gelignite was used in each crater at the road junction. Guncotton was used to cut the girders. Total Explosive used: Gelignite 2020 lbs, Guncotton 496 lbs, Detonators No 33 72 No.

The bridge was blown at 0115 hrs Jan 30 by order of Lt Col Scott C.O. of 2/17 DOGRA BN. On examination next morning the demolition proved to be a complete success.

Centre span was not visible having dropped into the water. The 2 shore spans had been blown by the abutment charges off the piles & all that remained was a twisted remnant on top of one pier. On the North bank a very extensive crater was found. On the South bank the gap had been widened by at least 50 ft by the abutment crater.

The demolition was prepared under direction of Lt Dobbie by 3 Sec. Sgt Caygill & 3 sub sec prepared the demolition & L/Cpl Cheek fired the charge.



KOTA TINGGI
plan

DETAILS OF DEMOLITION OF RAILWAY VIADUCT OVER ROAD AT TAMPOI

The viaduct consisted of 3 No R S J spans of 28' between brick piers & abutments. Height of rail above road 23 ft & rail above span 29 ft.

PLAN OF DEMOLITION:

Piers: Boreholes - 28 No in each pier 4' above road. Each borehole loaded with $1\frac{1}{2}$ lbs gelignite.

Abutments: 2 crater charges of 60 lbs gelignite behind each abutment. Crater holes 8' deep.

R.S.J's: R.S.J's cut in 4 places near pier. 6 lb gelignite in each charge.

Wiring: Complete circuit wired in series & tested. O.K. for continuity & total resistance.

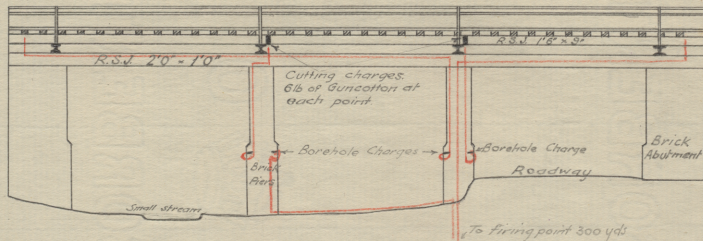
The bridge was prepared for demolition by Cpl Savage & party from 1 Sec under direction Lt Heathcote & fired at 1900 hrs 30 Jan under orders from Lt Col Anderson.

RESULT:

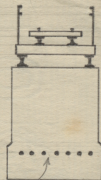
Complete demolition. Road blocked with superstructure falling on it. Abutments completely wrecked.

See Sketch for elevation of bridge & loading & wiring diagram.

R.S.J. Lawrence
plan

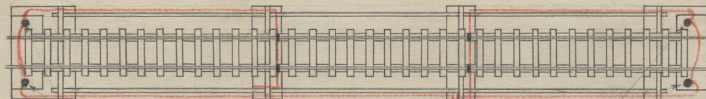


ELEVATION



7 Borehole Charges
 each side of piers
 1½ lbs 50% Gellignite

SECTION



Abutment charges
 60lb 50% gellignite
 Boreholes 8'0" deep

PLAN

Abutment charges
 60lb 50% gellignite
 Boreholes 8'0" deep

RAILWAY VIADUCT

SCALE 1/16" = 1'0"

COPY N°1

2/10 Fd Coy.

WAR DIARY JAN 1942

APPENDIX 11

DETAILS OF DEMOLITION TEBRAU BRIDGE

The bridge over the S TEBRAU North of TEBRAU village consisted of 9 No reinforced concrete beam spans of 30 ft on R C piles.

PLAN OF DEMOLITION: This was practically a hasty demolition & it was decided to blow the abutments & cut the decks only.

Abutments: 1 crater charge of 100 lbs of gelignite & 2 of 75 lbs at each abutment.

Deck: 7 cutting charges of 56 lbs guncotton each.

Wiring: Charges were wired in series except that in each abutment charge the detonators in duplicate were wired in parallel.

RESULT: The demolition was fired at 0315 hrs on 31 Jan & as might be expected was not a complete success.

In the first firing the abutment failed to detonate. The deck charges being quite inadequate did not totally destroy the deck as the piers were not cut. 30% of the gun cotton failed to detonate.

The abutment charges were reconnected & fired & this time complete destruction of the abutments resulted. The destruction of the deck was also furthered by the shock of the abutment demolition.

LESSONS :

1. Do not wire in parallel.
2. In this type of bridge for satisfactory results the piles should be cut as well as the deck.
3. Be sure explosives are in good condition.

Prof. Lawrence
M.D.

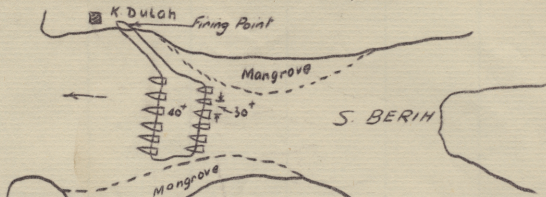
WAR DIARY FEBRUARY 1942
APPENDIX I

2/10 Fd Coy

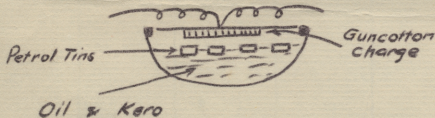
COPY N°1

Detail of Flame Tran

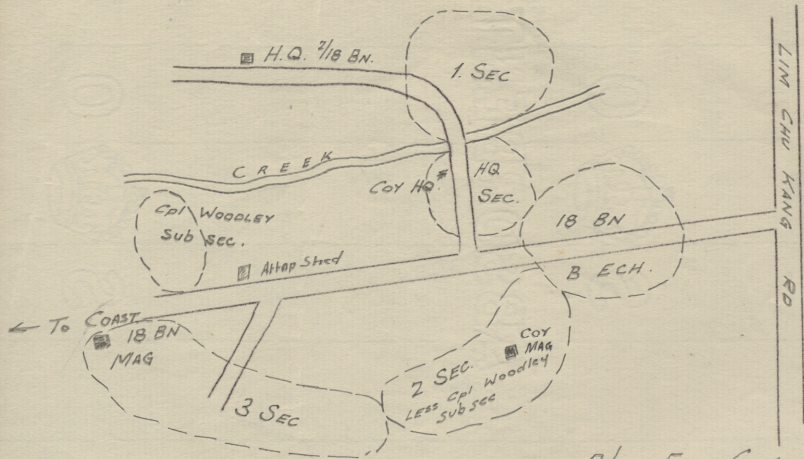
Site: In S BERIH near KAMPONG DULAH at 625,202.



The boom consisted of 2 rows of 8 boats spaced 40 yds clear in rows with boats at 30 yd centres. The boom was located between mangrove swamps. Anchors used were the small concrete cylinders cast for A/Tk blocks. Weight about 1000 lbs, held with steel cable. The boats consisted of 2 large Tongkans & 10 smaller boats (TWAKOWS). The larger boats had 300 galls of Dieseline & kerosene floating inside & the smaller boats 80 galls. Each boat had 4 tins of petrol floating on the oil. Attached to a board across the gunwhales of Tongkans was 42 lbs of guncotton & in the Twakows 14 lbs of guncotton. The primers & detonators were enclosed in a rubber sheath to keep watertight. The charges were connected up in series to the firing point with rubber covered cable & all joints waterproofed with pitch & tape. Enough spare cable was left in each boat to prevent pulling out of detonators.



KOH Lawrence
1942



2/10 FLD COY.

APPENDIX 2.

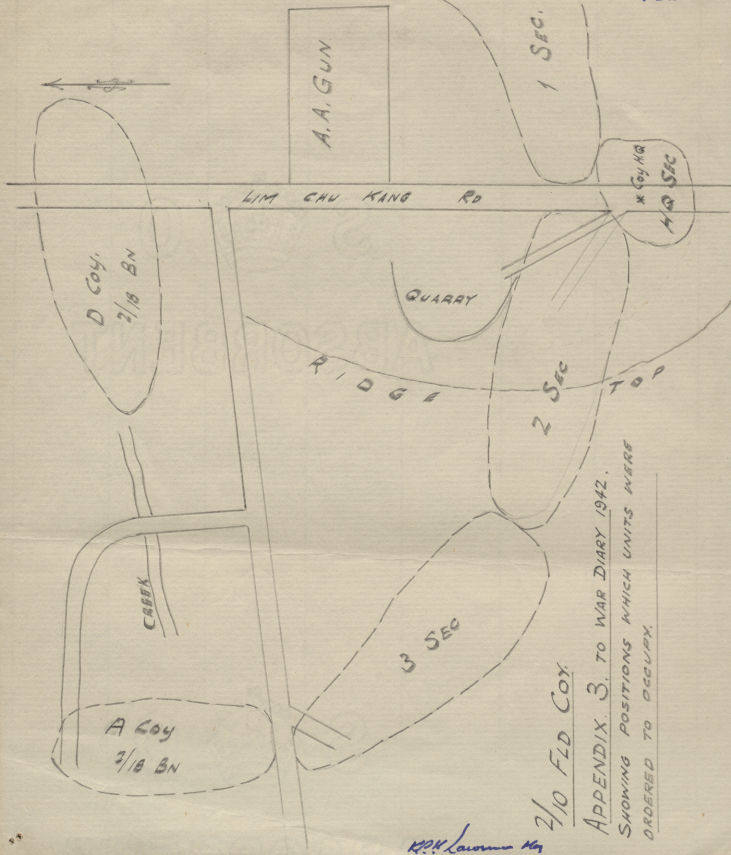
TO WAR DIARY. FEB 1942

10/11/42

APPENDIX 3.

2/10 Fld Coy
Appendix 3

WAR DIARY
FEB '42



NOTE 1 POSITION ON W SIDE OF RD AS AT 0615 HRS

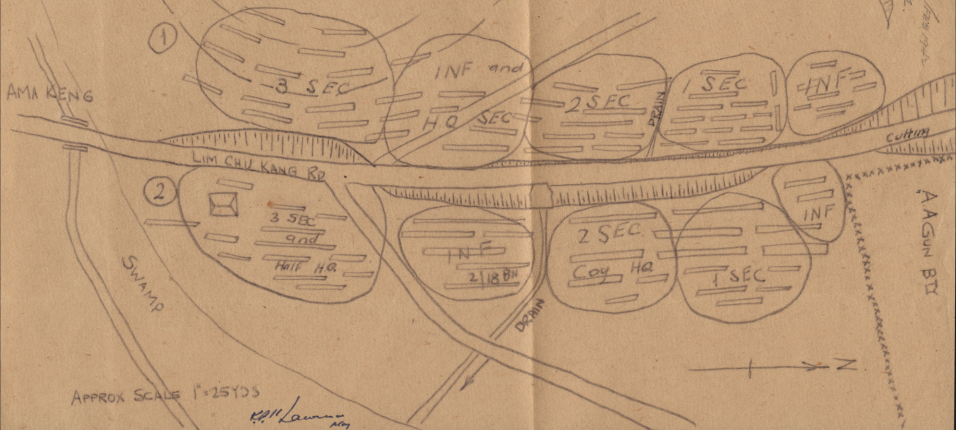
2 " ON E " " " " " 0730 HRS

Line reached in charge enemy

position

QUARRY

210 FLD CO
WNS CHRY 1/2/74
SPEND 4.



APPROX SCALE 1"=25YDS

K. H. Lawrence
ACG

AAGUN BT

2/10 R G
APP. 4
WAR DIARY
FEB. 1942

NAVAL MESSAGE.

Revised
December, 1935.

S. 13

For use in
Signal
Department
onlyOriginator's Instructions:
(Indication of Priority,
Intercept Group, etc.)

Codress/Plaindress

No. of
Groups:

TO:

FROM:

Write
Across

- | | |
|---|----------------|
| 1. Drop Hobs on. Hyman's Truck. | 5 |
| 2. Certain Hobs etc. in floor of truck - run free so that chains
sewed be used to hook block to, so that. free can be.
got in any desired direction | 10
15
20 |
| 3. Marshall. Jack only. — one per sec. at H.Q. | 25 |
| 4. For Park is too muddy in the Workshop Section like taken
into forward positions. Then it should be subdivided into. | 30
35 |
| 4. In Section 1. Hobs. 2. On E.L. Hobs. & runs base repairs | 40 |
| 3. Which can be allotted to each. Following as required | 45 |
| 5. Re Hyman's work - would it not be better to have a trade group
for Section 2 at H.Q. in H.Q. | 50 |

System

P/L Code or Cypher

Time of

Operator

P.O.O.W.

Date

Receipt

Despatch

Notes on Coy Organisation, Transport, Equipment, &c.

(Considerations, suggestions etc are those of the O.C. Maj. Lawrence)

1. ORGANISATION:(a) Officers:

- (1) It is considered that the Fd Coy organisation should provide for two (2) officers per Sec. One officer cannot properly control the work of 64 O/R's in a highly technical unit particularly when the action is mobile & the section's work widespread.
- (2) In Dec 1941 the allotment of officers was amended & two recce officers (Lieuts) were added to Coy HQ. For all normal operations one is sufficient for this.

(b) Trades

- (1) One Rigger (suggest Tdc Gp I) should be added to each Fd Sec.
- (2) Bricklayers could be reduced from three (3) to two (2) per Sec.
- (3) Two of the most used trades (when not actively engaged in operations) were carpenters & plumbers. One extra plumber should be added to HQ & two extra carpenters, as HQ is often called upon to carry out camp construction work.
- (4) Painters: Instead of one on HQ & two to each Sec, suggest Four (4) to HQ and one (1) to each Sec. Total of seven (7) per Coy remains the same.
- (5) Storemen: Each Fd Sec should have a storeman. This is a responsible job & actually warrants rank of Cpl.
- (6) Drivers: Considerable difficulty was experienced in regard to drivers. The driver is responsible for the care & maintenance of his vehicles & the satisfactory running of the vehicles depends very largely on the way the drivers look after their vehicles. It is felt that a margin should be paid to drivers as was done in the days of horse tpt. All regular drivers might be classed as driver-mechanics.
- (7) Hygiene: Provision should be made in the establishment for a Hygiene Cpl.

(c) General:

2. TRANSPORT:

3 Fd Secs each:

Motor Cycles	3 No.
1 Ton Vans	3 No. (1 Sec Off, Recce boat & (1 Explosive & Demo Equip (1 Ammn, Bren Gun & Crew
30 Cwt Lorries	4 No Carrying personnel & their own baggage, Sub Sec tools.
3 Ton Tip Lorry (towing Compressor)	Tech stores not incl in Sub Sec lorries. Compressor tools, camouflet equipment.

This establishment is recommended for Fd Coy tpt generally but not necessarily for conditions experienced in Malaya.

- - - - -

9. COMPANY EQUIPMENT:

1. With minor exceptions mentioned below the tool kits fulfilled requirements over a sufficiently wide range in each trade.
 - (a) In HQ the following extra tools should be carried:-
Handsaws - 6, Saws Half Rip - 6, Claw Hammers - 6, Axes Felling - 12, Axes Hand, 12, Level F.S. - 1, Tapes Measuring Steel - (1),
1 Set Nail Punches, Spare Blades for Saws Keyhole - 1 Doz.
 - (b) In each carpenters kit add :-
Hammer, claw - 1, Saw $\frac{1}{2}$ rip - 1, Double the number of augers in the Table.
 - (c) In plumbers Kit:-
Footprints & Stillson wrenches should be 14 inch. Seamer & Rivet Set required. Snips - 14" would be better than the small pair. Ladles & caulking tools are not required in every kit - only the HQ set.
 - (d) Painters Kit:
More writing brushes (1 doz total) should be provided. Great difficulty was found in obtaining suitable paints, particularly for sign-writing jobs.
 - (e) Fitters Kit:
Emery Wheel is needed. Also Suction Pad for Valves

2. GENERAL:

- (1) Water Supply: As it is quite possible, that each Sec would be engaged on Water Supply work concurrently, it would be advisable to allot 1 portable power pump to each Sec with one spare in HQ. This provides for a total of 4 Power pumps instead of 2 as in the present establishment.
- (2) Welding: The addition of an oxy-welding & cutting set would widen the range of work which the Coy tradesmen could cover.
- (3) Compressor Fittings &c The establishment does not provide for a compressed air sump pump although they were issued to this unit & were found extremely useful. They should be definitely included in the W.E.T. The establishment of spares in W.E.T. for couplings, nipples &c were inadequate.
- (4) The following misc. equipment would be most useful:-
 1. Trehella monkey grubber winch for tree & log pulling, removal of bogged lorries &c.
 2. Power Greaser (One per Sec)
 3. Paint & Kero. Spray.

3. EQUIPMENT REQUIRED DURING ACTIVE OPERATION.

It is essentially desirable to lighten the amount of equipment carried in the field during active operations. This would serve another purpose of reducing the amount of ~~equipment~~ transport & minimise congestion on roads & in harbours. When the equipment & transport is examined in the light of the Company's role in the field it is found that there is little that can be left behind at base if the company is to function efficiently. TIME is the predominant factor, & valuable time may be lost if requisite tools are not available to each party - subdivided down to Sub Sec units. Examined in detail it is found: ~~Each Sec must carry~~

- (1) Its Compressor.
- (2) 4 Carpenters Kits (One to each Sub Sec)
- (3) 1 Plumbers Kit
- (4) Fitters Kit for maintaining vehicles &c.
- (5) Camouflet set for cratering.
- (6) All sec. picks & shovels, axes &c.
- (7) All water supply equipment.

With the exception of one of each set to be kept with Coy HQ, the following sets of tools might be returned to a base dump to be kept reserved for Coy use only:-

Blacksmith.
Electrician.
Painter.
Tinsmith.
Bricklayer.

No "A" Echelon tpt can be left behind.

K.P.H. / Gunnar Mos.
2/10 P.O. Coy.

APPENDIX G2/10 Pd Coy, RAE.CASUALTY LIST - OFFICERS:

<u>No</u>	<u>Rank</u>	<u>Name</u>	<u>Date</u>
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KILLED IN ACTION:

VX39027	Lt	Heathcote, C.E.	9/2/42
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WOUNDED IN ACTION: (IN HOSP AT ARMISTICE)

VX27638	Capt	Dolanore, W.H.	11/2/42
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VX43952	Lt	Miller, H.	9/2/42
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NOMINAL ROLL OF OFFICERS IN FIELD WITH 2/10 FD COY
AT TIME OF ARMISTICE.

<u>No</u>	<u>Rank</u>	<u>Name</u>
VX45686	Major	Lawrence, K.P.H.
VX43939	Capt	Sloan, B.B.
VX45595	Lieut	Dobbie, F.A.
TX 3743	Lieut	Scott, H.S.
WX35045	Lieut	Barratt, J.C.E.
	Lieut	Casserly, M.J.P. (ex PWD Engr)

IN HOSPITAL AT TIME OF ARMISTICE

WX26589	Lieut	Goninan, E.K.
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CASUALTY LIST

2/10 Pd Coy, RAE.

KILLED IN ACTION:

No.	Rank	Name	Date
VX26127	Spr	Bacon, K.W.J.	9/2/42
33795	Spr	Boreham, P.H.	9/2/42
29452	Spr	Browne, E.J.	9/2/42
47442	Spr	Jennings, J.E.	9/2/42
27938	Spr	Mason, R.A.	8/2/42
23543	Spr	Macdonald, D.R.	9/2/42
34300	Spr	McLean, J.W.	9/2/42
22424	Spr	Waterworth, S.M.	9/2/42
34237	Cpl	Pulling, L.C.	9/2/42
32894	Spr	Woodman, J.R.	9/2/42

DIED OF WOUNDS:

VX29137	L/Sgt	Armstrong, O.J.	15/2/42
23202	L/Cpl	Gadsden, R.C.	9/2/42
30784	Sgt	McCullough, D.J.	11/2/42

MISSING - BELIEVED KILLED:

VX47354	L/Sgt	Chambers, A.M.	9/2/42
27948	Spr	Dunn, L.S.	9/2/42
26509	Cpl	Marshall, W.	9/2/42
34009	Spr	Trevaskis, H.C.	9/2/42

MISSING:

VX41435	Spr	Adams, E.L.	15/2/42
26152	Spr	Buckland, W.S.P.	Date Unknown
12538	Spr	Bryant, R.M.	11/2/42
33551	L/Cpl	Douglas, F.	15/2/42
25725	Spr	Forty, E.H.	15/2/42
27926	Spr	Hillier, L.D.	10/2/42
24145	Spr	Jellet, J.S.	9/2/42
19185	Spr	Merton, W.C.	11/2/42
TX 5179	Spr	Plapp, W.J.	11/2/42
VX27417	Spr	Rowe, L.R.	10/2/42
34101	Spr	Ulliyett, H.	15/2/42
35392	Spr	Whitty, L.R.	10/2/42
41357	Spr	Willey, H.N.	9/2/42
32648	Spr	Williams, R.E.	10/2/42

MISSING - Sent on Special Mission under orders from C.R.E.

VX40602	Spr	Crawley, D.R.W.	15/2/42
33512	L/Cpl	Gleeson, L.T.	15/2/42
38243	Cpl	Whitworth, M.	15/2/42
23930	Spr	Woolley, A.C.E.	15/2/42

WOUNDED & MISSING:

VX45597	Sgt	Clasper, W.U.	13/2/42
29323	Spr	Hoy, R.H.	9/2/42
21275	Cpl	Plumridge, W.T.	9/2/42

WOUNDED WHILE IN HOSPITAL:

VX30325	Spr	Kells, J.M.	15/2/42
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No	Rank	Name	Date
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WOUNDED IN ACTION:

VX33840	L/Cpl	Barclay, F.A.G.	11/2/42
28990	Spr	Bartlett, C.R.	9/2/42
29141	L/Cpl	Burke, S.C.	9/2/42
33066	Spr	Christie, J.L.	9/2/42
36959	Spr	Campbell, J.	9/2/42
32800	Spr	Crowe, W.J.	9/2/42
22930	Spr	Castles, P.	11/2/42
17376	Spr	Chandler, L.	9/2/42
31918	Spr	Dermody, J.M.	15/2/42
34057	Cpl	Dancey, A.	9/2/42
38951	Spr	Elliot, D.R.	9/2/42
44160	Spr	Fry, C.	15/2/42
33479	Spr	Harriss, H.	9/2/42
37174	Spr	Heywood, R.A.	9/2/42
27139	Spr	Lynch, M.M.	9/2/42
25863	L/Cpl	Manley, J.R.	9/2/42
55241	Spr	Mannix, F.J.	11/2/42
32944	Spr	Maher, J.	9/2/42
44423	Spr	Taylor, G. McW	8/2/42
33520	L/Cpl	Thomas, A.G.	9/2/42
33539	Spr	Whiteley, C.J.	9/2/42
35635	L/Cpl	McKechnie, A.N.	9/2/42
44784	Spr	Corlett, H.M.	11/2/42
SX 4466	Spr	Gordon, J.S.	9/2/42
VX35056	Spr	Provan, J.M.	9/2/42
27197	L/Cpl	Cock, E.N.	9/2/42
28950	L/Sgt	Nicolson, D.I.	9/2/42

NOMINAL ROLL OF PERSONNEL IN FIELD AT TIME OF ARRIVAL

No	Name	No	Name
VX34048	Aitken, R.M.	VX46828	Haynes, J.B.
32998	Allen, W.A.G. L/Sgt	46545	Hayward, H.
40964	Amar, G.J.	44159	Helliwell, A.E.
23876	Artis, J.	27980	Henderson, J.A.
18688	Ashby, P.R.	38028	Hodgkins, L.A. Cpl
34165	Aust, A.T.	37767	Hope-Kelly, D. Cpl
8316	Barker, P.D.	27772	Horkings, A.W.C.
38059	Bacon, S.T.	54298	Horsburgh, F.W.
34229	Barclay, A.	20382	Hoy, F.V.
44182	Barnes, K.G.	29148	Jackson, F.W. L/Cpl
54318	Bartlett, C.A.	28836	Johnson, C.M.
33643	Barton, E.H. Sgt	41275	Jones, J.G. L/Cpl
TX 4136	Belletto, H.B.	56542	Johnston, K.R.
VX33162	Benness, A.W. L/Cpl	55549	Kelly, J.K.
40616	Best, D.W.	33855	Kilian, R.G.
41504	Bilcock, W.E.	25771	Kingsland, L.
25475	Bourne, F.H.C.	28611	Kingston, G.J. L/Cpl
34955	Bower, L.E. Cpl	24573	Lance, W. L/Cpl
36618	Bretag, F.	21526	Lanham, D.J.T.
42235	Bray, G.W.	41500	Leleux, L.E.
26140	Briggs, W.T.	33249	Lock, B.C.
22510	Brown, C.	28960	Lockyer, J.T.
41563	Bruce, W.W. Cpl	24317	Main, L.J. Cpl
46208	Bryant, F.L.	37030	Manning, E.W. Sgt
NX36016	Buchanan, C.A.	18437	March, C.M.
VX26471	Buckley, T.J. L/Cpl	20835	Matthews, P.J.
45305	Burns, J.A.	38042	Merrigan, N.F.
NX21728	Cameron, J.	46194	Morgan, H.A.
VX33153	Caygill, R. Sgt	WX10904	Moyes, K.K.
32592	Chapman, L.S. Sgt	VX45726	Murphy, D.J.
25276	Chapple, F.R.	SX 2184	McCallum, R.A.
35608	Cheek, J.N. L/Sgt	VX35527	McFarlane, I. Cpl
22377	Chirgwin, W.S. L/Cpl	40456	McKean, I.
1622	Cook, L.A.R.	35635	McKechnie, A.H.
21687	Cope, R.W.	33554	McLachlan, T.C.
21715	Covey, H.J.	43558	McLaren, E.W.
36988	Crane, G.H.	34314	McLatchie, J.C.
25002	Crosbie, L.J.R.	27244	McLaws, D.A.
33184	Deveson, L.C.	31956	McPhail, A.R.
17368	Drummond, F.G.	40839	McPherson, A. L/Cpl
46938	Duthie, W.R.K.	34369	McRae, L.J.
28045	Eaton, G.H.G.	24418	McVitty, W.J.
54400	Ellerington, H.	16789	Nathan, C.A.
38951	Elliot, D.R.	54146	Newbound, A.E.
16791	Evans, J.F.	43195	Newman, F.J. Sgt
32811	Fennell, J.W.	28950	Nicolson, D.I. L/Sgt
43044	Ferris, E.T.	54946	O'Brien, F.H.
TX 5185	Flannery, R.A.	41902	O'Keefe, E.H. Cpl
VX40422	Gardner, A.C.	32200	Palmer, D. Cpl
50717	Goodger, W.T.	TX 5183	Panton, O.W.
38027	Graham, A.H.	VX29567	Peck, F. L/Cpl
21266	Graham, C.F.	38917	Peoples, D.J.
35554	Granland, W.G.	40428	Pollard, A.V.
31415	Grant, P.J. L/Cpl	32843	Pratt, T.A.
25282	Green, W.A. Cpl	35524	Price, D.L.
27442	Hagston, G. S/Sgt	36058	Redman, E.L.
36758	Halliday, N. L/Sgt	27811	Reid, W.
20186	Harris, L.P.	34078	Roberts, R.C.
33472	Harriss, N.G.	37436	Rogers, R.T.
38354	Harrison, W.R.	29189	Rosenbrock, R.G. L/Cpl
23586	Hart, R.H.	36762	Rowell, C.G. L/Cpl
32625	Hawkins, F.G.	26416	Savage, F.B. Cpl
20955	Hawkins, S.	24576	Savage, S.G.

No	Name
VX24650	Challiker, F.
VX25522	Shaw, H.R.
VX20994	Shears, E.
43544	Sheppard, J.J.
43653	Sinclair, A.C. L/Cpl
30230	Smith, G.A. L/Cpl
24859	Smith, K.G.
42157	Smith, R.M.
24133	Smith, S.
51757	Sommerville, H.C.
32184	Stabback, F.J.C.
20023	Stone, L.I.
41558	Swift, J.M.
46915	Taylor, W.A.N.
WX 7677	Temple, R.J.
VX23554	Thomas, F.E.
42029	Thompson, H.V. Cpl
32359	Tolliday, A.S.
46778	Tulloch, N.L.
38023	Turner, D.E.
42480	Veitch, G.A.
20752	Walsh, F.V.
37144	Walter, B.V.
28099	Ward, K.E.
30136	Wark, J.
18324	Warren, H.J.
47550	Watts, F.E. L/Sgt
30944	Webb, I.G.
31236	West, A.E.G.
35781	White, A.J.
36172	White, F.W.
47215	Whittenbury, C.F.
34084	Whyteross, R.D.
TX 4455	Whyman, H.A.
VX26529	Wighton, J.J.
46598	Williams, C.H.
54295	Williams, H.A.R.
41946	Wilson, V. Cpl
26861	Winter, F.M.
42045	Woodhead, H. L/Cpl
23559	Woodruff, F.H.
31899	Woods, F.E.
23982	Woolley, E.H.
54395	Young, P.
40674	Youngclause, J. Cpl

NOMINAL ROLL OF 2/10 FD COY PERSONNEL IN HOSPITAL AT TIME
OF ARRIVAL

<u>No</u>	<u>Name</u>
VX45568	Adams, W.
VX31566	Burnell, A.D. Cpl
40971	Carson, J.
31129	Carey, F.
17238	Cowell, H.J.
34032	Cross, A.M.
41921	Cameron, J.K.
24043	Hindle, O.
20188	Houghton, G.A.
43979	Robins, R.W.
18473	Sheridan, F.R.
27167	Simpson, A.E.
43942	Whelan, F.S. S/Sgt
24912	Willard, R.

APPENDIX 8.Details of demolition of DOHOL RIVER BRIDGE.

This bridge is a typical case of the longer span timber bridges over a moderate sized river. In this bridge there were 10 spans of 22 feet supported on trestle piers composed of 5 timber piles braced together. Roadbearers were 12 ft by 12 ft - 5 No.

Each side of the bridge there was an embankment which was prepared for demolition by the construction of 2 rows of crater pipes. In each row the crater pipes were at 25 ft centres. The country flanking each bank was wet & impassable to vehicles or tanks.

PLAN OF DEMOLITION:Abutments:

Demolish with two crater charges each side.

Piers:

It was estimated that the abutment charges would also destroy the adjacent pier. The second pier from each abutment was prepared by auger holes below the bottom horizontal brace.

Roadbearers:

These were prepared with auger holes ~~xxxx~~ in the 2,4,6,8,9 spans.

Charges:

Auger Holes: 8 oz gelignite in each auger hole.

Crater Pipes:-

Behind 5th abutment	2 No	80 lbs gelignite
Behind Nth abutment	2 No	60 lbs "
Rd Craters-Nth Bank	17 No	60 Lbs "

Wiring:

Complete circuit wired in series - Complete duplicate circuit coloured with white splashes.

RESULT:

Fired by Cpl Dancey & party from 2 Sec at 1000 hrs Jan 29 by order Capt Oakie. Each abutment & adjacent pier were completely destroyed. Second pier from abutment completely destroyed. Road bearers in 4,6,8 spans were completely cut. Road Craters:- 17 craters 12 ft diameter produced for 200 ft length of rd. This would be impassable to traffic & greatly extended the gap.

