



**Royal Australian
Corps of Transport**

Equal to the Task



Par Oneri - Australian Army Transport Journal

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IMPORTANT INFORMATION

As of 2018 the RACT Head of Corps Cell will be unmanned. The primary point of contact for any RACT matters will be the group email inbox ract.hoccell@defence.gov.au which will be checked periodically.

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Keep up to date with RACT matters:

RACT website:	www.ract.org.au
AST Facebook page:	www.facebook.com/Army.school.of.transport

Key Head of Corps Cell Appointments 2017

Head of Corps:	BRIG Cameron Purdey, CSC
Deputy Head of Corps:	LTCOL Paul Rogers
Corps Regimental Sergeant Major:	WO1 Justin Cocking
Corps Manager:	Miss Louise Coutts

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RACT CELEBRATING 44 YEARS



Contents

Head of Corps 2017	5
Deputy Head of Corps 2017	7
Corps Regimental Sergeant Major 2017	8
Representative Colonel Commandant 2017	9
Colonel Commandants South Queensland 2017	10
Colonel Commandants North Queensland 2017	12
Colonel Commandant Western Region 2017	13
Colonel Commandant Eastern Region 2017	15
Colonel Commandant Victoria and Tasmania 2017	17
Trade Updates	18
Army School of Transport	25
Transport Squadrons	41
Joint Movement Unit	88
HMAS <i>Canberra</i>	98
HMAS <i>Choules</i>	102
2 nd Battalion (Amphibious) Transport Platoon 2017	115
5 RAR Transport Section	119
Force Support Element Seven - Middle East Region	121
1 st Signal Regiment Transport Troop 2017	123
2 nd /14 th Light Horse Regiment (Queensland Mounted Infantry)	125
Maritime Border Command	129
Operational Update	132
RACT Birthday in the MER	135
DOCM-A Update	137
DSCM-A Update	140
DRSCM-A Update	145
Honours and Awards	149
Essays	153
RACT Associations	175
RACT Central Funds Members	182
Last Post	183

Head of Corps 2017

BRIG Cameron Purdey, CSC

This year has again been a busy time for the corps with many changes to our structure and equipment being made. As I get out and engage with the soldiers and officers of the Corps I am reassured that these changes are being well managed and are setting the corps up for continued success into the future.

The roll out of L121 vehicles has continued in earnest this year with medium and heavy vehicles becoming common throughout our Brigade locations. These vehicles don't just represent the replacement of legacy vehicles, they provide a whole new level of capability to the ADF. While the new vehicles will be better networked and are significantly more capable than their predecessors, they have introduced a number of new challenges; challenges that will require the Corps to continue to develop and professionalise to ensure we get the most out of this superior technology. Other significant events this year have included the restructuring of the movements capability, with 1 Joint Movements Unit coming under command of Joint Logistic Command. While this change is unlikely to effect the day to day operations of the Joint Movement Control Offices, it does better align the capability within the larger logistic enterprise. Regardless of the change, I am confident that 1 Joint Movement Unit will continue to provide the same level of support and expertise they have become known for over the past two decades.

Disappointingly, this year has also marked the disbandment of the RACT PMV squadrons. I have been pleased with the manner in which this transition has occurred. Through this disappointment we should not lose sight of the positives that have resulted from this short lived opportunity. The PMV experience has significantly improved the RACT's corporate knowledge of the tactical employment of modern vehicles, which will serve us well as the L121 vehicles are incorporated into Combat Brigade structures.

A focus of mine throughout 2017 has been the Army Logistics Review. This review represents a first principles look at how Army delivers the logistic effect now and how we might do so in the future. The review seeks to ensure that logistic structures and capabilities are efficient, sustainable and positioned to support the future land force. While the final outcomes of the review are yet to be endorsed, it is likely that it will represent some changes for the Corps in how we do business. I view this as an opportunity to ensure our logistics and transport capabilities are relevant and aligned into the future.



Looking forward there are a number of important Corps activities coming up. Firstly, the Corps Conference will be conducted in Puckapunyal over the period 14 – 16 Mar 18. This activity represents a key forum for all ranks to discuss the current state of the Corps and work collaboratively to advance Corps issues. I encourage wide attendance and hope to see a large cross-section of the Corps at our home. Secondly, with 2017 marking the Corps 44th birthday, the 50th birthday continues to draw closer and planning must begin to ensure that appropriate celebrations are coordinated. Shortly a Corps sub-committee will be established to manage this event and I ask for your support in ensuring its success.

Notably this year has also seen the requirement for a number of changes to our Corps representative appointments. I would like to take the opportunity to acknowledge the work of past Colonel Commandants, COL Rex Rowe (Retd) and COL Doug Webb (Retd) who through their committed and tireless support have contributed to the success of the corps. Thanks also go to Brigadier Mick Kehoe (Retd) who provided me excellent support in his short tenure as the Representative Colonel Commandant. With the departure of these personnel in 2017 it has allowed me to welcome a number of other distinguished RACT officers into representational appointments. In NQLD we welcomed COL Adrian Overell (Retd); in NSW/ACT, COL Simon Tuckerman; in VIC/TAS, COL Bunny Carrigan and in WA, BRIG Stephen Cain. BRIG Tim Hanna has also expanded his responsibilities with his appointment as Representative Colonel Commandant.

Again this year, I remain extremely proud of the work of our soldiers in Australia and overseas. The important work undertaken by our Corps, in at time challenging environments, is done so with competence and professionalism. Finally, as always it is the people of the RACT that are its greatest strength. I wish you good and safe soldiering and know that you will be *Par Oneri*.

Deputy Head of Corps 2017

LTCOL Paul Rogers

Over the past two years, the Army School of transport has attempted to create “irreversible momentum” in the modernisation space. The staff at AST have worked tirelessly over that time to ensure our standards of training are appropriate for modern conflict and that the CSS community is ready for the new Protected Mobility Fleet. The staff and wider Army has readily embraced the move towards “Move, Shoot, Communicate” as a way of life for RACT operators. It should be



noted that this is not ECN specific, but applies across the entire spectrum of ECNs. The Boaties have now run several iterations of “Black Anchor”. This is a tactical week long sail away exercise that teaches IETs to live from and defend their vessels in a high threat environment. The feedback on this course is excellent and demonstrates that RACT stands ready to man the new Riverine Patrol craft, when they enter service in a few years’ time.

Simulation is another way AST has enabled the modernisation of our promotion courses to ensure our JNCOs are equipped to effectively crew the new vehicles. It doesn’t matter if it a Hawkei, a HX77, a HX81, a 40M or a Bushmaster; they are all Protected mobility and will have sophisticated comms suites, weapon systems and protection. By using the new Protected Mobility Tactical Trainer (PMTT) we have been able to focus training on the left seat/crew commander. The PMTT is a state of the art system that will hopefully be rolled out to four other locations over the next few years as Forcomd prioritises the Protected Mobility training. Simulation has also been key for Maritime Wing with the existing NAUTIS system continuing to increase training output for our maritime trades and the use of WTTS for LCM8 50 Cal shooting has increased proficiency in handling of the weapon systems and has allowed for operators to complete more complex scenarios than are ever possible in real life outside of actual operations.

AST continues to consolidate Puckapunyal as the Home of the RACT and it’s a welcome sight to see the S Liners back in their rightful place in the Advance Troop Yard ready to commence operations out of Puckapunyal again from early 2018. 2018 will also see Hawkei and HX 81 rolling out in Puckapunyal further adding to the longevity of Puckapunyal as our spiritual home. Over the past two years AST has had a fantastic relationship with the brigades and wider Army and the assistance and feedback to assist in our move towards “Move, Shoot, Communicate” has been outstanding. Upon parting as DHOC I would like to wish all members of the Corps a Merry Christmas and an outstanding 2018, *Par Oneri*.

Corps Regimental Sergeant Major 2017

WO1 Justin Cocking

At the end of my first year in this appointment I now realise how little I knew of the wider issues and complexities that are a constant for the wider Corps and trades. Having now had the opportunity to visit many of our larger Corps areas and units I must admit to being impressed by the enthusiasm of our soldiers and their acceptance of change; be it occurring now or in the near future. I wish to acknowledge 7 CSSB and 9 FSB for the exceptional work they have done integrating and employing the Land 121 fleet in 2017. The documentation they have raised identifying issues and solutions, lessons learnt and TTP's will be invaluable with the rollout occurring to 1 CSSB now, and 3 CSSB next year.



I believe all our trades are progressing in the right direction, with ongoing efforts to modernise procedures and attitudes. Many of our trades have received, or will in coming years, new capabilities and equipment which are long overdue recognition of the role we play keeping the war fighters in the game. One unfortunate constant is junior soldiers asking me why they should pay Corps funds and “what do I get out of it?” Whilst some will say it is a sign of the times, I find it sad that soldiers no longer feel they are a part of something bigger than themselves and don't associate being a member of the Corps with a sense of pride. Changing this attitude is a task for all RACT Officers, SNCOs and WOs.

To put some context to the issue these figures are a snapshot of RACT Corps funds at work in 2017:

- Donations to RACT units / sub-units - \$4000.00
- Contributions to RACT specific events - \$7000.00
- Donations to RACT Associations - \$1500.00
- RACT Badge Draw Prizes - \$1250.00

It is with genuine regret that we farewell the DHOC, LTCOL Paul Rogers. I cannot recall anybody in the recent past that has been as instrumental in pushing, pulling or forcing Corps issues into the spotlight and gaining the support needed from senior leadership. On behalf of the Corps I thank LTCOL Rogers for leaving us in a far better position than we were two years ago.

I welcome the new DHOC LTCOL Sally McClellan. See you all safe and well in the New Year.

Representative Colonel Commandant 2017

BRIG Tim Hanna, AM

With the unexpected departure of Brigadier Mick Kehoe for work overseas, I have been given the great privilege of stepping into the role of Representative Colonel Commandant for the Royal Australian Corps of Transport. As with anybody who assumes such an important position I look back with pride over many years of serving in corps units and my association with so many capable, professional and even likable (!) members of all streams of the RACT.



I will start my tenure by thanking Mick Kehoe for the energy that he brought to the role. Mick applied his own brand of contemporary stewardship and connected older and younger veterans with great success. He always stressed the family nature of our corps, most recently at the Corps lanyard parade at the Royal Military College in July. It is something I intend to build on.

My own association with the corps goes back to my graduation in December 1980 and service in second, third and fourth line road transport and movements units as well as time as an instructor at the Army School of Transport and staff logistics postings. Fortunately, I have maintained good relationships with many ex-corps members over those years and regularly attend RACT events in my home state of South Australia. I will endeavour to build on my predecessors' efforts to ensure that the Corps family continues to evolve.

It is always a very busy time for the Corps and this will remain so as the Australian Defence Force continues to deploy on operations across the globe and prepares to do so here at home. While current structures and resourcing make it difficult for me to get around the country to the extent that I would wish, our Corps Director, Brigadier Cam Purdey, and I are determined to ensure that the fabric of the corps is maintained to the best extent possible. Our Colonel Commandant network is very enthusiastic and so I am sure that we will be available to assist those who still serve our nation by various means.

I look forward to meeting you and seeing you at work during my tenure.

Colonel Commandant South Queensland 2017

COL Lesley Woodroffe

In the last journal I made reference to my sixth and final year as the COL COMDT for Queensland drawing to a close. Technically, Queensland was without a COL COMDT for some months until it was agreed that the state should have two, representing the north and south separately. It was with a mixture of delight and embarrassment (because I had been thanked and farewelled in fine fashion by the Army Transport Association at their Christmas function) that I accepted the inaugural appointment as the South Queensland COL COMDT with a tenure taking me to 2022. I had always felt that I had somewhat neglected the north of the state, mainly because funds did not permit visits, so I am delighted that a Townsville local, COL Adrian Overell, has picked up the reins in the north. He has introduced himself below and I look forward to reading and hearing about North Queensland Corps activities through him.



In the last journal I also reported my delight at being the host officer in 2016 at the 7 CSSB parade that saw the official (re) raising of 2 Tpt Sqn. By the time this journal goes for editing I will have performed that role again for the squadron's disbandment. Honoured as I am to be able to participate in the event, I am disappointed for the members of that squadron that they have not really had the time to establish and prove their worth. 6 Tpt Sqn, whose establishment parade I attended in 2015, has had a little more time and I understand has a reprieve from disbandment until next year.

The Army Transport Association has continued to be active in the south of the state and it has been pleasing to see that some serving members have responded to the membership drive by the committee. I would encourage serving members to join their local associations to engage with past members and hear about their experiences before the opportunity is lost. In South Queensland the relationship between serving and past members of the Corps is getting stronger. Attendance by serving members at ATA functions such as the 44th Corps birthday lunch (attended by almost 100 people) has been welcomed.

Reciprocal invitations to past members have included unit barbecues and *Circle the Wagons* events including a demonstration of current equipment. Being equal to the task, difficulties with security were offset by the visitors being given the experience of being transported from the gate by members of 2 Tpt Sqn in PMVs, which some declared to be a vast improvement on the International truck.

Where possible I have continued to represent the Corps at the (sadly) inevitable funerals or memorial services throughout the year. All of course are worthy of mention however amongst those who have passed on this year in South Queensland was Ted Baulch who in his time was AST RSM (1981) and in 1983 paraded the Princess Alice Banner.



COL Win Fowles (ret) presents a copy of Equal to the Task by COL Neville Lindsay (ret) to SGT Ben Davie of 5 Tpt Sqn at the ATA Corps birthday lunch.

Unfortunately I was unable to march on Anzac day but on watching the recorded parade I noted that the Corps was well represented both in contingents of serving members with their units and also past members with the various associations. Once again, the ATA was supported by four volunteers of JMCO to carry the association banner.

Circle the Wagons competitions have become at least an annual event when operational requirements permit. 26 Tpt Sqn at Amberley hosted such an event at the end of last year. I was able to attend for the morning to watch most of the competition, fortunately from the shelter of the shed that they had cleared of vehicles, for that purpose. The competition included 'Over and under the Mog', a Mack Tow, and a semi-trailer reverse. Some drivers made the reversing of a semi-trailer between witches hats look as easy as parking a Mini in an empty carpark.

The South Queensland transport units have again had a very busy year which I look forward to reading about in this journal. They are anticipating an equally demanding 2018 and I am sure will continue to prove worthy of our Corps motto.



26 Tpt Sqn takes the strain in the Mack Pull at the Circle the Wagons event – 28 Nov 16.

Colonel Commandant North Queensland 2017

COL Adrian Overell

To all Corps members in the North Queensland Region, I'd like to introduce myself to you as the new and first, COL COMDT for North Queensland. I was surprised and delighted to receive the invitation from the HOC to take on the new appointment in the region. With a majority of RACT units in Queensland it was always a challenge for one COL COMDT to be able to support them. In the immediate future, I look forward to meeting as many Corps members as possible in the region. I'm conscious that there is also a growing ex-serving community in the North and I intend to reach out to you also with the aim of perhaps establishing an association in the future; but more on that later.

For those who are curious or interested, my biography is available if you wish, but it gives you a snapshot of my time in the Corps which was primarily in road transport across regimental, training and command appointments. I have a close association with North Queensland and Townsville in particular and have enjoyed living there for some time now.

I look forward to supporting RACT members past and present over the next five years and I welcome your involvement in these endeavours. In closing, I offer my sincere thanks to COL Woodroffe who has worked tirelessly to try and balance the COL COMDT duties across all of the state over the last six years.



Colonel Commandant Western Region 2017

BRIG Stephen Cain, ADC

In July 2017 there was a changing of the guard in Western Region with Colonel Doug Webb handing on the Commandant's role to me. Doug has fulfilled the duties of the position solidly for the last ten years and has been much respected for this. As an active member of the Corps I am sure he will continue to assist and participate with Corps activities.



The Corps contingent in Western Australia has its largest numbers in the 13th Brigade's Combat Support Battalion. The Brigade's major focus for the past two years has been generating a combined Combat Team with 11th Brigade. These elements were put to the test during Exercise TALISMAN SABRE 2017 in July. RACT personnel had been working steadily through build-up activities, such as Exercise DAMOUR, to meet the operational standards required for certification. PTE Louise Joselyn (below) was one of the 10 Transport Squadron contingent on the exercise. She and her colleagues were called up to undertake a variety of logistic roles, as well as to provide simulated PMV capabilities for the combat team. The Brigade delivered its objectives on TS 17, with certification achieved and clearance for personnel to participate in a number of overseas deployments scheduled for 2018.



PTE Louise Joselyn



13th Brigade Vehicles Ex Darmour

Earlier this year the RACT Association marched on ANZAC Day. A contingent of 20 past members lined up with other veterans to march through Perth's main thoroughfare. While the march was a highlight, getting to our post-march venue to discover it was a pub with 'no beer', was not. Naturally being equal to the task we re-grouped and found a beverage (or two) at another venue.

In December, 13th Combat Service Support Battalion will farewell their CO, LTCOL Mike Stewart. Mike is the fourth RACT officer to command the Battalion and he has completed his three year tenure; we wish him all the best for his next posting.

Thanks also need to go to our Association President, MAJ Tony Smith for his continued organising skills. We held our traditional Corps dinner this year at the Willetton RSL; this along with the ANZAC Day march and other engagements were great occasions to celebrate our past associations.

Western Region has RACT members posted to the Special Air Services Regiment and Joint Logistic Unit (West). While these personnel are not always in the limelight, the jobs they do are vital to maintaining our military's operational tempo. While that's what is expected of us, it shows our people continue to be 'equal to (any) task'!

Colonel Commandant Eastern Region 2017

COL Simon Tuckerman, AM, CSC

Having been recently appointed as your Colonel Commandant Eastern Region, my message is one of gratitude, thanks and steadfast belief in the Corps.

Firstly, I would like to express my sincere thanks to Brigadier Mick Kehoe for his fantastic work as our Representative Colonel Commandant and Colonel Commandant Eastern Region, and to wish him all the best in his new role. For those unaware, Brigadier Kehoe has recently taken up a new and exciting appointment as an adviser with the UAE Armed Forces. I am sure you will join me in wishing him all the best in this demanding and highly influential post as he works among the future senior military leaders in that country.



Secondly, as I only recently retired from the ARA and started my own business in Canberra, I was surprised, yet humbled, to have been asked by our Head of Corps to continue serving the Corps in NSW and the ACT as your Colonel Commandant. Having grown up in Sydney and thoroughly enjoyed my postings in the 18th Transport Squadron (now 9th Force Support Battalion), Headquarters 2nd Military District and 16th Transport Squadron, Headquarters Logistic Support Force (now 17th CSS Brigade) and Headquarters 1st Joint Movements Group, I aspire to get 'out and about' as much as possible, to meet and work with the wonderful people in our associations and units and to promote the continuing great works of the Corps.

Lastly, I would like to leave you with some of my enduring impressions of RACT soldiers and officers that I have had the pleasure and pride of meeting and working with:

- Road transport section commanders who wanted nothing more than to 'do the job' to the highest possible standard with their section mates.
- Transport supervisor corporals and sergeants who were tireless in their dedication, attention to detail and mischievous senses of humour.
- An air dispatch section deployed to East Timor to run the Dili Air Cargo Terminal and out performing their RAAF counterparts.
- A RAN skipper praising the skills of an LCM8 coxswain and crew.

- The cargo specialists running the Dili military port with dedication and professionalism.
- Movements operators working tirelessly with their air force and coalition counterparts to insert and extract our troops in the Middle East.
- Junior officers producing outstanding results in challenging circumstances.
- Working under the leadership of outstanding senior RACT officers in the Middle East who inspired many to achieve what was believed to be nearly impossible.
- Meeting retired RACT soldiers, NCOs, Warrant Officers and officers and being greeted like a 'long lost brother'.

The Corps has many tremendous people and I am looking forward to reconnecting and working with all.

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Colonel Commandant Victoria and Tasmania 2017

Colonel Catherine (Bunny) Carrigan

It is a great privilege for me to take on the role of RACT Colonel Commandant for the Victorian and Tasmanian Region. My history with the RACT started in 1982 at Melbourne Water Transport Squadron, where I served first as a 'truckie' and then a LARC Operator before transitioning to the Regular Army in 1985. I was determined to stay in the Corps and was ecstatic to be appointed to the RACT on commissioning in December 1986. I have since served in the RACT for over 30 years and am very pleased to be serving the Corps again in an Honorary capacity.



My first unofficial activity, as the incoming Colonel Commandant, was to attend a celebration for the Corps Birthday at the Broadmeadow's Officers and Sergeants Mess on 6th June. This was organized by the 3MD RAASC/RACT Association and it was a great opportunity for me to chat with the RACT soldiers from Victoria. At this event, the President, Stretch Jarvis, presented the 3 MD RACT Reserve Soldier of the Year award to LCPL Blond of 7 Tpt Sqn. He also said farewell COL Rex Rowe. I would like to take this opportunity to thank Rex Rowe for his efforts as Colonel Commandant over the past seven years and look forward to carrying on his great work.

My first official function as Colonel Commandant was the RK Mair dinner at Puckapunyal on the 27th September 2017. The dinner was held in honour of COL R. K. Mair, MBE, who was a significant figure in the history of the RACT. I can recall attending Corp dinners as a young officer that were attended by COL Mair and recall his passion for the RACT. It was an honour for me to assist the Head of Corps BRIG Purdey to unveil the R.K. Mair painting. I also enjoyed meeting the newly graduated RACT officers and the staff. My thanks also to LT Sarah Wilson for hosting me at the dinner.

I look forward to attending more RACT activities and to visiting the Tasmanian Association.



Head of Corps Brigadier Purdey and I unveil the R.K Mair Portrait at the Tobruk Barracks Officers Mess in Puckapunyal.

Trade Updates

ECN 035 – Operator Movement Trade

LTCOL Brett Huggins, STM

Once again, Army's ECN035 Operator Movements soldiers and officers, in concert with those of our sister Services, have contributed significantly to the successful execution of major exercises and operations. It has been a year where the 1st Joint Movement Group (1JMOVGP) celebrated its 21st anniversary, then changed its identity to the 1st Joint Movement Unit (1JMU), a subtle, but meaningful first step towards ensuring the Unit, in which the vast majority of the Trade resides, moves towards a sustainable model ensuring we continue to provide vital enabling support.



(l-r) Command Warrant Officer Joint Operations Command WO1 Egan, Deputy Chief of Joint Operations MAJGEN Bilton, Commander of 1st Joint Movement Unit, GPCAPT Pinder, Director General of Logistics Systems CDRE Murray and Senior Warrant Officer of 1st Joint Movement Unit, WO1 Charlett at the official transition of 1st Joint Movement Unit from Joint Operations Command into Joint Capabilities Group.

Following the work of LTCOL Beaumont in 2016, GPCAPT Pinder, Commander 1 JMU, presented *Agendum 15 of 17 – Sustainability of the ADF's Operational Joint Movement Capability to the Chiefs of Service Committee (COSC)* on 24 March 2016. This opportunity drew the sustainable health of the joint movement capability (JMC) into sharp focus for our Senior Leadership. The most significant change to take affect was the direction that the new Commander Joint Capability (CJC) be designated as the capability manager (CM) for joint movements. This change alone will afford not only ECN035, but the broader JMC a command environment where force generation (FORGEN) will be balanced, as it is in the Services, against operational generation (OPGEN) demands. Something that was not readily achievable as a Direct Command Unit (DCU) of Headquarters Joint Operations Command (HQ JOC). Whilst this change also saw 1JMOVGP renamed 1JMU on 1 October 2017, the Unit's relationship to HQJOC as an enabler will continue to see it afforded the same timely support it has been accustomed over recent years.

Trade members both past and present from across the country provided valued input into a number of reviews including the Army Logistic Review, RACT Capability Conference and the ECN035 Capability Workshop. Whilst many of the recommendations will require further analysis and time to effect, others have already been implemented so as to ensure 1JMU can achieve a more sustainable OPGEN model in support of operations. Whilst discussions at times have been passionate, in particular from those outside of the Trade, one thing agreed is the capability afforded to Commander Joint Operations (CJOPS) and their subordinate operational commanders remains invaluable.

Professionally, 1 JMU continued to mature this year successfully operating as part of a Combined Movement Coordination Centre (CMCC) on Exercise Talisman Sabre 2017. This opportunity saw the nucleus of our high readiness company, the Joint Movement Coordination Centre (JMCC), develop a greater awareness of how our US Army and NZ Army counterparts undertake their role. This exposure will pay dividends in the event the JMCC is required to deploy at short notice in support of a combined operation.

Operationally, movers have continued to provide exemplary service either on, or in direct support of operations. Be they Army's integral Unit movers within the Brigades, aboard HMAS *Choules* or those within 1JMU, the ability to plan and project capability, often under time sensitive parameters has been exceptional. This has included the ADF's sustained support to the Middle East Region, deliberate support to the PNG National Elections, and crisis responses in support of the post Tropical Cycle Debbie response in Queensland, operations in support of the Government of the Philippines and the sad recovery of a crashed USMC MV-22 Osprey.

The broader JMC, and in particular the ECN035 personnel have once again proven themselves highly valued command and control enablers throughout 2017. While the JMC and Trade are routinely reviewed, seeking means by which to ensure its sustainability, what is not in question is the value the operators afford battle space commanders. Moving forward I have every confidence the professionalism of the Trade's soldiers will continue to generate innovative solutions to often challenging and dynamic situations and no doubt seize the opportunities 2018 presents.

Finally, I'd like to recognise and thank GPCAPT Pinder for his stewardship of 1 JMOVGP / 1 JMU over the last three years. His tireless commitment to the Unit and broader movements community has ensured the future, in particular of ECN 035, remains a steadfast capability synonymous with ADF operations.

ECN 099 Air Dispatch Trade

LTCOL Neil Peake, STM

2017 witnessed many achievements for the Air Dispatch Trade, but none more enduring than its incorporation into the Defence Aviation Safety Program. This significant body of work was embraced by all members of the Trade, who welcomed a framework that will ensure greater integration with the aviation community.

To enable the introduction of an Aviation Safety Management System (ASMS), extensive training commenced at 176 Air Dispatch Squadron (176 AD SQN) in 2016 across all ranks, and continued this year. Soldiers were introduced to the requirements of an ASMS, LCPLs and above were trained in Aviation Risk Management Basic and all SNCOs completed the Aviation Incident Investigation Course. All technical Warrant Officers were also given advanced training as Aviation Safety Officers. These qualifications are an important step in adhering to aviation safety requirements and provide valuable professional development of all members of the Trade.

According to OC 176 AD SQN, the benefit of introducing an ASMS became clearly evident this year when the culture shifted from reactive to generative. In particular, there is now a greater level of safety awareness with the Squadron in that risks are being identified and reported, prior to incidents occurring. The data provided through subsequent Aviation Safety Occurrence Reports has enabled targeted trade training, identification of issues with aerial delivery equipment and, most importantly, a constant review of publications and processes to ensure safer practices are formalized and adopted.

In October 2017, 176 AD SQN sat its first Airworthiness Board. It was acknowledged by the Board that while the air cargo delivery capability was in embryonic stages of establishing an airworthiness framework, it had made great progress and was headed in the right direction. I would like to acknowledge the efforts of the key staff within 176 AD SQN that have worked tirelessly to develop and implement means by which all members of the Air Dispatch Trade can adhere to the justifiably demanding requirements of the ASMS.

From a support perspective, 176 AD SQN continues to punch well above its weight in support of RAAF and Army certification and currency training. Of particular note in 2017, members of the Squadron embarked on both HMAS Choules and HMAS Canberra for the first time in support of the SEA RAIDER and SEA MASTER exercises. This experience highlighted once again the diverse employment of the Trade; in this case integrating with the ships Flight Deck Teams to prepare externally slung helicopter loads for ship to shore operations. Further information on this, and other support tasks achieved this year, can be found in the 176 AD SQN article.

From a training perspective, the Army staff at the Air Movements Training and Development Unit (AMTDU) has made extensive inroads to implement changes to assist with a number of challenges and developments experienced in the Trade. The recent transfer from Training Management Packages (TMP) to Learning Management Packages (LMP) has presented AMTDU and ALTC with an opportunity to update all aerial delivery courses, ensuring that they are relevant and in line with current capability requirements. I would like to take this opportunity to pass on my appreciation to MAJ Scott McMahon and his team at ALTC for their support in executing this extensive body of work.

Additional Supervisor Aerial Delivery (SAD) courses have also been raised in an attempt to address the shortfall of qualified SGT's within the Trade. This places additional pressure on 176 AD SQN Warrant Officers in particular, to ensure that JNCO's are sufficiently prepared for this technically demanding course. However I am confident that given the amount of diverse (and constant) tasking, combined with the standard of currency training in the Squadron, pass rates will not be compromised despite this increase in training throughput.

In closing, I would like to highlight the efforts of MAJ Francisca Molnar as OC 176 AD SQN over the past two years. Her tireless work to promote and develop the Squadron's capability and relevance in today's Army has been outstanding. Her effort to initiate the Squadron's adherence to the ASMS has been particularly impressive and has set the foundations for a safer and more effective aerial delivery capability for years to come. I wish her all the best in her future endeavors. Captain Alex Spence will assume command of the Squadron from January 2018 and I have no doubt that given his extensive experience in the Trade, he will continue the great work achieved by Francisca and her team.

Par Oneri

ECN 171 – Cargo Specialist. “Termites”

LTCOL David Nathan, STM: Commanding Officer 10th Force Support Battalion, (david.nathan@defence.gov.au). LTCOL Luke Condon, SO1 Support at HQ 17 CSS Bde, will assume the role of STM in 2018 and

WO1 Ian Sojan, SMA: SMA – Cargo, HQ AST, [Puckapunyal \(ian.sojan@defence.gov.au\)](mailto:ian.sojan@defence.gov.au)

If you have any questions or wish to discuss any issues in relation to the Terminal Trade please phone or email the above members. More information on the roles and responsibilities of the STM and SMA can be found in the RACT Policy 44.

In order to better capture the history of the Termite it is requested that any personnel with photos or video of Termite's at work or play, please forward them to the SMA. In particular, support to operations, major exercises or introduction of new capability would be greatly appreciated.

2017

Another exceptionally busy year for the Cargo Specialist, with Termites providing MHE and distribution support on all major exercises, including excellent support to EX TALISMAN SABRE 17 in SWBTA, operations in the Middle East Region and enabling the SEA SERIES on either the Ships or as part of the Amphibious Beach Teams. Welcome home to all the Termites that have been away from the nest this year and good luck for those preparing to depart. For those still away keep up the good work and ensure you represent the Corps and Trade to the highest standard.

High risk work licencing

The implementation of High Risk Work Licensing into the trade has not been without its pitfalls. The area of Cargo Supervisors conducting (HRWL) assessments has undergone a significant amount of work by 10 FSB and Maritime Wing through the development and enhancement of the Supervisor Cargo Operations Qualified Assessor module.

SOVO Vol 3 rewrite

The current SOVO Vol 3 C&D Veh 2011 was supposed to undergo a review and update in 2016 and 2017; however, that largely did not occur. Work has just recommenced on the update, specifically addressing changes in training and licencing for HRWL. The rewrite of SOVO Vol 3 C&D Veh is continuing with the HRW requirements for MHE operators being updated. This brings the Terminal trade in line with our civilian counterparts when it comes to holding HRW licences for most of the equipment we operate. It is hoped that the re-write of SOVOs will be complete by the end of 2018.

ECN 171 IET update

IET Cargo Specialists are now back doing TACOPS on the Basic Driver course in Puckapunyal. New IETs from Jan 19 will be trained on the new fleet of L121 Vehicles. They will arrive in their units with Man HX77, and 40 M trucks codes as well as the trailers. This will lessen the burden on units such as 10 FSB to meet the pre-requisites for MHE training and qualification. IETs will continue to receive LF Forklift Training whilst they are in Puckapunyal in 2018.

ECN 274 - Road Transport

WO1 Glenn Sharp, SMA

The adaptability of the ECN 274 trade is being constantly challenged with Army restructuring initiatives, introduction of new capabilities and long overdue procedural/policy reviews. The trade has the lead on educating not only Army, but Defence on the use and management of over mass vehicles. The day to day operation of the LAND 121 medium/heavy fleet is an all corps task, which requires closer scrutiny of B vehicle tasking. The amendments to the chain of responsibility legislation from 2018 must also be considered by all personnel from drivers, supervisors, and operations staff to Commanders.

The new edition of the Defence Road Transport Manual (DRTM) has been released WEF 16 Nov 17 on the DRN. An internet version will also be available via the www.defence.gov.au – publications website in due course. The feedback to the draft was very positive and the new format will allow amendments to be actioned promptly. The DRTM can be downloaded or printed, however due to the ability of the CDI-D to amend it at short notice, please ensure that you have the current version.

As well as adjusting to the new DRTM, soldiers and officers of all ranks and corps must understand the concept and cultural change of operating vehicles, under the requirements of the Defence Road Transport Exemption Framework (DRTEF) and jurisdictional permits. Ignorance is not a defence, on-line tools and presentations are available for unit and personal development in these areas via the CDI-A Cell or CDI-D. If you believe that you are being tasked to operate a vehicle outside the boundaries of State road laws, DRTM, DRTEF or the conditions of a jurisdictional permit please highlight your concerns via the chain of command.

The Defence Heavy Vehicle Management Review has been completed. This review was undertaken by an external contractor taking into account current Defence processes, feedback from group interviews from a wide rank range and looking at procedures adopted by civil transport organisations. A number of recommendations have been put forward and are now being discussed by stakeholders within JLC, AHQ, CASG and FORCOMD.

I had the opportunity to attend an introduction into service (IIS) 40M Mission System driver training session, as a trainee this year. I found the vehicle very good to drive and very much appreciated the basic, but innovative wheel removal procedure when facing a 168kg wheel. A pilot for the MAN 40M sustainment driver's course was conducted at 7 Bde in Oct 17. A second pilot will be conducted in 2018 following the review of the LMP in order to finalise the content. Development of the MAN HX 77 sustainment LMP has also commenced. Despite the doomsayers on social media the 40M and HX77 are proving their worth from feedback provided from SE QLD units and operators. Procedures for transporting the newly arriving shelters and modules are developing, but will take time.

The rollout of the LAND 121 medium/heavy component continues, with vehicles recently being issued to 1 Bde (Darwin). Further issues to Adelaide based units and selected Victorian units will closely follow and the NQ region in mid-2018. The training requirement for these vehicles is evolving. The training cycle may not be as quick as some would like, however the safety of the operators, the public and Defence's reputation are the main aspects to consider. We will not be rushing in the training without robust training packages in place.

Load restraint is an integral skill of a vehicle operator. It is just as important as being competent to steer a vehicle safely on the public road network. Individuals and supervisors must work on improving their knowledge and skills on restraining loads to the required standards. Too often loads are lacking restraint devices; loads are slipping due to lack of friction materials or relying on the vehicle canopy to 'retain' loads. Moving or loose loads can seriously affect a vehicle's handling capabilities. The National Transport Commission has drafted a new Load Restraint Guide (LRG) which is scheduled to be released in 2018. However in the meantime, re-acquaint yourselves with the current LRG and the appropriate skills, to safely secure a load. The challenges of securing loads operating with the Integrated Load Handling System will highlight skill deficiencies with load restraint, if not correctly lashed.

For those members that have had to apply for a jurisdictional permit, or needed advice on over-dimensional vehicle movement over the years, you have probably spoken with Mr Gary Donoghue at SLB. Gary will be retiring in Dec 17 after many years as a Defence contractor and previously as an RACT officer with service in South Vietnam. He was the OC of 1 Tpt Sqn when I marched into the unit as a newly qualified driver in 1985. As the CDI-Defence, I have had numerous dealings with Gary during my posting, and would describe him as a true professional and a gentleman. Mrs Jaime Still has taken up the reins as the Defence Heavy Transport Manager. Jaime is no stranger to the corps as she comes from a movements trade background as a soldier and has grasped the opportunity to work with the premier trade in RACT.

I will be moving on from the Chief Driving Instructor –Defence position at the conclusion of 2017. WO1 Kim Duke will be succeeding me in the position.

2017 RACT Postal Update

WO2 David Beckman, SMA

SGT Jess Mansfield, PM

This year has been extremely busy with members deploying (of course), training and unit responsibilities. We have supported TGT 5 and 6, FPE 7 and 8 and FSE 6 and 7. 2018 will see us

support TGT 7, FPE 9 and FSE 8 and 9. We are also looking at deploying a Postal Element for EX HAMIL 18 and we will support 10 FSB for Battalion Activities as well as delivering training on behalf of ALTC - MW.

We are currently redesigning the Learning Manual Package so that it will be split into two modules. Module One will be the Postal Clerk Course and is open to Tri Service members up to the Rank (E) of Major. This course is designed to train members who have already been force assigned for mainly the smaller ongoing operations such as OP PALADIN, MAZURKA, ASLAN, MANITOU, RCB, PNG and positions working with the Postal Operators in the MER.

The second Module is for RACT members only and the minimum rank is SUB 1 CPL qualified LCPL and the maximum rank is WO1. The Postal Operator must be employed by the Military Post Office in order to fill our positions in the MER. It is a common misbelief that members can attend the course and then not post to the MILPO and still deploy in an Operator position. This is incorrect as all OMD positions stipulate that the Operator must have been employed by the MILPO and there are also re qualification training that must be completed by members who have left the MILPO in order to maintain the qualifications.

We are also responsible for the running of the Military Post Office on behalf of Australia Post and we come under no less than four Chains of command which can present unique and sometime complex problems but in typical Par Oneri style we always find a way to adapt and over come!

LCPL Ella Jones was also featured on a stamp for the Australia Post series "Women in War"...

Currently HQ AFPO Has the following members deployed: WO2 David Beckman – Post Master Middle East Region, CPL Martin Fealy –Postal Manager AFPO 12, CPL Mick Sasser – Postal Manager AFPO 16, CPL Tina Holdbrooks – Postal Manager AFPO 19, CPL Cassie Rice – Postal Manager AFPO 20.

We recently welcomed back from deployment CPL Vanessa Raz, CPL Sheryl O'Brien and LCPL Jason Ross.

This year we will farewell the following members: SGT Chris Dudman, CPL Martin Fealy, CPL Sheryl O'Brien, LCPL Paul Brayne, LCPL Katy Mewett

2018 Will see the following members joining the Military Post Office: SGT Taffy Nabbs, CPL David Radunz, CPL David Dally, LCPL James Person, LCPL Ashley Shannon.

Postal is a great experience that brings many opportunities like working with people from diverse backgrounds, nations and agencies. If you wish to come to Postal, I employ you to go through your CoC and fill out the appropriate paperwork (PE166) you will not regret it.

As always, *Par Oneri*



Army School of Transport

Command Training Wing

CAPT Erin Archibald, OC/SI CTW

Command Training Wing (CTW) was established in Jan 2017. The Wing consists of:

- Non-Commissioned Officer Troop (NCO Tp)
- Operator Movement Troop (OMT)
- Communications Troop (Comms Tp)
- Modernisation Cell
- Chief Driving Instructor Cell (CDI Cell)

NCO Tp lead by WO2 Kevin Dunn, OMT lead by WO2 Josh Hampson, and Comms Tp lead by WO2 Preston Starr. All Troops delivered exceptional training in the 2017 training year. The enthusiasm, capacity for work and dedication of all the SNCOs and ORs within CTW is to be commended. 2017 saw the requirement for RACT training to rapidly modernise. LMPs were reviewed, teaching material re-developed, communication systems embedded into training, and simulation equipment trialled. The new year will see CTW continue in this trend to ensure that as a training establishment, soldiers are trained to a standard in which they are able to meet the requirements of tomorrow's Army.

Modernisation Cell developed and executed a HX77 & 40M licencing Trial in Jul 2017, with assistance from RTW, Land 121 and DST Gp. WO2 Kent Davies efforts within this cell included; developing PMV-L training, ECRM input and much more. His work was invaluable to the future of RACT.

CDI Cell, under the leadership of CDI-A WO2 Kylie Doyle, achieved a significant amount this year. Their staff efforts have ensured external training was conducted to the best possible standard including the requalification of DTOs throughout Army.

On the whole, CTW trained RACT soldiers to the highest standard. Instructors worked diligently and should be proud of their efforts. We look to continue to improve upon the standard of training next year. RACT roles and employment are constantly evolving, and so such should our training.

Communications Troop

WO2 Preston Harry Starr, COMMS TP COMD, CTW

In 2017, Communications Troop (Comms Tp) came under command of the newly formed Command Training Wing (CTW), and continued to deliver the suite of Basic Combat Communications Courses to RACT IET's and AST staff.

The year commenced with a change of staff. WO2 Preston Starr replaced WO2 Louie Lak and CPL Chris Lovett replaced CPL Mitchell Hassall. SGT Lenard Blair and CPL Brenton Ferguson remained in the troop providing the all-important continuity.

Comms Tp has trained a total of 336 trainees and 24 staff members in 2017. The year also saw members of the troop attending Battle Management System (BMS) courses. Comms Tp is likely to commence delivery of the BMS courses in mid-2018 to early-2019. This will significantly expand upon the knowledge and skills RACT soldiers acquire at AST.

Comms Tp has also worked with the PMV-L and Land 121 projects in assisting with the fitting and trialling of communication equipment. It is an exciting time in the corps as we look to improve our ability to effectively communicate within the battlespace.

2018 welcomes CPL Cummins and Walsmely to Comms Troop from RTW and we gain our very own member of the Signals Corps CPL Scott Bleuel, who will be invaluable with the Radio Programming and BMS Network planning. I would like to take this opportunity to say thanks and we wish the very best for CPL Ferguson and Lovett who are moving on to 9 FSB and 1 SIG REGT.



Non Commissioned Officer Troop

WO2 Kevin Dunn, NCO TP COMD

Non-Commissioned Officer troop (NCO Troop) in 2017, came under command of the newly formed Command Training Wing (CTW). NCO Troop delivers RACT promotion courses; Transport Managers, Driver Testing Officer, Subject 4 CPL and Subject 4 SGT RACT 'Road Transport' Courses.

2017 saw NCO Troop continue the great work that was achieved in 2016, with ongoing improvements to all courses. There were a couple of manning changes with SGT Torenbeek posting in from NORFORCE, who has significantly developed and improved the Transport Managers course. SGT (Stretch) Landel came in from 4 Field Regt and assisted SGT Wilson with the SUB4 SGT course. At short notice he also took on the role of Course Manager of the Driver Testing Officer course, which saw significant amendments as a result of RACT modernisation. SGT Cottle came up from Road Transport Wing and being partnered up with the young gun SGT Miller, set about reinventing the SUB4 CPL course and produced an outstanding product. SGT Harris worked diligently within NCO Troop until he shifted across to CDI Cell to assist with the work load there.

The continued focus toward modernisation saw the two main RACT promotion courses; the SUB4 CPL/SGT, enhanced and developed. The newly developed simulation system called the “Protected Mobility Tactical Trainer” was trialled and tested during the two courses to great success. The feedback from students during the year was extremely valuable, which in turn assisted NCO Troop to improve the scenarios after each course. The input has made a product that AST can continue to build on and produce a more confident, robust JNCO/SNCO for the Corps and for Army.

NCO Troop would like to thank all external units who have provided support throughout 2017. The visiting instructors have provided invaluable input, skills and experience from across all Combat Brigades which will continue to assist in the modernisation of RACT courses. NCO Troop, with a few fresh faces in 2018, will carry on improving the quality of the JNCO/SNCO training to ensure that as a corps we meet the demands and requirements of tomorrow.

NCO Troop will be farewelling SGT Josh Miller on posting to CTC in Townsville, SGT Dave Wilson to PMV Troop (RTW) and SGT James Cottle to RTW on promotion to WO2.



SUB4 CPL RACT student issuing convoy orders prior to conducting a mission scenario in the Simulation centre.



SUB4 CPL RACT course conducting a re-supply task in the simulation centre.



SUB4 CPL RACT students preparing orders during the course field phase.

Operator Movement Troop

WO2 Joshua Hampson, TROOP COMD OMT

Operator Movement Troop (OMT) experienced another busy year for 2017, which included trialling and reviewing two new Learning Management Packages (LMP), and modernising the ECN 035 trade training.

The main focus for OMT in 2017, was the confirmation and fine tuning of the IET RACT Operator Movement course and Subject Four RACT Warrant Officer Movements course. Both courses were run at the start of 2017 and confirmed a robust training program developed and approved by the Commandant ALTC in the second half of the year.

OMT has trained approximately 67 Army and Air Force personnel during the 2017 calendar year including an international student from the Fijian Military Forces.

With the implementation of several LMPs due in 2018, the pace for OMT is not slowing down in the near future. It is foreseen that 2018 will see the rewrite and implementation of new LMPs for Subject Four Corporal and Sergeant RACT Operator Movements.

OMT will be farewelling WO2 Joshua Hampson who is set to take up his new position in Joint Movement Control Office (JMCO) Sydney and WO2 Lisa Abbott will be posting into her new role as a Desk Officer at HQ 1st Joint Movement Unit (1JMU). WO1 Martin Lambe was official farewelled after more than 30 years of service. The team will welcome in WO1 Ray Hill as the new Subject Matter Advisor (SMA Movements), WO2 Linda Crane as the OMT Troop Commander, and SGT Shane Bohr as an instructor. SGT Rachel Tierney and CPL Tara Pavel will remain to continue to perform at the high standard in which they set in 2017. We wish them all the best for 2018.



OMT Collage L to R - WO2 Lisa Abbott being promoted to Warrant Officer Class Two by CO AST LTCOL Paul Rogers; IET RACT Operator Movements Course setting up a Movement Control Detachment in the field; Subject Four Corporal RACT Operator Movements Course being shown the capabilities of the new L121 HX77.

Road Transport Wing

CAPT Jason Sibley, 2IC RTW and CAPT Simon Smith PMV TROOP COMD

January 2017 saw Road Transport Wing commence what promised to be yet another high tempo year imparting initial skills to trainees and providing license codes to qualified soldiers.

February saw the beginning of huge construction works by *Lendlease* within the training compound of RTW. With hangers being established for the new L121 vehicle roll out in 2018, it has seen a huge restructure of facilities in order to cater for the much larger/heavier vehicles including the Hawkei, 40M, HX77 and HX81 vehicles. At the time of writing, the majority of the shelters are constructed on time and awaiting final fitments with 2018 seeing the commencement of the L121 training rooms and additional vehicle shelters.

Basic Driver Course Troops led by newly posted Lieutenants commenced mass training on legacy fleet to a standard not previously seen. TMP reviews saw the shift of training move from being a proficient vehicle driver to being a proficient vehicle operator able to shoot, move and communicate in an ever changing conflict environment. This mindset shift has seen the inclusion of the MAG58 into the continuum and the use of vehicle mounted ranges.

This changing nature of employment coupled with the looming implementation of a newly minted L121 fleet saw many challenges within this space, not least the training of instructors concurrently with trainees. However all troops proved to be *Par Oneri* with the execution of vehicle tactics culminating in an activity appropriately name 'highway to hell'; testing weeks' worth of employment training at the conclusion of the field phase.

In July, RTW had the first of its *Rheinmetall* vehicles delivered in order to conduct a Chief of Army directed driver training trial to assess whether unlicensed soldiers between the ages of 17 - 20 are suitable to drive the much larger and heavier vehicles on civilian roads. This activity saw a variety of HX77 and 40M vehicles and unlicensed trainees mentored by RTW/L121 instructors. Testing indicated that the trainees used were capable of meeting the required standard when provided the right amount of time.

PMV Troop had a punishing year, mainly due to the change of employment of the Bushmaster and the sudden large training gap identified in the RARs acquiring the vehicle. This led to a tempo of training which saw 4 x All Corps Crew Commander courses being run and 6 x All Corps Drivers Courses with a total output of 248 trained soldiers. PMV Troop also assisted CASG with testing the L121 vehicle weapon mounts suitability and integration of the Hawkei; specifically its communications suites, and Bushmaster to Hawkei compatibility.

Due to what has been a very busy year, RTW now finds itself in November having trained 1138 trainees in 69 courses, the focus has now shifted to preparing for 2018 with the re-commencement of the Basic Drivers Course TACOPS in mid-January as well as preparation for RTW to switch from the legacy fleet to L121 vehicle training. Overall, it is shaping up to be another challenging year of training for instructors and students alike.

Par Oneri.

Land 121 Training Wing

Compiled by: CAPT Will Morrison (2IC)

Columns written by: WO2 M Pringle (WSM), CAPT Sheldon Toto (OIC - RMT),

SGT Matthew Bathe (TP SGT-DTT), SGT Hovey (TP SGT-DTT), WO2 Pete Rogash (TD Cell)

Foreword

2017 saw MAJ Charles De-Zilva take the reigns of the Land 121 Training Team/Wing from MAJ Craig Mann; as well as relocation from Puckapunyal back to Amberley. From the commencement of the year there has been continued change and development within the Wing, the most notable of all is the change in name from Land 121 Training Team to the Land 121 Training Wing, which has bought us further under the fold of the Army School of Transport as an active Wing within the organisation. The continuing growth of the introduction Into Service (IIS) courses for the MAN fleet of vehicles has kept the Wing busy this year, as well as the Training and Development assessments and trial courses of the Hawkei, HX81 (and trailers) and the modules which are all scheduled to roll out with IIS courses commencing in 2018.

Notably for the Wing in 2017 there was strong support to external tasks in order to ensure that the Subject Matter Expertise developed within the Wing was provided to other agencies and organisations when developing sustainment training and supporting courses for the Land 121 fleet of vehicles. Some of the activities assisted with in 2017 included Safe Pass off driving hours assessment conducted by AST at Puckapunyal, assistance to a Stuffers courses for EC&TD group ALTC, and sustainment courses trials for the HX77 and 40M undertaken by 7 Bde.

The Wing remains geographically dislocated across the eastern seaboard with elements in Amberley, Bandiana, and Melbourne and from 2018 another troop being established at Puckapunyal to undertake instruction on the Hawkei and HC1 (Operator Specialist Vehicle) and HX81 courses.

Driver Training Team - Amberley

Following on from the commenced roll out of vehicles to 7 and 1 Bde, 2017 continued to be a busy year for the Driver Training Teams (DTT) with an initial turnover of staff who walked in already qualified on the MAN Mission Systems saving a training liability at the commencement of the year. Noting that all staff marching into Amberley were qualified already meant that the courses could commence early and were fully panelled from the outset.

Both DTT1 and 2 embraced the challenges of continued training of the 40M MS and HX77 MS courses from the start of the year. With support from Medical Response Training and Rheinmetall staff (the contracted DTO support) ADF members were able to be released for courses and support tasks across the country with nil impact on the conduct of training. Additionally at Amberley the DTT were able to assist in the conduct of a series of pilot courses for new pieces of kit within the Land 121 project like the new Heavy Recovery Trailer (23T Plant Trl), and the Dump (both HX77 and 40M).

Both Driver Training Teams have also relished in the numerous phone calls and emails from units who have received vehicles regarding their employment, use and technical issues. The two way information flow has had a direct impact on the training provided within the teams and the Wing as a whole, as well as assisted in external evaluation and assessment of what it trained/taught and assessed within the Wing. At an instructor level though, the staff within the DTT enjoy the ability to

assist units knowing that their input is having a direct impact on the fleet and its utilisation in the wider ADF.

The staff within the DTT are eagerly awaiting 2018 for the roll out and inclusion into training of the Dump variants as well as the Heavy Recovery Plant Trailer (HE Trl), so they can continue to master the Land 121 vehicle fleet and maintain their subject matter expertise on the new vehicle/equipment fleets.



DTT-Amberley HX77 Training

Advance Troop (Adv TP) remained embedded with the Driver training Teams at Amberley for 2017, and continued on with its courses providing Army (and the wider ADF) with HC1 qualified members. As well as assisting with the MAN IIS courses when required.

In 2017 Adv Tp ran its scheduled four HC1 courses, as well as assisted in the re-write and development of the HC1 LMP to better shape it for Army's current requirement and the roll out of the HX81 and associated trailers. Additionally to this members of the Troop have also assisted in live tasks in support of Army units with the movement of armoured vehicles from Darwin to Puckapunyal and Adelaide. The members of Advance troop have also assisted the Wings closest Bde – 7 Bde, in their planning for the incorporation of an OSV fleet and M1A1 Abrams into Enoggera.

As 2017 closes Adv Tp will move back to Puckapunyal to continue HC1 training in 2018 and onwards. This move back to Puckapunyal will allow Adv Tp to support the roll out of the HX81 and trailers into the HC1 training continuum for Army, as well as support the roll out and IIS of Hawkei training. The move will see CPLs Corner, Upton and Willis relocate from Amberley to Puckapunyal with the Troops vehicles and Kit in late November 2017 ready for training in Jan 2018.

Notably for Advance troop and the wider Operator Specialist Vehicle community 2018 will see the S-Line SF2670 enter its 30th year of service to Army (the S-Line replaced the Diamond Rio in 1988), at the same time the team will commence conversion/IIS training on the new MAN HX81,

the vehicle set to replace the S-Line. I'm sure the Advance troop and most RACT members will be sorry to see the S-Line leave service, however know it has definitely served its time well and been a workhorse for the Operator Specialist Vehicle members and the Corps.



HC1 Training at Greenbank

The conclusion of 2017 will see the departure of CAPT Morrison as he moves on from the 2IC/OIC DTT position in the Wing; he is off to 1 CSSB as the OC 1 TPT SQN. Additionally SGT Shevchenko, SGT Maher (she's only moving to TD Cell in Melbourne), SGT Hovey, CPL Green, CPL Ulrich and Davis are all departing the DTT, and they take with them a wealth of knowledge on the new fleet ready to assist their new units.

Recovery and Maintenance Team – Bandiana (Previously Maintenance Training Team)

Along with the already busy training regime that the Amberley members have been presented, the Recovery and Maintenance Team (RMT) has also been busy training Army and RAAF members in maintaining our new fleet. The LAND 121 RMT located in the Albury/Wodonga Military Area, has been exceptionally busy conducting IIS Maintenance Training with a total of over 400 students that will be trained at the closure of the last course for 2017.

The training follows the same theory utilised for driver/operator training. The Teams only "Trains the gap" and covers the technology gap between the current in service B-vehicle fleets and the MAN Medium Heavy Capability (40M & HX77 MS), the courses are delivered to Army, RAAF and Civilian (JLU/APS) students.

The two courses that are currently delivered at the Nth Bandiana facility are the



RMT Maintenance staff conducting lessons as part of the Vehicle Mechanics course

Maintenance Course (215358) and the Technician Electrical Maintenance Course (215357). As the team advances through 2017 and into 2018 planning and preparations are well underway for the Heavy Recovery Vehicle (HRV) Operators Course to be included in the team's training schedule in 2018 as well as the Hawkei PMV-L commencing mid-2018.

RMT staff members also conducted two weeks of Gap training in SE-Qld for the students who attended the maintenance Pilot courses delivered in the last quarter 2016. This ensured those students received all the training IAW the approved LMP. All of these students were caught up with no carry over liability into 2018.

The end of 2017 will see a turnover of staff within the RMT as CAPT Toto and SGT Tully (RAAF) move on from the team and back into Army/RAAF, they move on knowing the impact they both had on the IIS of the L121 Maintenance training.



RMT/TD Hawkei maintenance evaluations

Training and Development Cell – Victoria Barracks Melbourne

TD Cell had a significant impact on the Wing within 2017. They are most notably known for their affiliation with the Melbourne coffee vendors and café districts, however; continue to find time to be some of the busiest members within Victoria Barracks Melbourne (or Defence Plaza where they were for the first half of 2017) developing LMPs and training products for the Land 121 fleet of vehicles, trailers and modules. The Cell itself works hand in hand with CASG and liaises daily with contractors from Boeing, Thales, Haulmark and Rheinmetall to try and achieve the best outcome for Army and the wider ADF.

As a L121 Training Developer (TD) they are responsible for reviewing L121 training and associated deliverable reviews against relevant Statement of Works, Contract deliverables, Data Item Descriptions and associated checklist. Making sure that everything tracks in accordance with the relevant Contract master schedules milestones and associated timelines.

The second half of 2017 saw the fruition of the team's hard work as the LMPs (Learning Management Packages) for the HE Trl and Dump were signed off and both packages went to pilot for approval at a Learning Implementation Board (LIB) for inclusion in training in early 2018. Additionally a lot of work has been carried out on training workshops for the 45M HRV, modules and Hawkei to try and see the team well placed for the start of 2018 and the development and signoff on the associated LMPs for their pieces of kit.



TD Cell 45M HRV trials

With the hard work of 2017 behind them, the Cell will see off SGT's Luke Poile, Royce Allen and Paul Shaw (he's only moving to RMT for Recovery training) at the years end, and we will welcome in WO2 Dave Corocher and SGT Leah Maher, to oversee all things blue singlet and tip the Corps balance back in the RACT direction within the TD Cell.

Conclusion

2017 has been a year of growth for the Wing, we are now firmly cemented in the L121 Phase 3B roll out of the MAN fleet of vehicles and trailers, and looking squarely down the barrel of 2018 and the IIS of Phase 4 PMV-L (Hawkei). It is exciting for the team to be at the forefront of Defence Capability implementation and training, especially one that is fundamentally changing the way that the ADF operates in a both logistical and a protected mobility sense, as well as being an organisation that prides itself on its individual training model of training the gap and trying not to over train, whilst still delivering adequate and effective training on what needs to be known.

As the training Wing moves forward into 2018 it would like to formally acknowledge those staff departing in 2017. All members of the Wing have been an integral element for the integration of IIS training and the implementation of training for the rollout of the MAN Fleet of vehicles, trailers and modules into Army and the ADF. Congratulations to all involved, you have definitely been at the forefront of change and will be sorely missed.

Maritime Wing

MAJ Scott Brown, OC/SI AST MW



Army School of Transport - Maritime Wing (AST - MW) is located at Ross Island, Townsville. It is responsible for the delivery of the training continuum from IET through to S4 SGT courses for the Cargo and Marine Specialist trades as well as the full suite of Marine Engineer courses plus the Postal Clerk and Operator courses. The unit conducts an average of 40 courses a year with the focus on conducting and developing allocated courses to meet ADF Maritime capability.

Officer Commanding/Senior Instructors Foreword – MAJ Scott Brown

It is my absolute pleasure to be appointed command of AST - MW from January this year. Having been posted previously as the AST - MW 2IC, I had a very good insight into the unit's training activities, tasks and personnel. The ongoing review and development of courses has remained the primary focus for the year and there has been an enormous amount of work that has been submitted for inclusion in LMP(s). The continuation of those efforts and additional amendments discussed during a visit in June by CO and RSM AST, EC&TD; and the trade Subject Matter Advisors for Marine, Cargo and Postal, plus the CO and key staff from 10 FSB has proved to be very beneficial in the evolution of Maritime training delivery.

There has been some exceptional work done within the sections to ensure training outcomes have been met whilst managing staff absences, tropical cyclones, VIP visits and course development work. I have been proud of the way staff in all sections have stepped up to the challenge for a large portion of the year and they have done extremely well to ensure effective training has been provided.

The Reservists in the Wing continue to support training and course development, taking the pressure of Instructors. Notably, SGT Whitehead and SGT Black have continued to develop and promote NAUTIS simulation as an effective aide to training. A NAUTIS scenario to practice evacuation drills whilst at sea was developed in a very short timeframe this year in response to the CA direction to review Risk Assessments and evacuation procedures. This scenario demonstrated the practical application of simulation and is now a requirement for all applicable courses to undergo prior to any live fire practices being conducted.



Staff going through NAUTIS to rehearse evacuation drills before live fire practices

The Joint Amphibious Capability Implementation Team (JACIT) and Amphibious Army staff, including the SO1 Amphib/DD JACIT-A visited Ross Island on 19 Oct 17 to view the current capability and discuss future LCM8 and LARC V requirements, operational concepts, facilities and training. This visit will assist in ensuring issues with current vessels are fully explored for the development of the future Army watercraft capability. There will be rapid developments in this space over the next 12-18 months to ensure we have Army watercraft and the crews to ensure a relevant and effective maritime capability into the future.

I would also like to thank 10 FSB, JLU(NQ) and our contracted Q Store staff for their support this year. AST-MW relies heavily on addition equipment and Instructor support from 10 FSB and maintenance support and equipment from JLU(NQ) to achieve the training requirements; their support ensures the Wing's ability to provide quality training IOT meet DTR, modernise and directed governance activities.

Cargo Specialist Training Section (CSTS)

Our role is to train Cargo Specialist's for employment within Army and on board Navy Ships. The year started off with two new personnel joining CSTS with the section comprising of the following: Employment Category Testing Office (ECTO) WO2 Mick Giampino, SGT Instructor's Justin King and Craig Foster with CPL Instructors Scott Bradley, Drew Charlwood and Rye Stott.

The IET Cargo Specialist Basic Course was the first course for the year. This 12 week course qualified 11 trainees as Cargo Specialist to join the ranks. This course concentrates on the basic skills, knowledge and attitudes required to be employed within the trade. Once qualified, the trainees have attained the following qualifications: WHS in a marine environment, Operate Material Handling Equipment, Operate as a Cargo Specialist, Perform Dogging Operations and Conduct Marine Skills Operations.



CPL Bradley giving a demonstration of a dual lift during the dogging phase of the Cargo IET course.

The next course conducted was the SUBJ 4 CPL Advance Cargo Specialist which is a five week course. This course had a panel of 10 students where they return to advance their trade knowledge as a section commander posted to one of the Navy Ships or within 30 TML SQN. The training provides knowledge on siting a Terminal Section on a beach or within a land environment to provide that logistic link when transferring cargo from one mode of transport to another. This could be cargo from a plane to road, rail to road, road to landing craft or landing craft to ship. The course enhances students' knowledge while introducing them to Ships Logistics Integrated Management System (SLIMS), Integrated Computerised Deployment System (ICODES) and managing terminal documentation for cargo operations while out in the field or at sea.

The next course in our continuum is the SUBJ 4 SGT Cargo Operations which consisted of six ARA and one New Zealand student. This course duration is six weeks which concentrates on developing the TP SGT duties within a Terminal Troop. This is where students are instructed on how to site a Terminal Troop and develop a transit area to hold up to 4000 tonne of cargo which can comprise of rolling stock, container yards, engineer stores and palletised cargo, including Dangerous Goods. The students are then required to conduct Port, Rail and Beach reconnaissance and produce a written report including stowage plans utilising ICODES. Once the training is completed the course deploys to Mackay for Exercise PANIC for the assessment phase of the course. The last element of the course is where the students are assessed as a Qualified Assessor (QA) for High Risk Work (HRW) on MHE. The QA qualification allows members to sign off on MHE and HRW under COMCARE once promoted to SGT.

The final course for the year is another IET Cargo Specialist Basic on which we have 12 trainees currently attending. We will endeavour to keep pushing the trade forward and providing relevant training to all courses.

At the end of the year we say goodbye to SGT Craig Foster who has transitioned to the Army Reserve after 28 years within the trade, PTE Scott Bradley who has decided to leave the Army and CPL Drew Charlwood on Posting to SOLS.

Maritime Specialist Training Section (MSTS)

MSTS started 2017 with the seven week IET Marine Specialists basic course, managed by SGT Waldron prior to his deployment. This course provides the basic skill, knowledge and attitudes required of a Marine Specialist. Trainees gained valuable marine experience and were able to confirm all skills and knowledge during the sail away activities in both routine and tactical scenarios. At the completion of this course the trainees are posted to 10 FSB as qualified Marine Specialists; however, remain with AST- MW to attend the Operator LARC V course. The students enjoyed the amphibious component of operating the LARC Vs on both sea and land. Upon completion, and with the professional management skills of SGT Gough, MSTS successfully provided seven fully qualified Marine Specialists to the Marine Trade.

During a short break, the section was able to provide course development and learning package update advice. In addition, MSTS took advantage of an opportunity to review course packages with a visiting SME Marine, WO1 Pete Caputo. A lot of review work was conducted during this highly productive, albeit, short visit.

In July the Watercraft Watchkeeper Course commenced, focusing on the importance of junior leadership development within trade. The students focused on navigation plus command and control of Army Landing Craft. The field phase comprised a flotilla of vessels deploying to the

Whitsunday Islands during which mother nature provided an opportunity for students to experience adverse weather at sea; however, once again it was soon smooth sailing with the students and crew enjoying navigating around the Whitsunday island group.

The SUBJ 4 CPL Watercraft Commanders Course commenced in August, immediately after the Watercraft Watchkeeper Course. SGT Chattington accepted the challenge and commenced juggling course management and conducting his own preparation for attendance at SUB 1 WO. The Watercraft Commanders Course tested the junior leaders in watercraft commander duties to become a Vessel Master. This included deployment into a tactical environment and live firing of the 12.7MM M2HB QCB Machine gun.



LCM8s in formation during the Watercraft Watchkeeper Course



Trainee operating the 12.7MM M2HB QCB Machine Gun during a live fire practice.

Maritime simulation is now formally part of the training curriculum and allows enhancement of training and building of scenarios to support training at all levels. SGT Black and SGT Whitehead attended the Australasian Simulation Congress in Sydney which has highlighted AST – MW's use of simulation whilst discussing future simulation practices with keys stakeholders in ADF and civilian industry personnel. As per the Wing as a whole, the section has remained busy throughout 2017 and are looking forward to 2018.

Marine Engineering Training Section (METS)

It has been another busy year for the METS staff. Challenges including the introduction of new staff, conducting overlapping short courses and providing instructional support to other sections within AST – MW have ensured all staff have remained very focused and productive. The excellent effort, dedication and persistence of all the METS staff has ensured a substantial amount of work has been achieved this year. Promotion courses, illness and representation in Defence and non-Defence sporting activities along with instructor and course development has also been achieved without impacting the METS instructional duties.

Comprising of one WO2, three SGTs (Fitter Armament), three CPLs (Fitter Armament and one Technician Electrical), METS has been able to delivery training on the following courses for 2017: one x Air Breathing Apparatus Maintainer Course – five students, one x LARC V Maintenance course – seven students, two x Marine Equipment Maintainer course – 20 students, two x Outboard Motor Maintenance course – 20 students, three x Watercraft Maintainer course - 25 students and 1 x Watercraft Specialist course – eight students. These courses enable students to

further develop their technical trade skills, as well as being able to provide Army with very capable marine equipment maintainers/tradespersons.



SGTs Beven and Nicholas preparing for another Watercraft Maintainer course

The SMA Marine Engineering, WO1 Ian Moorhouse, is not technically a METS staff member; however, he has provided a large amount of technical trade advice in regard to training requirements especially guidance on all aspects of Technical Regulatory Framework. Farewell to WO1 Moorhouse and SGT Robinson who have both provided three years of dedicated service to METS and AST - MW.

Congratulations goes to SGT Nicholas who was acknowledged for his tireless efforts in course development, technical trade skills and his instructional ability by being awarded the AST – MW, and the AST Instructor of the year. SGT Nicholas was also awarded the COMDT ALTC Award for Instructional Excellence by the outgoing COMDT ALTC, COL Andrew Maclean, in November 2017. Subsequently his nomination was forwarded to the CA office for consideration for the Chief of Army award for instructional excellence. Well done SGT Nicholas!

Watercraft Support Section (WSS)

In 2017 SGT L Noyes was in charge of WSS, which is manned with a small team to maintain and operate water craft vessels assigned to AST – MW in support of MSTs, CSTS & METS to ensure training outcomes are met. The support provided includes the provision of vessels and crews to support course programs, supervise tasks on unit watercraft, assist unit instructors with training on weapons and small craft, craft maintenance in accordance with current directives, as well as the provision of vessels and crews to external requests and Seaworthiness requirements.



WSS supporting JACIT demonstration

At the beginning of 2017 Seaworthiness Board compliance was conducted by SGT L Noyes to ensure safety requirements were met under directed governance policy in the Maritime space. Seaworthiness certifies Vessel Masters and crews to operate safely and adhere to SOPs within AST - MW. Seaworthiness covers craft handling and emergency drill such as “Man Over Board” scenarios as well as basic fire drills that crew may be exposed to whilst operating Army watercraft. This ensures all vessel’s crew and equipment are competent, legally compliant and suitable for the conduct of training.

In conclusion, this year has certainly been a learning curve for many and we are preparing for a busy schedule in 2018. With the Christmas stand-down period and posting cycle about to commence, we will once again see a large turn over in key staff with the 2IC, CAPT Alex Brent posted to 1 Bde, OPSO, CAPT Jade McMaster posted to JMCC Brisbane and WO1 Ian Moorhouse posted to 3 CER, Townsville. For all staff, I thank you for your professional approach, dedication and hard work during your time at AST-MW. For those being posted or transferring from Defence, we wish you well in your next endeavours.

Par Oneri.

Transport Squadrons

Transport Troop, 1st Combat Service Support Team, 1st Combat Service Support Battalion

LT Daniel Cateley, Acting Troop Commander Transport Troop Jan 17 – Aug 17, 1 CSSB

2017 has been a whirlwind year for Transport Troop. In an experience that can only be likened to drinking from a firehose, Transport Troop delivered a suite of driver's courses, supported various NPSR, and deployed out field within a CSST three times (with the sub-unit renamed just as many in the same time period).

Transport Troop received an influx of posted drivers who had just graduated IETs; which, combined with a high tempo, meant a lot of people had to learn a lot, fast. Moreover, our Troop Sergeant, SGT Grant Solomon, was injured in an unfortunate game of British bulldog. Nevertheless, several Corporals had to step up into the role of acting Troop Sergeant, including CPL Adam Alderman and CPL David Mackay, who undoubtedly learned a lot and did a great job in helping to keep the Troop afloat.

Significant exercises and support tasks this year have included:

- A three month detachment of a small contingent to support transport operations at SASR in Perth from January to March.
- Heavy Transport movements in support of all 1 BDE exercises and the 1 AR move to RAAF Edinburgh.
- 'White space' support to 8/12 REGT, 1 CER and 7 RAR during 7 RAR's Ex BOARS WALK at Cultana in March.
- Deploying as a CSST in support of BG BOAR during Ex BOARS RUN at Cultana in May.
- Deploying as a CSST in support of BG BOAR during Ex TALISMAN SABRE at Shoalwater Bay in July.
- Support to the local community through ANZAC Day, Clipsal 500 and variety of other events over the Adelaide area.

The CSST is unique in the fact that each platoon/troop works together on a daily basis, both in barracks and in the field. The CSST set-up allows everyone to learn about other trades and how they can work together best to achieve common goals. Whilst there has been conflict, overall, the CSST set-up allows everyone to become an 'all-rounder' and learn the language of other Corps'.

Reflecting on the year, it is fair to say that the Troop has achieved a lot, given the cumulative experience level and time afforded to it. All of the NCOs and soldiers worked hard, and their enthusiasm and behaviour have been excellent.

Par Oneri.

2nd Transport Squadron - 7th Combat Service Support Battalion

CPL Harris Tilbrook and LCPL Leitisia Thompson

2017 started with a difficult conversation, 2 Tpt Sqn got the 'it's not you, it's me' talk; outlining the planned transfer of the Bushmaster fleet to 8/9 RAR in September. The platform which had given us combat relevance was being taken away and given back to the 'grunts'. Despite this, 2 Tpt Sqn proved that as Driver Specialists we were capable of conducting dynamic independent manoeuvre; applying gunnery techniques; and continuously developing our SOPs. This made 2 Tpt Sqn a very pointy force. With this in mind we decided we would push the boundaries in 2017, moving faster, pushing harder, and demanding more from ourselves, in our last effort to demonstrate our enhanced capability and combat readiness.

2 Tpt Sqn's manning had grown significantly since 2016. With SHQ it now had established the two fully manned Tps of Alpha and Bravo. Wasting no time we cracked straight into a PMV driver's course in February, which dramatically improved the unit's capability. It was now time to work on developing and employing our SOP's and push our PMV's into the battlespace tactically and professionally. Both Tps promised great potential, reliability and professionalism in the application of force protection. Throughout the year the two Tps shared the work load across a wide range of exercises and non-platform support tasks, which led to a very heavy field year for 2 Tpt Sqn.

Key Field Exercises

RMC – COMPLEX OPS: Alpha Tp in support stepped into RMC in March ready to impress. Working in conjunction with 2 CER and 2/14 LHR (QMI), we provided a combined arms effect for the RMC Staff Cadets. This set the tone for the rest of the year, impressing supporting units of 7 Cbt Bde with its effective and aggressive employment of Bushmaster. Section Commanders led serials which included the platforms being employed in SBF, route clearance and insertion/extraction of dismounts in the battlespace. The Tp was widely commended for its hard work, professionalism, and willingness to push the envelope.

Exercise ECHIDNA CRAWL

Ex ECHIDNA CRAWL saw elements of the 2 Tpt Sqn deploy to the not so wide, Wide Bay Training Area to conduct the battalion's IMT exercise, focusing on basic soldier skills. Much to the soldiers' disappointment, the activity was cut short due to extreme weather conditions. This forced 2 Tpt Sqn to act quickly, and re-roll personnel and equipment in order to fulfil our responsibility for the South East Queensland Emergency Support Force.

RMC – STABOPS: In a display of flexibility, elements of 2 Tpt Sqn were deployed into the urban environment of St George, located in western Queensland, to provide support to RMC's STABOPS. Welcoming the arrival of the new Land121 vehicles (40M), this exercise showcased 2 Tpt Sqn's ability to tactically employ protected and un-protected lift within an urban environment.

The exercise saw the functioning city of St George quickly turn into a contested urban environment. While the locals went about their everyday lives, the exercise participants fought the insurgency in order to stabilise the town. Bravo Tp personnel continually employed all assets within their remit, exposing the staff cadets and RMC staff to the new evolving world of the RACT.

Exercise DIAMOND WALK

With the tempo on the rise and 2 Tpt Sqn in high demand the year was now in full swing. A combined Alpha and Bravo Tp was tasked to support Ex DIAMOND WALK. The activity saw the Tps directly support 6 RAR, 8/9 RAR and 2 CER.



W11 and its subordinate C/S providing overwatch, SWBTA

Ex DIAMOND WALK culminated in a combined Alpha and Bravo Tp being active participants in the conduct of a doctrinal obstacle clearance (SOSRA) activity within the battlespace; providing direct support in the suppression of the combat assets clearing manoeuvre lanes. This support afforded the war fighters the ability to exploit and prosecute targets as directed. The LFX was one of the most complex activities 2 Tpt Sqn had been involved in, exposing section/crew commanders to a high risk training environment rarely experienced by members within RACT. The combined Tp far exceeded expectations of the supported call signs, and made a significant impact on a number of manoeuvre commanders within the Combat Brigade.

Exercise TALISMAN SABRE

2 Tpt Sqn then rolled into Ex TALISMAN SABRE where a last minute split of the force saw us supporting three separate elements, BLUEFOR, Peer-Adversary (REDFOR), and the WHITEFOR CSST. This provided the sections the ability to operate in a semi-autonomous environment, each with a different end state.

The REDFOR element was attached to the American, 1st/69th Infantry Regiment, where their primary role was to provide overwatch to the insertion and extraction of dismounted troops into the battle space. This was executed with great detail and professionalism and provided the drivers and commanders with the ability to showcase the effectiveness and aggression fostered within 2 Tpt Sqn. The section took every opportunity to demonstrate their proficiency and support their dependency, resulting in the development of an excellent relationship between US and 2 Tpt Sqn Personnel.



Members of W1 in a hasty hide IVO Mount Hummock, SWBTA

The BLUEFOR element was attached to 3rd Battalion, 21st Infantry Regiment (BG Gimlet). The element provided protected mobility to the Commanding Officer's Tactical Party and both Rifle Companies. During the Exercise the element integrated with multiple AS supporting assets including Combat Engineers and Armoured call signs. Due to the uncertainty of the ever-changing battlefield the element was required to remain flexible in its support role, conducting tasks ranging from the provision of battlefield commentary to emergency CASEVAC. This resulted in friendships being formed and members being commended on the hard work and professionalism displayed throughout their support on Ex TALISMAN SABRE.



BG Gimlet supported by elements of 2 Tpt Squadron, EX TS17

The WHITEFOR CSST element staged out of the highly hostile Camp Growl, which was on the cusp of the FEBA. They provided 'battle field tourism', construction of non-habitable shelters, and conducted the lion's share of PT.

Exercise CORAL SAPPER – FIJI

From the field to the tropics, where four members from 2 Tpt Sqn deployed to Fiji on Ex CORAL SAPPER. They trained the Republic of Fiji Military Forces (RFMF) in the operation of their newly acquired Bushmasters. Our goal was set with the intent to direct the training around the good old basics, manoeuvre, actions on, and some MST. With the RFMF recently receiving Bushmasters into their Army this was a great opportunity for 2 Tpt Sqn to provide guidance and training on the tactical employment of the Bushmaster. The RFMF's eagerness to learn made the end product a solid foundation, allowing for continuous training and growth within their Army.

The training team commenced training at the Peacekeeping School at Camp Black Rock, Nadi. The complex terrain within Camp Black Rock afforded the training team the ability to provide scenario based training to assess the initial crawl phase. This training progressed from Camp Black Rock to a local field training area in the Nausori Highlands. The training team overnighted in the field with the RFMF, exposing the team to a cultural experience they would not have otherwise seen. This presented the team with the opportunity to integrate and participate in native Fijian ceremonies. The Nausori Highlands terrain forced the trainee's mindset to shift to more of a mission specific focus. This shift, enabled the trainees to start to generate their own scenarios, based on recent 12 month deployments to Iraq, Syria and the Sinai.



SGT Poxon and PTE Alexander conducting ROC drills with the RFMF in the Nausori Highlands

EXERCISE DIAMOND RUN

October saw 2 Tpt Sqn head back to our home away from home, SWBTA. However, this time it was with great sadness as we were no longer mounted in Bushmasters as they had been handed over to 8/9 RAR in September. 2 Tpt Sqn was tasked to provide support to three CSST elements, which was no small feat. Personnel and platforms were stretched in order to cover the requirements of the Ready Battle Group (8/9 RAR), the CSSB CSST and the BMA. 2 Tpt Sqn provided an armed unprotected lift asset to the BG commanders, imparting some of the Bushmaster mindset to trucks. As to be expected, 2 Tpt Sqn continually pushed for greater responsibility and autonomy, wanting to develop and enhance the L121 fleets functional capability; searching for the right fit.

Promotions, Honours and Awards

The following members were promoted throughout 2017. Congratulations, you all have led by example:

CAPT Nathan McCartney
CPL Xavier Brown

CPL Harris Tilbrook

LCPL Andrew Bastiaan

LCPL Andrew Purcell

LCPL Maci Sippel

LCPL Leitisia Thompson

In September, SGT Jarrod Poxon received a Conspicuous Service Medal for his meritorious achievements as the Defence Command Support Centre – Formation Indigenous Liaison Officer in 2015/16.

CPL Grace Amey was awarded a Soldier's Medallion for her exemplary service.

7 CSSB was represented at the 7 Cbt Bde 2017 Shooting Competition by a team made up mainly from 2 Tpt Sqn personnel. The competition was based around the Advance Shooting package delivered at ARTC. The 7 CSSB team exceeded all expectations, challenging the combat arms units for a place on the podium.

2 Tpt Sqn's foreseeable future will come to an end on 02 Dec 17, whereby a disbandment parade is to be held at Gallipoli Barracks marking its official closing. The parade will be the first vehicle mounted parade in the history of 7 CSSB. Invited guests include DLOG-A, Head of Corps, COL COMDT SQ and other distinguished members of the broader RACT community. This will be a sad occasion for the members of 2 Tpt Sqn, who have given so much in such a short space of time. The Bushmaster Squadrons within the CSSBs have established the ability to achieve these milestones making a direct impact on the wider Army, revolutionising expectations of the new Driver Specialist. 2 Tpt Sqn, throughout its short life, has developed into a world class protected lift capability with the capacity to operate in complex operational environments. The transition to the new cargo platforms will allow 2 Tpt Sqn members to impart their knowledge of communications, gunnery, mounted tactics, techniques and procedures into our developing domains of RACT.



W10A in a Battle Hide, SWBTA



2nd Transport Squadron Disbandment photo 02 Dec 2017

5th Transport Squadron – 7th Combat Service Support Battalion

LT A Dunn, Bravo Troop Commander



5 TPT SQN following the 7 CSSB Birthday Parade

The 5th Transport Squadron, 7th Combat Service Support Battalion has transitioned from Reset to Readying under the Force Generation Cycle. It has been an exceptionally busy year with 5 TPT SQN surviving a chaotic Non Platform Support Request (NPSR) season with surplus of 130

tasks conducted. The Squadron conducted field exercises including EX ECHIDNA CRAWL, EX DIAMOND WALK, EX TALISMAN SABRE and EX DIAMOND RUN; and most importantly the implementation and introduction into service of the new L121 Mission Systems.

The implementation of the L121-3B mission systems has been a primary focus for the Squadron this year. From the receipt of 45 HX77 and 63 40M Protected and Unprotected variants into 7 CSSB in late February to early March; and more specifically the 38 HX77 and three 40Ms into 5 TPT SQN. With these new vehicles 5 TPT SQN conducted multiple trials and were able to deploy a HX77 troop into the field, the first RACT unit to operate L121 vehicles in such a way. Experiences such as deploying the vehicles into the field allowed 5 TPT SQN to compile trial reports and create Standard Operating Procedures that have significantly impacted the way that Army will utilise L121 Mission Systems into the future.



5 TPT SQN's first Boots and Saddles with the new L121 vehicles

On the Bn EX ECHIDNA CRAWL in Mar 17, 5 TPT SQN had the pleasure of AST attending the first three days of the field exercise at Wide Bay and teaching our drivers how to conduct tactical operation (TACOPS) drills in the new L121 fleet. The inclement weather did not dishearten morale as 5 TPT SQN trialled the capability of the new vehicles. Trials included night driving, camouflage options and using flat racks in the bush. Exercise ECHIDNA CRAWL concluded with three days of basic soldiering skills to achieve 5 TPT SQN's Mission Essential Tasks. The field exercise was cut short due to the QLD and Northern NSW floods, much to the understandable devastation of the soldiers.

A busy month later, 5 TPT SQN had deployed out field again from late April until the end of May 17. EX DIAMOND WALK gave 5 TPT SQN the ability to trial the new vehicles in a CSST setting. This month taught 5 TPT SQN how to occupy a troop position as part of the CSST, establish defensive positions with L121 vehicles, and trial distribution points with flat racks. 5 TPT SQN had the opportunity to intentionally get the HX77s bogged and trial self-recovery and driving over various types of terrain to ascertain vehicle capability. During this field phase 5 TPT SQN was able to liaise

with other 7 Bde Units such as 2 CER, 7 CSR, 8/9 RAR and 1 REGT to better understand how this new capability would impact unit interaction and the ability to support each other. This interaction was definitely worthwhile. Army HQ also deployed into the field with 5 TPT SQN for a week. During this time they trialled the impact of SCE and DP1 being stowed in vehicles and looked at what capability vehicles provide in order to commence the implementation of new equipment and processes into the ADF.



5 Transport Squadron members trialling bogging and recovering HX77s during EX DIAMOND WALK

Over the period 29 Jun - 02 Aug 17, 5 TPT SQN deployed on EX TALISMAN SABRE in support of WHITEFOR. Having successfully learnt how to multi-task by this time, 5 TPT SQN completed a Bulk Water Course from Camp Growl, an ADI and 20T course in 7 CSSB and completed all EX support tasks simultaneously. The end of EX TALISMAN SABRE saw the transfer of NPSR season to 1 CSSB and allowed for 5 TPT SQN to slowly regroup and catch breath.

During EX TALISMAN SABRE, MAJ Rebecca Dyson said goodbye to the Squadron and moved to Canberra to commence a job with Deloitte. We wish her luck for her future endeavours and triathlons and thank her for all the long hours and the leadership she gave to 5 TPT SQN for the 18 months of her tenure. As the old adage goes "as one flatrack is lowered, another is raised", 5 TPT SQN would like to welcome MAJ Sarah Nielsen. MAJ Nielsen started her tenure at 7 CSSB as the Adjutant, she will remain Officer Commanding for 2018.

5 TPT SQN conducted Adventure Training from 25 – 29 Sep 17. We drove out to Warwick and went four wheel driving at Janowen 4WD Park, went hiking and attempted to answer WO2 Fuery's increasingly difficult trivia questions. On return to Gallipoli Barracks, 5 TPT SQN conducted abseiling and rock climbing at



PTE Ham prepares for a forward abseil at Kangaroo Point with the assistance of 7 CSSB UATL CPL Horgan.

Kangaroo Point Cliffs under the instruction of SGT Ben Davie. It was very impressive to see so many people outside of their comfort zones and still giving the activity a go.

Trials have continued into the 7 BDE CATA; Ex DIAMOND RUN from 12 Oct – 12 Nov 17. Drivers are trialling the new communications suite and PLATT swing weapon mounts. This equipment allows the drivers to not only better communicate within their convoy but also to protect it. The intent of the swing mounts is to transition L121 vehicles into having PWS automated weapon systems on the protected variants. Moving forward, the integration of this new equipment with realistic and challenging training will continue the modernisation of RACT cargo and pax lift capability. It will also ensure CSS becomes ever more self-sufficient within the battlespace.

This year, 5 TPT SQN reconnected with the RACT Association South Queensland Branch. It has been a wonderful opportunity for current members to learn from past members and create important connections between different generations of soldiers. 5 TPT SQN has hosted the RACT Association at a BBQ to show off the new capability and the RACT Association returned the favour with inviting members to the RACT Corps Birthday Luncheon.

Training and courses this year have been extensive with 67 SQN members coded on the HX77 though only 40 of these members have trailer codes. The ADIs and DTOs of 5 TPT SQN have been foot to the floor. This year 5 TPT SQN has run MR2, HR2, P2, G Wagon, ADI, 20T, TTW courses and has contributed to PMV courses for 8/9 RAR. Members of 5 TPT SQN have completed Tow Motor, MHE, HET, Bulk Fuel, HX77 and 40M courses.

5 TPT SQN has struggled with space for so many vehicles, equipment and personnel this year, with the completion of the new trailer park in September, drivers no longer have to do a 10-point turn to get out of the top vehicle yard which is a welcome change. This trailer yard also allows 5 TPT SQN to store their two new HET trailers. These trailers and their supporting pilot vehicles allow 5 TPT SQN to enable their own recovery of HX77 vehicles and lift 2/14 LHR's new M1A1 Tanks. 5 TPT SQN is eagerly awaiting the arrival of the four Mack Superliners that will be on the ORBAT in 2018.

In 2018, 5 TPT SQN will increase by another two troops which will see the Squadron have a total of two cargo troops, a spec troop and a pax lift troop. Alpha and Bravo Troops will likely each have three sections of HX77 Mission Systems. Charlie Troop will facilitate Fuel, Water, White Fleet and HETs. Delta Troop will have the ability to lift up to 350 pax in pers modules with two PMV-A in support. The increase in troops will pose new challenges. These include managing work and administration space for 160 members and growing the number and diversity of vehicle codes held within the Squadron, which is particularly important as two-thirds of personnel will be new to our sub-unit. These challenges will be overcome with this boost to capability and 5 TPT SQN will be postured to transition into the Ready Phase in June 2018.

Notable achievements this year include CPL Ashleigh Brown representing Australia at the Ice Hockey World Championships in South Korea. SGT Daniel Grono has represented Army at the Australian Defence Force Clay Target Association Annual Championships, winning numerous awards. PTE Cronan has through commendable perseverance finally achieved a respectable moustache and CAPT Jess McKinnon has represented 5 TPT SQN in the Australian Army Women's AFL team. LT Dunn has finally received her G Wagon Code and CPL Shannon Page has represented 7 CSSB and Army in multiple Netball competitions including the ADF competition.

5 TPT SQN can look forward to supporting the Commonwealth Games and celebrating 52 years as a Transport Squadron in 2018. What started out as a small Squadron at the start of 2017 has increased in size and capability with an influx of soldiers and new vehicles in a quite short period of time. It is fitting to thank each member of our sub unit for the hard work and commitment they have dedicated to their job and the Squadron this year. In such an intense year the members of 5 TPT SQN have proved they are not just equal to the task, they are exceeding the task.



5 TPT SQN members celebrating the 7 CSSB soldier's dinner

3 Transport Squadron

LT Adrian Longmuir - A Troop Commander

2017 was another busy year for 3 TPT SQN. The first half of the year focused on Troop and Squadron level activities in preparation for readying phase of the force generation cycle. The focus in achieving the required standard to commence exercising with Battle Group Waratah, facilitated activities aimed at increasing basic Corps skills in basic convoy procedures in urban, highway, country and field training environments. Increased time operating vehicles within these environments lead to an enriched understanding of a driver roles, responsibilities and Corps skills. The training ultimately delivered an increased state of competency for deployment on EXERCISE TELOPEA CRAWL IN Jun 2017.

As an Army reserve Squadron we conduct weekend training activities each month to ensure ongoing skill and competence progression. The March training activity was used to focus on the development of fundamental Transport Corps skills and enhance the Squadron's capability by delivering training in the employment of vehicles in an urban and non-urban environment. The activity provided training in convoy driving, planning and issue of convoy orders, conduct of halt procedures and field servicing.

The convoy route commenced from Holsworthy, NSW heading north via the M1. The SQN continued north and travelled through Barrington Tops National Park. This provided a variety of terrain and road surfaces as well as some of Australia's best country scenery. The Squadron turned south from Singleton via Bathurst completing over 1,100km's during the activity.

After a break due to Easter in April the Squadron conducted 4 day training weekend with another long weekend drive, this time south to Bateman's Bay and then up the Kings Highway and through the south coast hinterland back to Holsworthy Barracks with the Saturday and Sunday achieving DG qualification/requalification as appropriate.

The second half of 2017 saw the Squadron transition into the 'Readying' phase for the Force Generation Cycle, to prepare for our 'Road to War' culminating with EX HAMEL in June 2018. The Squadron has provided transport and distribution capability to Battle Group Waratah to the first two of the three schedule preparation activities EX Telopea Crawl and Walk training activities lasting nine days each. 2018 will see the Squadron elements deploy on another nine day Battle Group Waratah exercise EX TELOPEA RUN in March followed by EX HAMEL in June.

Non Platform Support Requests, like most Transport Squadrons, continue to be received at a consistent rate regardless of the readiness cycle. The Squadron has performed magnificently by providing a platform to transport soldiers from various units within NSW, including 2 CDO, SUR, and SOI to name only a few of the requesting units. The soldiers are quickly realising the tempo has increased dramatically since moving into the readying phase. They continue to impress by managing their full time employment, families and additional training opportunities on offer to them during this high tempo period. The old motto of "One weekend a month, two weeks a year" does not apply to Transport and it is remarkable to see the soldiers are so willing and able to provide whatever support is required during the year within the resources provided. This is a fantastic credit to themselves and their families to demonstrate a passionate commitment to the Troop, Squadron and Army Reserve in 2017 and beyond.



9th Transport Squadron

LT Brent Langham, Alpha Troop Commander

The 9th Transport Squadron has had an extremely high tempo year in 2017 and shows no sign of slowing down any time soon. January saw the welcoming of a new OC, MAJ Kate Porter, and then we hit the ground running with extensive field training through the first half of the year before switching the focus to supporting B-Vehicle courses and posturing for an exciting 2018.

Road to Ready

The squadron started the year with a shakeout on EX WAPITI RUN in February and continued our progression of field training on the Road to Ready with support to EXERCISES SILICON BROLGA, 1 RAR WARFIGHTER, WAPITI RANGE, SEA RAIDER and SEA EXPLORER. During this period, the squadron also provided assistance to the Queensland community in the wake of Cyclone Debbie in Bowen and Airlie Beach. The preparations then began for EX BROLGA STRIKE (3rd Brigade CATA) which would be rapidly followed by EX TALISMAN SABRE (HAMEL) in Shoalwater Bay. All of this field time had taken a heavy toll on our equipment and we relied heavily on the 102 Field Workshop Company to get our vehicles serviceable in time to step out the door for BROLGA STRIKE and TALISMAN SABRE.

EX BROLGA STRIKE was the first exercise this year where the Squadron deployed complete, as opposed to in a number of CSST's, which provided the opportunity to rehearse the occupation and redeployment of the entire call sign and proved to be a good chance to smooth out SOP's at the troop and section levels. The short duration of the exercise meant that the battle groups didn't require as much as anticipated in cargo distribution and it was mainly the Charlie Troop fuel and water assets that were heavily tasked throughout the week long exercise. Of significance on this exercise, especially in the second BMA location was the close cooperation between the 9th Transport Squadron and the 3rd Field Supply Company who shared our boundary. The two sub-units established a common loading/unloading area with our ring-road cutting through this area and the 3 FSC boundary to allow ease of access for our vehicles to load and unload, a practice that was repeated on EX TALISMAN SABRE in both BMA locations.



Members of the squadron provide support in the wake of Cyclone Debbie



Vehicles lined up in the Assembly Area in preparation for EX BROLGA STRIKE

There was just three short weeks between returning from EX BROLGA STRIKE at High Range to deploying to Shoalwater Bay for EX TALISMAN SABRE and this was a very busy time in the transport yard, refitting vehicles and equipment and then almost immediately preparing and loading for the next task. 102 Field Workshop Company maintained a permanent forward repair team in the transport yard to conduct light grade maintenance and to assist the drivers in ensuring the vehicles were ready to go again in July for the big drive south.

EX TALISMAN SABRE was a much busier exercise for all three troops, supporting six battle groups across Shoalwater Bay Training Area and the tasks quickly began to come down thick and fast. Again the bulk of the tasks involved fuel and water assets from Charlie Troop, to the point where any fuel or water coded driver from Alpha or Bravo was detached to help Charlie with the workload—even the SSM ended up behind the wheel of a TTW. The HET section of Charlie Troop worked tirelessly both before and after the exercise to transport tanks and other heavy vehicles from Townsville to Shoalwater Bay and back. The exercise was a great success for the Squadron, and the Unit as a whole. It was not completed without incident however, the corporals and soldiers of the Squadron again demonstrated their ability to adapt and overcome, and do what needs to be done in order to support the fight.



A packet takes a halt during the road move from Townsville to Shoalwater Bay



A HET begins its return to Townsville at the completion of EX TALISMAN SABRE

Looking Forward

After returning from EX TALISMAN SABRE and the Unit assuming the role as the “Ready Brigade Support Group”, our focus within the Squadron quickly moved to supporting B-Vehicle driver training across the Brigade and preparing our own drivers for the reception of the LAND 121 fleet in 2018. This has involved the running and supporting of 20 B-Vehicle courses from Aug – Dec 17 and too many NPSR’s to count.

At the same time, we have fit in the time to get our own drivers onto several HC3 (20T Trailer) courses in order to enable a smoother transition with the HX77 conversion training to come in early 2018.

Command of the Squadron was handed to OC 6th Transport Squadron, MAJ Royce Pearson from mid-September as MAJ Porter detached to begin the planning for FSE-8. The new command structure has been smoothly adopted; however is due to change again in early 2018 as the 9th Transport Squadron and 3rd Field Supply Company will both be commanded by MAJ James Giess for the majority of 2018. Both sub-units will continue to maintain their own identities and will continue to exist into the future, sharing a common headquarters element in 2018.

The Squadron is eagerly looking forward to the completion of the new transport yard which we will move into in early 2018, just in time to receive the new vehicle fleet, all of which will fit around a number of field exercises that are already locked in for early next year to maintain our corps skills and ensure that we are always *Equal to the Task*.

6th Transport Squadron

MAJ Royce Pearson, Officer Commanding the 9th and 6th Transport Squadrons

2017 has been an interesting and challenging year for the 6th Transport Squadron. An unnaturally high tempo during a Ready Phase of the Force Generation (FORGEN) Cycle, developing relationships, operational focus and doing more with less. These statements come to mind when we reflect on what was. I began this year with a situation



brief to all members of the 6th Transport Squadron detailing the year's activities and exercises. A busy year was described through a detailed CONOPS for major combined arms and joint exercises. The rollout of 2017 certainly lived up to our expectations.

FORGEN

During the Ready Phase, the 6th Transport Squadron underwent a number of early exercises to prepare for EX TALISMAN SABRE. Feb 17 saw CSST based training where unprotected and protected lift was divided between three CSSTs on EX WAPITI RUN. Troop and section level mounted tactics, navigation, methods of movement and communications were put to the test. Alpha Troop also worked for a number of days with 1 RAR, CT A to commence their introduction to the Ready Battle Group (RBG), fighting light and cutting the new driver's teeth.

1 RAR WARFIGHTER saw the certification of the RBG at Townsville Field Training Area (TFTA). Alpha Troop (reinforced by Bravo Troop) was detached to 1 RAR for their protected lift needs to the close fight. Unfortunately, this exercise was cut slightly short by Tropical Cyclone Debbie. Alpha Troop redeployed with the RBG to Lavarack Barracks and commenced their work with the Ready CSST in a civil aid task.



Brolga 17 6 Tpt

EX BROLGA STRIKE was the 3rd Brigade certification within a combined arms environment. Alpha Troop was detached to 2 RAR, again providing protected lift and also taking part of EX SEA EXPLORER. Bravo Troop were assigned as Brigade Maintenance Area and Brigade Support Group force protection with Charlie Troop detached to the 9th Transport Squadron fulfilling the ever busy unprotected lift role. The headquarters of the 6th Transport Squadron was tasked with Brigade Battlefield Clearance, an emerging capability within the Combat Brigades.

EX TALISMAN SABRE was planned so the force compositions from Brolga Strike were not changed. This saw Alpha Troop embarked with 2 RAR and the remained of the 6th Transport Squadron conducting a road move to SWBTA. Each element performed admirably whilst detached and embodied our sub unit motto taking the bite to the fight.



6 Tpt with 3 CER

Of course all FORGEN is supported by individual training and a number of courses conducted internally to the 6th Transport Squadron. We've conducted a number of PMV All Corps Drivers Courses for the 3rd Brigade, CAT B and C Range Safety Supervisor course, individual and crew served weapons courses, High Explosives courses, not to mention supporting a number of other sub unit training.

OPGEN and Periods of Change

As is the purpose of FORGEN, our focus during the Ready Phase has been operations. The 6th Transport Squadron current has one quarter of its manning deployed on several operations fulfilling roles ranging from PMV-A drivers to Guardian Angels.

This will continue into 2018 when we will also commence the transition of the 6th Transport Squadron. As with all PMV Squadrons, we have commenced our draw down planning for execution in 2018. Currently, 1 RAR will receive a number of PMV courses from the Squadron with intent to conduct a HOTO of all protected vehicles in Nov 18.

This will be ably led by the new incoming Officer Commanding, MAJ Jared Nicol, who takes the reins from Jan 18.



LFX DC

In closing

My time as the Officer Commanding of the 6th Transport Squadron has been filled with many challenges. I've loved every second of it and could not have asked to work with better soldiers and officers. I'm proud of the capability we built together. I'm proud of the soldiers holding their heads up high, knowing we were able to give our tasks the best RACT could offer. And I'm proud of the reputation we built for ourselves. To those that assisted the 6th Transport Squadron along the way let me offer my sincerest thanks. For those departing the 6th Transport Squadron this year, good luck I wish you all the best. For those remaining, good soldiering. The capability you are invested in will leave a marked difference on the Corps and the skills you learn will be needed in the very near future.

Par Oneri.

8th Transport Squadron - 9th Combat Service Support Battalion

LT Steven Patriarca, Troop Commander

As 2017 draws to a close, we reflect on the events over the past year. The squadron continues to move from strength to strength developing and enhancing its core capabilities. Reserve attendance and troop numbers are increasing as recruiting of drivers remains strong.

As with most Reserve transport squadrons, tasking has been coming thick and fast as we move through the Force Generation Cycle from the Ready year to the Reset in 2017. Our focus is changing from collective to individual training and we have been very busy conducting several Unimog and G-Wagon courses this year.

Squadron members have shown commitment to upskilling from the ever reliable LR110 to the multi-variant G-Wagon across varied adventurous terrain types in preparation for the M40 and HX-77 conversion courses. Although, the availability of vehicles is decreasing due to withdrawal of the old fleet, we deftly manage to retain hold of platforms critical to ongoing skills maintenance. This ensures the squadron is able to support 9 Bde, and more widely 1 Bde, with tasking as the new fleet becomes available.



Amongst the trade and promotion courses being attended and supported, routine tasking, and external support activities we have deployed five squadron members on Operation RESOLUTE with Transit Security Element 85. Whilst all have returned safely and will no doubt be sharing tall tales from the high seas over the next few months, we now look at deploying members in support of Rifle Company Butterworth Rotation 120.

ANZAC Day saw 8 TPT SQN mount the catafalque party for the Dawn Service at Glenelg. Crowd numbers were strong at this popular Adelaide beach service despite a brisk sea breeze and shower of rain just before dawn.



With an impressive contribution from 8 TPT SQN, 9 CSSB recently represented at the Simpson Trophy competition at the Murray Bridge Training Area with two RACT members receiving individual awards. Both 9 CSSB unit teams comprised mainly of RACT members and competed against their combat brethren from Army and RAAF units based in South Australia.

The SQN continues to deliver capability to 9BDE, embodying the ethos of the unit letting their deeds speak for them and always being equal to the task.

26 Transport Squadron

MAJ Mick Newsham

Another successful year for the Squadron with the continued involvement in major exercises and activities, including AACAP, EX TS 17 and EX DS 17, as well as assistance in DACC tasking during Cyclone Debbie in early 2017. Concurrently, 26 Transport Squadron has also been preparing to undertake a Squadron restructure by adopting a two 'like Troop' structure. The two troop structure will result in each Troop expanding in size and capability to include Heavy lift, Bulk liquids, General Support, Artillery Support and a Mobility Support Section. The re-investment of the Captain Troop Comd historically in 85 Troop will also result in a significant span of command and opportunities for the two Lieutenants who will command these Troops.

This year again marked EX TS17, the effort by all Squadron members through this exercise was nothing short of amazing. From Road Trains to tactical resupply across the joint and combined force the professionalism and dedication from our members was a great reflection on our soldiers and junior commanders.

While this and other support has marked key milestones for the Squadron, this year also marked the introduction of the new LAND 121 HX77s and trailers which have been employed extensively throughout the year. This marked a number of significant milestones for both the new fleet and the Squadron. From issue to the Squadron, the vehicles were employed on live tasking within four weeks on AACAP, and became the first HX77 to accrue 10,000 Km and at the time of writing will be the first vehicles to accrue 20,000Km. These have been fantastic vehicles and despite LCPL Grentell's excellent effort in burying one to the axles on EX TS17, they have shown that they remain

up to the challenge both on road and off. While new vehicles in marks a key milestone for the Squadron and Battalion modernisation it is a timely reminder of how well we have been served by the Mack R, S-Line and the Mack Fleet Liner.



Whilst there has been a large focus on tasking and training, there has been time for additional activities including adventure training and events. The Squadron was able to conduct two adventure training activities in the form of a high ropes course and abseiling at Kangaroo Point. While these are always excellent activities the key event off the road has been marking the 50th year anniversary of the Squadron contribution to the Vietnam Conflict. Easter Sunday this year marked 50 years to the day that 85 Troop members deployed as a formed body to Vietnam and December this year will mark HQ 26 Coy (26 Troop Squadron) deployment.

While these seem Squadron specific it is also a timely reminder of the continuity of the Battalion and its capabilities given HQ 26 Coy commanded elements of 176 AD, 8 Pet PI, 85 Troop, 86 and 87 Troop elements as well as other enabling capabilities which remain in 17 CSS Bde such as postal and amenities. Thankfully the 85 Troop Association could join us to recognise their contribution to our rich history.

While it's been another challenging and rewarding year it has been a timely reminder that we remain custodians of our Squadron. I would like to congratulate MAJ Phan for being appointed OC for 2018 and thank all Squadron members for their contribution to the Squadron during my command tenure.

85 Transport Troop

CAPT Kate Lloyd

As always, 85 Tp had a busy start to the year which commenced with the movement of 6 ESR to Boggabilla for AACAP 2017. Following this saw the conduct of Ex Elephant Trail in March in Shoalwater Bay. The Troop was tasked to infill HX77s on floats, which saw the Troop conducting 24 hour operations between Shoalwater and Amberley to meet the timelines for this infill. Unfortunately, the Exercise was interrupted by Tropical Cyclone Debbie which resulted in the early return to barracks and a Section being placed on standby for DACC tasking to assist 6 ESR.

In April, the Troop was fortunate enough to host the 85 Tp Association for their 50 year anniversary of deploying to Vietnam. The day was a hit, with the association being given a tour of the yard, a joy ride in a Triple Road Train and an ability to swap stories with the current soldiers of the Tp. The day concluded with BBQ and drinks at the Unit's Congo Club, and the association draining the bar dry.

Mid-year saw the Troop split for Exercise Talisman Sabre 2017 to test the potential new Sqn structure for 2018. For a period of two months, 85 Tp was comprised of a HX77 SECT, a bulk liquid SECT and a Road Train SECT with the remaining members of 85 Tp allocated to 87 Tp for the exercise. The exercise provided good exposure to the soldiers, in particular the conduct of the Gladstone Port clearance which was the movement of a US contingent to various locations IVO Rockhampton.

Early October then saw most of the Troop back on the road providing support to 7 BDE in support of EX CATA with the movement of their A vehicles, and a Section of bulk liquids detached to 9 FST in support of this exercise. November was another busy month, with the exfil of AACAP occurring and the transition of the Sqn into a two like Tp structure.

The year also allowed for additional training to occur, with approval granted for Kenworth's to tow the 60t floats and BLWT. This increased the Troops capability and ability to conduct tasking and recovery, but also provided the opportunity to conduct training with soldiers on the new combination. The year also saw Fleetliner and Kenworth familiarisation occur to ensure capability was maintained for movement into 2018.

2017 has been a very big year for the Troop, with a total of 648,817 kilometres travelled from January to October and a few more to go in support of 7 Bde and PLAN KEOGH, the Troop is looking forward to a break over Christmas before commencing another busy year in 2018.



86 Transport Troop

LT Craig Johnson

As was the case in 2016, 86 Tpt Tp has had a very high tempo year in 2017. The exercise period kicked off with Exercise Elephant Trail, with the focus for 86 Tpt Tp being the development of skills on the new Integrated Load Handling System (ILHS) HX77 and trailer for those qualified and familiarisation for those who were not yet licenced on the vehicle.

Following EX ET was the infill of AACAP, in Boggabilla, NSW followed by Exercise Brolga Strike (EX BS). 86 Tpt Tp detached a section of HX77 and ILHS trailer drivers to 37 FST to assist in the conduct of EX BS at Townsville Field Training Area. This saw the Troop involved in various tasks ranging from ration runs to the Brigade Support Group and picking up and distributing Artillery ammunition to the gun line in support of the 4th Field Regiment.

After the successful completion of EX BS the section deployed to SWBTA to meet up with the remainder of 9 FSB to prepare for Exercise Talisman Sabre 17 (EX TS17). After a few days off to spend time with families, it was back to SWBTA for another busy exercise. Members from 86 Tpt Tp were situated in different locations of Rockhampton and SWBTA ensuring all levels of support were able to be conducted.

EX TS 17 provided a great deal of training on the new vehicles introduced into Army as well as enabling commanders at all levels to gain a greater knowledge on what the vehicles are able to accomplish and what conditions and terrain the vehicles are able to manoeuvre.

After a break following to conduct of EX TS 17, all members of 86 Tp took part in an 8/9 RAR led range activity learning some more advanced techniques of combat shooting.

Although the main exercise period for the year is complete, 86 Tpt Tp is continuing to provide support to Army in other Exercises such as Diamond Run, Charging Bull and AACAP 17, as well as providing support to tasking for ALTC and focusing on the restructure of 26 Tpt Sqn for 2018. The Troop is looking forward to a well-deserved break over the Christmas period prior to returning for another busy year.



87 Transport Troop

CPL Josh Smith

As was the case for all the Troops, 87 Tpt Tp has had a busy year in 2017. The Troop conducted Exercise Elephant Trail in March, with the Troop, much like 86 Tp, focusing heavily on the new vehicle system and developing the skills of the Troop with the HX77s and trailer.

Following this, 87 Tpt Tp participated in the infill for AACAP using the HX77s. This was the first live task the vehicles were used for and provided a good insight into the capability of the vehicles.

Mid-year saw the Troop conduct EX TS 17, with an HX77 section detached to 85 Tp for the duration of the exercise. This two month period saw the vehicles used to their full capability, and at one stage, the Section owned the HX77 with the most amount of kilometres on its odometer in the Army.

After a break following to conduct of EX TS 17, the Troop detached a Section to 9 FST for the conduct of Exercise Diamond Strike in support of 7 BDE CATA for the October/November period. This saw most of the Troop detached or away on course, with a small group of members left behind. This resulted in the remainder of 86 Tp personnel being merged into 87 Tp for the rest of the year due to command manning shortages.

Although most of the major exercises are complete, 87 Tpt Tp will continue to focus on the restructure of the Sqn and movement of vehicles into their news Tps ready for 2018.



10th Transport Squadron - 13th Combat Service Support Battalion

MAJ J Hawke - CO 10 TPT SQN

We are pleased to report to the Corps that 10 TPT SQN experienced a solid year in 2017.

Force Generation - This year sees 13 Bde in the Ready phase of Plan Beersheba. 10 TPT SQN was a vital enabler in the force generation cycle. 10 TPT sent 18 members to Ex HAMEL. This represents 35% of the SQN. Three had just a week prior graduated from The Accelerated Training Company where they completed 6 months of continuous training. We have initiated recruiting activities focused on our preferred RACT demographic.

Key metrics - At the time of writing, the SQN has more AIRN compliant soldiers than any other unit in the CSSB, and as a percentage amongst the top few units in the Bde. This is a credit to CPL Hynes and the 27 TP HQ staff.

Training - Field training highlights included the 4WD field training at Northam, live fire exercises and combined arms convoys. In September, LT Harbison and SGT Freeman executed a DACC deployment rehearsal in conjunction with our RAEME brethren, to great effect. A steady stream of driving and other Tier 3 courses were delivered during the year. A number of SQN members qualified as PMV drivers adding a Tactical troop lift capability.

Operations - Over 16% of the current OP RESOLUTE forces mounted by 13 Bde are from 10 TPT SQN. The SQN is punching above its weight. In addition to Ex HAMEL, current Operations, and the significant draw on ADI / DTOs, the unit has provided a substantial stream of external support requests. These are averaging 2-3 per week, and cover the full spectrum of RACT, and all corps tasks.

Key Staff - We would like to acknowledge the contribution of WO2 Swenson. Jane we know you will read this, and on behalf of the SQN, I want to thank you for always doing the right thing, not the easy thing. To CPL Lynn, thank you for the behind the scenes work, your tyre less (pun intended) efforts have not gone un-noticed.

Vehicles - G-Wagons have arrived in WA. It is what never goes wrong that speaks volumes about the professionalism of a unit. Our ARA yard NCOs and 27 TP personnel have not had a single overdue Non-Technical Inspection. This is all the more impressive as the reader should note that some of our 110 Rover vehicle fleet pre-date our drivers, and our Unimogs showing their hard miles. Our ARA Yard NCO's manage the bulk of the 13 Bde vehicle fleet. The high level of availability and reliability of our vehicles is a direct credit to the members.



The tempo leading up to the Ready phase has been high. A number of ARES members have backed up time and again, balancing family, work and ADF calls on their time. Notwithstanding the SQN has produced 3 babies in the unit during the year. We're glad to see that our team is making best use of their down time.

I would like to thank the previous OC, MAJ Andrew Diong for his efforts. He provided a thorough and professional handover; much of the successes above must be attributed to the SHQ team he led. Whilst having only had a few short months working with the unit I am both optimistic and measured about the year ahead. We will have challenges balancing tempo and achieving capability. We will need to meet the fractured flow of support requests, and maintain focus on growing each soldier. Inevitably the best training plans will be buffeted by externalities. As an RAAC OC, I will lean heavily on our SSM, WO2 Adams, the SQN leadership team, and our key stakeholders at 13 CSSB HQ.

I have assessed our Centre of Gravity as: Interesting Training. Whilst perhaps simplistic, this analysis reveals much. We will need to craft challenging, doctrinally sound and safe training. We will need to continue to deliver high vehicle platform availability. Our C2 and information flow will need to both accelerate and streamline. But above all: it is the custodianship of our members that will be the key to ongoing success.

I wish you all good soldiering, and a safe journey.



12th Transport Squadron – 1st Combat Service Support Battalion

LT Andrew Leung – Delta Troop Commander

The 12th Transport Squadron commenced 2017, its final year in Army, in quick time. Twenty five members of the squadron, including OC MAJ Geoff Price and SSM WO2 Adam Rankin, deployed in the early months of the year to the greater Middle East region to support various operations which included OP ACCORDION, HIGHROAD and OKRA. The first half of the year, which was also the last six months of the Ready cycle, required a heavy focus on driver training, field exercises and other readiness activities. The Squadron maintained a Cargo Troop, Heavy Lift Troop and PMV Troop to support the 1st Brigade into Reset.



12 Tpt Sqn members deployed on FPE-7 (Kabul) with OC 12 Tpt Sqn, MAJ Geoff Price (far right).



Drivers of 12 Tpt Sqn conduct convoy operations on the streets of Afghanistan's capital.

In May, the majority of the Squadron deployed to Mount Bundey Training Area (MBTA) in support of Exercise PREDATORS RUN and Exercise SOUTHERN JACKAROO. For many, this was the first time working in tropical conditions and the heat, dust and mosquitoes of the Northern Territory will not be forgotten by the soldiers any time soon. Exercise PREDATORS RUN also served as a Battalion shakeout, providing many new officers and soldiers an opportunity to find their feet, operating as part of a CSST. The main purpose of this exercise was to support 1st Brigade live fire serials. The exercise rolled straight into Exercise SOUTHERN JACKAROO which saw participation from the Marine Rotational Force – Darwin and the Japanese Ground Self Defence Force. It was an excellent opportunity for the Squadron to practice interoperability with foreign national forces, a skill they would hone further on Exercise TALISMAN SABRE 17.



12 Tpt Sqn soldiers as part of a CSST at MBTA.



Soldiers from Alpha Troop and Charlie Troop prepare for ANZAC Day prior to deploying on Exercise PREDATORS RUN.

Upon returning from MBTA, the Squadron worked hard alongside 101 Workshop Company to repair and service all of the vehicles required for the road self-deploy to Shoalwater Bay for Exercise TALISMAN SABRE 17. Exercise TALISMAN SABRE 17 was the final activity that the 'legacy fleet' (Macks and Unimogs) of the Squadron would deploy on, prior to retirement. Delta Troop, with a section from 7 CSSB, had the opportunity to be detached to the logistics company of the 1/69th New York National Guard. This exercise was also the final time that the PMVs stepped out the gate of Robertson Barracks under the command of the transport squadron, prior to handing over the vehicles to 5 RAR.

As the 1st Brigade transitioned into RESET (post Exercise TALISMAN SABRE 17), the squadron commenced a significant amount of non-platform support requests from across Army. It was during this time that many of the squadron's soldiers further demonstrated the professionalism, dedication and work ethic of the drivers in 1 CSSB. The majority of Delta Troop and elements of Alpha Troop were required to deploy to Cultana shortly after getting home from Shoalwater Bay to support an RMC field exercise. The three weeks in Cultana proved to be a shock for many as they adjusted from the warm bush climate of the bay to the cold barren conditions in Cultana.

In early September, the squadron underwent a number of significant changes. The first was the restructure of the squadron. With the PMVs being prepared for handover takeover and the majority of heavy vehicles being earmarked for cross-level to 1 CSST (1 CSSB south), Charlie Troop was relocated to Adelaide under 1 CSST and Delta Troop was retired. The squadron has now completed its restructure with Alpha Troop maintaining cargo and specialist capability and Bravo Troop providing cargo and a reduced heavy lift capability.

In late September, with the restructure of the sub-unit complete, the squadron started receiving its initial implementation to service of the new L121 fleet. Simultaneously, the OSV drivers from both 1 CSSB Darwin and Adelaide commenced heavy lift support to the relocation of 1st Armoured Regiment from Robertson Barracks to RAAF Base Edinburgh.

On 06 December 2017, 12th Transport Squadron will be retired and 1st Transport Squadron will be transferred back to Darwin with the formal renaming of the 1 CSSB Adelaide based sub-unit to 1 CSST. The occasion will be marked with a parade to signify the renaming of the sub-unit and will include the official handover of the outgoing and incoming Sub-Unit Commanders.



12 Tpt Sqn cross level a M1A1 and HET to 7 BDE.



The squadron farewells CPL Geoffrey Young at the 1 CSSB boozier parade.

Comments from the A/OC

CAPT Justin Langford, 12 Tpt Sqn

It has been a privilege to command the soldiers of the 12th Transport Squadron in what has been a busy year, with many officers and soldiers deployed. I would like to personally thank the soldiers and the families who have supported the squadron over the past twelve months. Your support has directly contributed to the success of the squadron, both in training and on operations. I would like to wish all of those posted to the 1st Transport Squadron in 2018 the best of luck for the year ahead. The introduction of the new vehicle capability provides a significant opportunity for the soldiers and junior commanders of the corps to develop and shape the way that logistics is delivered within the 1st Brigade.

16th Transport Squadron

CAPT Tim Reid 2IC

16th Transport Squadron entered 2017 in the reset phase of the force generation cycle. Thus the Squadron's training programme emphasised all-corps soldiering, road transport trade skills and CSST-level logistics operations. However, support tasking never ends. The squadron has supported RMC, SOInf, SFTC, UNSWR and Army Cadets regularly through the year, in addition to support to other Brigade units.

A significant change in 2017 has been the 2nd Division Transformation. This has seen most of 8th Brigade's units move to the 5th Brigade. The Squadron transitioned to 5th Brigade with the other sub-units of 8 CSSB. The Squadron's last major commitment to 8th Brigade was Ex WARK, the 8th Brigade CATA in May before our transition to 5th Brigade. The transition



Off road driver training at Holsworthy

coincided with commencement of the readying phase of the FGC and our focus turned again to the FORGEN of BG Waratah.

The first major training event in the readying phase was Ex TELOPEA WALK in September. The Squadron provided approximately half of the Transport Troop in BG Waratah's Admin Coy, and additionally contributed personnel to BG HQ and Ex support roles. Other training throughout 2017 included soft surface driving practice on the sand dunes at Stockton, off road driving practice and falling plate and other live fire practices up to LF6.



PTE Alex Watts manning a VCP during Ex TELOPEA WALK



Soft surface driver training at Stockton Beach

A highlight for the Squadron took place in July at the United Services Club in Newcastle. This was a series of lectures from ex- and current-serving members recounting their experiences of deployments from Korea through to current OPs in the MEAO. The Squadron then conducted a dining in night, a first for many of the junior members. Thanks must go to Army Band Newcastle for their support plus the 8 CSSB caterers from the Battalion's Log Support Company. Special thanks also to the Squadron's in-house vigneron, A Troop Commander LT Jon Finch, for organising this activity and supplying superb wines from his own label.

As 2017 winds up the Squadron is looking forward Ex TELOPEA RUN and Ex HAMEL in 2018 and entering the ready phase with BG Waratah.

Special thanks to the Squadron's ARA staff who work tirelessly and to the other sub-units of 8 CSSB who have supported the Squadron's training activities during the year.

On behalf of OC MAJ David Newman, thanks to all Squadron members. Good soldiering and Par Oneri.



SGT Mark Beard from B Troop at Kokoda to raise funds for Soldier On

30th Terminal Squadron - TERMITES

LT K Jones, TP COMD 68 TP, 30 TML SQN, 10 FSB

30 Terminal Squadron (30 TML SQN) hit the ground running this year. The SQN provided TML support and road lift support to numerous tasks, courses, exercises, and operations.

Manning for the SQN saw several changes in 2017. Of note, it included the move of the Amphibious Beach Teams (ABT) to 35 Water Transport Squadron (35 WTS) and the reintegration of the heavy transport drivers (ECN274) back into the SQN. This provided the SQN a capability of four drivers, two Heavy Equipment Transporters (HET) and two S Line and float combinations.

OP ANTARTICA was the first activity that the SQN supported in 2017. It is an annual operation that the New Zealand Defence Force takes part in to assist with the ship off-load and resupply of McMurdo Station and Scott Base. Two ECN171 members, CPL Mollard and PTE Bourn, and two ECN274, PTE Beacroft and PTE Konza, from 30 TML SQN deployed in support of the operation in early January for a six week period to provide the critical capability of loading and unloading cargo.



PTE Beacroft, PTE Konza, CPL Mollard, and PTE Bourn at McMurdo Station during OP ANTARTICA

The first half of the year saw the SQN conducting training and preparations for the upcoming EX TALISMAN SABRE 2017 (EX TS 17). This included the conduct of foundation warfighting training and the SQN activity EX ISOPTERA 17. This training allowed the SQN to achieve key Army Training Levels and allowed the JNCOs of the trade to command and operate transit areas (TA) and transshipment points (TSP).



A terminal section establishing a TA during EX ISOPTERA 17

EX TS 17 saw a troop plus of 56 personnel self-deploy to Rockhampton and Shoalwater Bay from June to August IOT support the Composite Force Support Battalion under the command of 9th Force Support Battalion. The Terminal force element was able to successfully establish and operate four separate TAs simultaneously. This involved the elements being dislocated over 300km IOT provide terminal support to stakeholders, including ADF and international force elements.



A Kalmar supporting the building of the Role 2E at TA Williamson on EX TS 17

Concurrent to EX TS 17, 30 TML SQN deployed two personnel on OP HANNAH (Papua New Guinea) for a six week period. The members were responsible for the tracking of all in/out bound cargo in support of JTF 685 via the Cargo Visibility System.

EX CHARGING BULL saw 10th Force Support Battalion (10 FSB) deploy to High Range Training Area in early October; the exercise had sub-units deploy into the field environment and take part in a foundation warfighting package. The exercise allowed soldiers to participate in a range package,

defensive operations and finished with a resilience activity. The activity also gave the soldiers and officers an opportunity to operate in mixed companies, which enable interaction between individuals from different sub-units within 10 FSB.



Members of 10 FSB stand to within Forward Operating Base Pamplona during EX CB



An 80T crane conducting a lift task during EX CB



PTE Gumley, of 30 TML SQN, enjoying a Military Working Dog demonstration during EX CB)

Operational deployments in 2017 included deploying personnel on Force Support Element 6 and 7, the Force Insertion Extraction Group, and Task Group Taji IV, V, and VI.

With the end of 2017 approaching, 30 TML SQN is looking ahead to 2018. Maintaining our preparedness requirements and conducting trade and promotion courses is our key focus for the remainder of the year. This will allow the SQN the best start to 2018, where the SQN will continue to provide terminal and lift support to tasks, courses, exercises, and operations.

35 Water Transport Squadron

MAJ Jeremy Mar Fan – OC 35 Water Transport Squadron

35 Water Transport Squadron commenced 2017 early with members being called back from leave early for a task to the Thursday Island chain, to assist with the internment of WWII veteran, Mr Stevens, onto the island named in his families honour. This was a combat indicator for the tempo in the year to follow. Through a number of new roles and capabilities, support to HADR and major exercises and a number of individual endeavours, the proclaimed ‘boat goats’ and their Beach Team brethren have had a very successful year.

Roles and capabilities

2017 saw a significant turnover of HQ staff with a new OC, SSM and OPSO. The Sqn HQ has been given additional responsibility supporting the Amphibious Task Group in 2017. Early during the Sea Series, it was identified that almost the entirety of the Sqn was deployed in support of Wet and Dry Environmental Rehearsals (WADER) and this would continue throughout the Sea Series exercises. As a result, Sqn HQ was deployed on all subsequent Sea Series activities, demonstrating the vital role the Sqn plays in amphibious operations. This enabled better C2 of the total watercraft and beach team capabilities and provided a more flexible delivery of support to the exercise.

The big structural change to 35 WTS was the re-introduction of the Amphibious Beach Teams back onto the ORBAT under 42 Amphib Troop. This simplified tasking and management which has been essential for the heavy tasking throughout the year. The ABTs have had small boats added to their SCAs which enable flexible options for recon and concurrent activity. They have experimented with a number of options for vehicle layouts to suit different tactical scenarios. Training has focussed on tactical employment and interoperability with PLF and ADVFOR.



ABT in Vanuatu

71 and 36 Troop have had some good news with the plan to reintroduce additional LCM8 back into operational rotation through FORCOMD. This will provide additional and flexible support across the LCM8 fleet. The LCM8 fleet recently had significant changes to EMEI and survey requirements. With a reduction to 3 yearly survey requirements, the onus is placed back on the operators which will mean tailored maintenance and better craft ownership. Seaworthiness continues to evolve and key figures within the Sqn have represented the operational unit with both 218 and marine engineer perspectives on numerous occasions this year. Additionally, during Ex Sea Master, the LCM8 was certified for transit within the LHD well dock. This significant milestone will increase operational flexibility, as demonstrated during the remainder of the Ex, and enable tailored response to a range of response options.



LCM8 inside LHD well dock

Visits and displays

The Sqn has hosted and been involved in a number of high profile visits throughout the year. Commencing with a visit from the Chief of Army, 35 WTS demonstrated their capabilities through static and mobile demonstrations and briefs from soldiers and key players. A similar activity was conducted for the COMD FORCOMD and for the NZDF during a visit they conducted to inform their amphibious capability into the future. These briefs provided an excellent opportunity for the members of the Sqn to demonstrate capabilities and voice concerns and ideas for future capabilities.

Future capability demonstrations were the primary interest for a visit from the Joint Amphibious Capability and Implementation Team (JACIT) and CASG. This visit was aimed to inform the future watercraft replacement program which will see replacements for LCM8 and LARC V through project LAND 8710. This was supposed to entail practical demonstrations of the capabilities of

the vessels at Herald Island; however the sea conditions halted the activity shortly after departure. This did however, provide an indication of the arduous conditions faced by the LCM8s during independent operations and hopefully swayed opinions in support of proposed improvements to operating facilities and capabilities in future vessels. This enabled more detailed and involved time on the vessels in stable conditions along-side the wharf and in the LARC bays and more time spent with the vessel operators, becoming familiar with the capability that CASG is charged with replacing. The Sqn was also on display for a number of smaller scale activities such as the static display for Ex Kowari, the international engagement activity at 3 Bde, support to veterans day, 3 Bde open day, ANZAC day on Magnetic Island, the Townsville Boat Park opening and many more.



LARC familiarisation during LAND8710 visit

Operations

OP RESOLUTE

35 WTS continue to play a vital role in support to OP Resolute and NORFORCE. In addition to operational support, 35 WTS provides support to training and sustainment to incoming units. 2017 saw a number of rotations being conducted from both 71 Tp and 36 Tp throughout different periods of the year. These long haul trips are excellent learning opportunities for crews and require significant planning effort from Vessel Masters to be successful. Sharing this task between 36 WTT and 71 TP enabled broader exposure amongst the Sqn, improving experience and capability as a result.

OP QLD ASSIST

Operation Queensland Assist, in the wake of Cyclone Debbie, was conducted during March and April. The assistance operation involved a large contingent from 35 WTS including members of SQN HQ, 71 Tp (LCM8s) and 42 Tp (LARC & ABT). The operation afforded squadron members the opportunity to work alongside and in conjunction with both the HMAS Canberra and HMAS Choules, which proved to be of great experience to all involved. 35 WTS was tasked to conduct reconnaissance of the island chains surrounding Airlie Beach and provide assistance if possible and report back to the JTF commander on HMAS Choules. Civilian authorities had control of cyclone reparations and the Sqn dropped off members of 6 ESR for a short time to support ground clearance of the Airlie Beach township. The task group was re-routed to Yeppoon on advice that the river was expected to breach banks and flood Rockhampton. 35 WTS was re-tasked to conduct recon of suitable landing sites in support of land movement into Rockhampton to assist flood preparations and clean-up. The ABT facilitated 6 ESR movement through Rosalyn Bay via the Water Police boat ramp who were being delivered by LCM8 runs. The LARC V det

was pushed forward into Rockhampton to assist in recovery and clean-up efforts. The Rosalyn Bay Coast Guard and Rosalyn Bay Marina are owed an enormous debt of gratitude for hosting 35 WTS boats and personnel for the duration. The assistance provided by the members of 35 WTS to members of the public during this difficult time was greatly appreciated and the level of skill and professionalism shown by the squadron was second to none.



LARC V in Rockhampton floods



35 WTS supporting OP QLD ASSIST 17

OP VANUATU ASSIST

OP Vanuatu Assist was a response to the volcanic activity in the area which saw the evacuation of whole islands worth of people. 35 WTS deployed an LCM8, bound for EX Southern Katipo, and an ABT. These assets were tasked to provide HA/DR to isolated areas.



ABT and LCM8 supporting OP VANUATU ASSIST

Exercises

Ex Sea Series

Ex Sea Series proved to be a massive and exciting undertaking for the Sqn. Support to the series commence in Mar through the CPX, followed by Ex Sea Explorer which consisted of WADER and tactical rehearsals and culminated in Ex Sea Master in Jun-Jul in Upstart bay and Shoalwater Bay. During the course of these exercises, Sqn HQ was added as a permanent fixture into the Amphibious Task Group, providing C2 and conducted holistic planning for Surface to Objective Manoeuvre (STOM) and the Sqn FE were focussed on tactical employment and their role in the WADER package. The LCM8, LARC V and ABTs were an integral component of successful operations, particularly in the Surface to Objective Manoeuvre space. As such detailed briefing on vehicle configurations when crossing wet gaps, procedures for loading LCM8 and LARC, approach to Beach Landing Sites, AO in transit and during disembarkation, administration, vehicle familiarisations, recovery actions and much more were all developed and given during exercise rehearsals which included almost every person taking part in the exercise. Ex Sea Master provided an opportunity to practice and display the full capabilities of 35 WTS and resulted in a highly successful amphibious lodgement and the largest ADF Amphibious activity since WWII.



Amphibious Beach Team during Ex Sea Master

Exercise Southern Katipo

The Squadron deployed an LCM8 and crew on Ex Southern Katipo (SK17), from 2 Oct-6 Nov 17. This is a major exercise held by the NZDF every two years. The boat and crew lead by CPL Francis had the opportunity to conduct LOTS (Logistics over the Shore) operations with both, HMAS Choules and our New Zealand counterparts HMNZ Canterbury.

The opportunity to work closely with other countries amphibious elements provided CPL Francis and his crew the opportunity to gain valuable experience.

Indo-Pacific Endeavour

SGT Tamara McMurtrie and LCM8 crew lead by CPL Chamoun departed our waters in September to take part in Indo-Pacific Endeavour 2017. With around 1200 ADF personnel from Australia and hundreds more from some of Australia's key regional partners, this proved to be one of the largest coordinated task group deployments since the early 1980s.

The crew had the opportunity to work with a number of different militaries throughout the exercise, along with having the opportunity to travel throughout the vast Indo-Pacific region over a number of weeks, all the time gaining valuable experience.

Conclusion

These operations and exercises have been conducted in addition to the myriad of support tasks provided to various ADF units and tasks; NORFORCE community engagement, CTC TEWT series, ASCO, International Mil skills, Defence Women's Leadership Forum, ACAAP, MEXEFLOTE trials, and many more. As with majority of the enabling Bdes and units, tempo remains high and will likely continue through the high-risk weather season. The professionalism and flexibility of the Sqn and its soldiers has been exemplified on many occasions throughout the year as they remain equal to the task.

36 Water Transport Troop (Darwin)

WO2 SM Byrnes - A/TP COMD 36 Water Transport Troop

36 Water Transport Troop (36WTT) continued to provide essential support to all Regional Force Surveillance Units (RFSU's), primarily North West Mobile Force (NORFORCE) in the NT, 51 Far North Queensland Regiment (51FNQR) in Cairns and Thursday Island and the Pilbara Regiment in Karratha WA. This support has been critical to the success of several tasks and operations conducted by each unit during the 2017 period.



36WTT Troop Photo Feb 2017 at HMAS Coonawarra

The first and last tasks for the calendar year for NORFORCE included the delivery and pick-up of their Mission Essential Equipment (MEE) from Arnhem Squadron at Gove via one of our two LCM8's. During May-Jun, 36WTT deployed LCM8 AB1062 to Exmouth as parent craft and force project platform for EX COLT. The crew proved the value and versatility of the LCM8s.

In the June period, 36WTT conducted EX RIVERINE PUSH (EXRP), which saw AB1065 deploy with the Troop HQ to Bynoe Harbour. This exercise provided the opportunity for our Troop to

deploy with a functioning Command Post, conduct tactical scenarios included caching, patrolling, PW capturing and handling and Information Surveillance and Reconnaissance (ISR) tasks. EXRP included a live fire 12.7mm sea range practice also, enabling crew members to practice live fire heavy weapon training from their vessel. NORFORCE provided a Regional Patrol Craft (RPC) to 36WTT for this activity, which allowed the 36WTT crews an opportunity to improve the interoperability with external units and their equipment.

Some additional operational, training and support tasks that 36WTT provided included OP RESOLUTE for AHQ and RFSU's, CAREFLIGHT helo currency training, Navy Open Day and Community Engagement Programs tasks with NORFORCE. 36WTT provided essential platform support to NORFORCE during their annual Patrol Concentration in the Tiwi Islands during the Aug – Sep 17 period.

36WTT had a very successful year, where every member contributed to not only the success for the units we supported, but also for the development of the 218 trade, and are looking forward to the challenges that 2018 will offer for all us up here in the Top End – Par Oneri.



AB1062 returning from the NORFORCE Patrol Concentration task in the Tiwi Islands

44 Transport Squadron 'The Driving Force of Tasmania'

MAJ Douglass Doherty - Officer Commanding 44 Transport Squadron



44 Transport Squadron have once again been "The Driving Force" of the RACT in Tasmania. This year we have updated our SQN logo, keeping the traditions of the Thylacine (Tassie Tiger) and making it more contemporary and a clearer image.

The Squadron started what has been an extremely busy year with a summer driver training program and Army Force Preservation Training. 2017 also saw the posting of Maj Brett Reeves as the Sqn OPSO. Maj Reeves extensive professional knowledge a welcome addition to the leadership team. March 2017 saw EX TIGER CONVOY 17, a combined EX with EX DEVIL DAWN 17 which achieved our training aims of 2nd line transport support in a tactical environment and providing everyone who attended a challenging but enjoyable time. Thanks to 6LSC for coordinating their training with ours to provide a more holistic experience. This training was an important refresher and lead up for what the SQN could expect at TS17.

The SQN made significant contribution to EX TS17 providing staff for Theatre Gateway, FSG, and PTRAKA. SQN Members got to rub shoulders with some high profile members of defence including PTE Lauren Gilmour who was driver for CDF and LCPL Jen Mathias driver for Minister for Defence Senator Marise Payne during the EX. The SQN contribution to PTRAKA allowed 1st Div HQ to track individuals through the AO with a higher level of fidelity than had been previously possible.



PTE L. Gilmour with the CDF



LCPL J. Mathias with Senator Payne



PTRAKA at Grey Gate TS 17 SWBTA

Other highlights of the year include CPL Kate Hibbert being awarded the Student of Merit award for the 120082 / 0059 Driver Testing Officer course conducted at NCO Troop, AST.



CPL K Hibbert with CO AST



LT T Eldridge and LTCOL J Sayers, CO 2 FSB

Capt Tony Eldridge was successful in his transfer from RAADC to RACT. Now LT Eldridge is happy working as the 160 Troop Commander.

The SQN took the opportunity to qualify a number of staff on the MAG58 and to conduct the NAD shoot as required by the 17BDE firepower directive. These activities were held over a very frosty weekend in August with ground temperatures at freezing. Buckland Military Training Area can be an extremely cold place in the winter.



Buckland Range

Corps Birthday Dinner this year was held in Devonport, the home of SQN HQ and we were lucky to have Brig Purdey (HOC) attend the event. As usual the dinner was well attended by many current and former service members from 44th Transport SQN. EX Tiger Maul 17 was held in September and was a terrific exercise that involved a number of scenarios to enhance the SQN TTP's with respect to Logistic patrols in a medium threat environment.



Ex Tiger Maul 17

A feature of the weekend was the use of a new EN party uniform. This uniform involves a simple black vest and black hat that can be worn over DCPU. The simplicity of this uniform allows for the EN to be easily identified as a conventional force EN. It has on occasion been difficult to get consistent EN uniforms in the past; however we believe these small additional items have fixed the problem.

The Squadron was heavily involved in the support of AASAM with contribution to the Team, Amenities, and Event Management all being provided by the SQN. The year has concluded with another summer driving program and the SQN in good shape after a very busy year.



Enemy Party

176 Air Dispatch Squadron

MAJ Francisca Molnar – OC 176 Air Dispatch Sqn

9th Force Support Battalion's, 176 Air Dispatch Squadron (176 AD SQN) , have once again had a very busy year with a full calendar of support to the all three services and the Antarctica Division. The RACT elements of 176 AD SQN include two ARA Air Dispatch Troops, a Reserve AD Troop and a Road Transport section.

Whilst not part of RACT, it would be amiss not to mention our RAAOC Parachute Rigger counterparts of 39 ADE Maintenance Platoon. Without their efforts and expertise in cargo and personnel parachutes, almost every task the Squadron undertakes would not be possible. As well 39 ADE Maint PI is the members of 3 Troop that provide vital enabling support. Without our dedicated Q, warehousing and RAEME elements, airdrop would not be possible

Exercise BROLGA STRIKE saw CPL Nick Bradshaw and his AD Crew deploy to Townsville in support of 3BDE. This involved the rigging of class 1 stores, utilising the container delivery system (CDS), capable of effectively delivering up to 2200lbs of stores per container. A total of 32 CDS were rigged and dropped. During Ex TALISMAN SABRE, SGT Phil McIlvaney and a section deployed to Rockhampton IOT provide air logistic support to the exercise.



Exercise Brolga Strike 17 Airdrop

This year for the first time, AD elements led by CPL Robert Spooner and CPL Zac Andrews embarked on HMAS Choules, and HMAS Canberra in support of the SEA RAIDER and SEA MASTER exercises. To achieve this, all personnel involved were required to conduct additional training such as Helicopter Underwater Escape Training, Vert Rep and Deck Team familiarisation. The AD elements integrated with the ships Flight Deck Teams to prepare externally slung helicopter loads for ship to shore operations, specifically vehicles and M777 Field Guns.



Chinook lifts M777A2 & 2 A22 from the deck of HMAS Choules - Ex TS17

SGT Craig McPherson and an AD Crew deployed to Amberley in support of 7 BDE CATA. A total of 96 LAV tyres will be rigged into 32 CDS loads. This is to enable 7 CSSB to have exposure to with drop zone recovery.

The majority of effort undertaken by Air Dispatch personnel at 176 AD SQN is in support of raise, train and sustains serials for RAAF flying squadrons being 35 SQN (C27J Spartan), 37 SQN (C-130J Hercules) and 36 SQN (C17 Globemaster). This year approximately 145 individual aircraft were loaded and around 130 days of airdrop occurred at Londonderry Drop Zone, over a 10 month period. This has included Type V platforms, CDS and light equipment.

Air dispatch elements are a key enabler to SOCOMD force projection and are responsible for the rigging of specialised all-terrain vehicles, a variety of amphibious craft and bulldozers and

skidsteers. This year support has been provided to a significant number of SOCOMD exercises, as well as Ex Pitch Black and Ex Talisman Sabre. During Ex TS17, 176 AD SQN AD Parachute Jump Masters dispatched personnel and marine craft from an AS C-130J flying in formation with a US MC-130P off the coast of Rockhampton which was a pivotal point for the exercise, clearing the way for follow on forces. Ex Northern Shield tested the notice to move capacity of the online Air Dispatch and rigging elements, with milestones being easily achieved.

OP Southern Discovery saw CPL Daniel Tonjes and his team prepare 15 CDS loads that were subsequently delivered to a sea ice drop zone in the vicinity of Davis Station in Antarctica. This was the second airdrop conducted by Australian Forces to the Antarctic region delivering stores such as food, medical supplies and machine parts, vital for survival in such a harsh environment.

176 AD SQN has also maintained a continuous commitment to overseas operations as well as other international engagement activities. During Ex Mobility Guardian, held at Anderson Air Force Base – Seattle, a small team participated in a US lead multi-nation airdrop exercise. One of the goals of the exercise was to achieve a greater level of interoperability and rapport with coalition partners through demonstration and exposure to differences in rigging techniques and procedures.

Other international engagement activities in 2017 also include Ex Mhanuu (New Caledonia), Ex Cope North (Guam) and Operation Christmas Drop (Guam). During these activities Air Dispatch soldiers provide support to coalition rigging crews and provide load quality assurance to Australian aircrew.



Operation Christmas Drop

A huge milestone for 176 AD SQN in 2017 has seen the adoption and implementation of an Aviation Safety Management System. This has included encouraging a

generative safety culture which has seen measurable improvements in safety reporting.



Exercise Mobility Guardian

It is important to recognise that the Air Dispatch capability could not be possible without the hard work and support of both AMTDU and ALTC EC&TD. AMTDU have facilitated a number of additional trade courses to close training gaps, which has been instrumental in ensuring that online capability is maintained. This coupled with the work that both AMTDU and ALTC have undertaken to make training more relevant and ensure the MAE is robust, has postured 176 AD SQN well for all future demands.

The Squadron would like to congratulate those that have been promoted in 2017 and thank all the units that have facilitated and supported us over the course of the calendar year. 176 AD SQN is already looking forward to 2018, which is shaping to be a busy and exciting year for the Squadron and the development of aerial delivery capability.

11th Combat Service Support Battalion, 1st, 2nd and 3rd Combat Service Support Companies

WO2 Adam Tronson - Platoon Commander, Transport Platoon

11 CSSB Transport elements have had an extremely busy period during 2016/17. Dislocated locations (Greenbank, Enoggera, Rockhampton, Mackay and Townsville) has seen the need to conduct training at individual and platoon level with the emphasis on providing logistics support in an Admin Company setting.

Training in the later part of 2016 has seen an increase in unit driver qualifications from G Wagon to Unimog and trailers with those more experienced drivers participating in PMV courses. Courses at the end of the 2016 period were focused on preparing the soldiers for what would be a very busy start to 2017.

In 2017, there was a shift in focus from individual training to preparing an element as Transport Platoon, Admin Company, BG Cannan. Each company focused on conventional logistic warfighting skills in TACOPS and the development of TTP's in preparation for EX Talisman Sabre 2017.

Ex Talisman Sabre 2017 was the culminating point seeing a mix of RACT soldiers and officers coming together from units in 11 and 13 BDE. Concentrating in Townsville these soldiers and officers were set the task of becoming a cohesive group. Professionalism shone through in the preparation of vehicles, loading of stores and then the support of BG Cannan in Shoalwater Bay. At times steep learning curves were thrown at platoon, section and individual soldier levels with the requirement to conduct numerous moves at night with little to no light and the constant continual support to the fighting elements. All this was taken in stride and it can be said that all members of RACT performed to a very high standard.

In addition, RACT members also provided support and were integrated into the PMV capability in support of BG Cannan. 11 BDE has seen an increase in capability with inclusion of 12/16 Hunter River Lances Cavalry elements. RACT members alongside the cavalry element provide protected mobility to BG Cannan. Again the RACT members can be commended for their efforts.

The end of EX Talisman Sabre was the certifying activity for BG Cannan as they moved through the ready phase being included as the fourth battle group of the 3rd Brigade.

11 CSSB has seen an increase in recruits marching into all three companies. With this the rest of the year will see some focus now return to the training of the next RACT reserve capability and continuing to provide day to day logistical and transport support to 11 BDE elements and the wider Army.

Par Oneri

Joint Movement Group

1st Joint Movement Unit

LCDR Nikola Ford, RAN

As the new name suggests, 2017 was another big year for the 1st Joint Movement Unit (1JMU), which formally fell under the command of Commander Joint Capabilities (CJC). This transition sees 1JMU working for Commander Joint Logistics (CJLOG), however permanently Force Assigned to Commander Joint Operations (CJOPS). While this change does not affect the day to day business of 1JMU, the benefits of having a higher headquarters charged with the responsibility of Capability Manager (CM) will be of significant benefit to the Unit.

The year presented many challenges across all Joint Movement Control Office's (JMCO's) with the most significant being Exercise Talisman Saber 17 (EX TS17); the largest Joint / Combined exercise ever executed within Australia. Over 30,000 Australian, New Zealand and US troops were moved by air, sea and road with all JMCO's actively involved. The Joint Movements Coordination Centre (JMCC) led the charge in the field, working with American and New Zealand military counterparts to deliver the movements effect within theatre. The remaining JMCO's were also actively engaged throughout the deploy and redeploy stages manning staging areas across the country.



COMD and SWO 1JMU with members of the CMCC on EX TS17.

For JMCO-PTH, EX TS17 was a particularly exciting time for the Sub-Unit. With 13BDE tasked to provide a Battle Group, it resulted in the largest commitment in many years which resulted in a number of unique challenges. This was an excellent opportunity to build on the relationship with 13 BDE and furthermore, expose the Sub-Unit to coordinating the movement of large capabilities and the requirements of its regional dependencies.

EX TS17 saw the majority of JMCC's personnel deployed to Rockhampton and Shoalwater Bay. JMCC expanded with members from every JMCO as well as NZ and US Army movements staff to form the Combined Movements Coordination Centre (CMCC). The CMCC capitalised on all available members of the JMCC, including JMCC's Clerk and QM, who were successfully deployed as Movers on what was the biggest exercise of the year. Integration with the NZ and US personnel as well as the other members of 1JMU went very well; and while the exercise had its challenges the lessons learned by all were invaluable.

The unfortunate loss of an US MV-22 Osprey during a US exercise immediately following EX TS17, led to JMCC switching focus from redeployment tasking to supporting Operation Osprey Recovery. This operation reminded us all of the very real dangers that exist in our profession, even during training exercises.

2017 also saw the resumption of support to single service activities such as the Avalon International Air show (AIA), which had not been supported by 1JMU for a number of years. This was the first time since 2009 that JMCO-MLB had supported the AIA along with members from JMCO-ADL, JMCO-BNE and JMCO-DWN that augmented the Sub-Unit for this task. The AIA saw the concentration of various military assets come from around Australia to be put on display at Avalon Airport for public viewing, and was an interesting, albeit challenging, activity.



Members of JMCO-Mel actively coordinated the infill and ex-fill of aircraft and personnel in support of the Avalon International Air-Show 2017.

Exercise Northern Shield 17 (EX NS17) provided an excellent opportunity, not only for JMCC but also members posted to the regional JMCO's who form the Shadow Movement Troop (SMT). As EX NS17 was a short notice activity, it allowed JMCC to activate its SMT and pull together members from other JMCOs to integrate with the JMCC. Once concentrated, the JMCC conducted a rapid forward deployment to RAAF Scherger in order to support a simulated Special Recovery Operation (SRO) and Non-Combatant Evacuation Operations (NEO). While the members of the MC Det were working hard on the ground to support this activity, Liaison Officers were attached to the DJFHQ and were integral to 1JMU support to the exercise.

Rifle Company Butterworth (RCB) rotations continued again throughout 2017, with JMCO Adelaide, Darwin and Townsville all providing ongoing support to the Force Elements and the 2nd/30th Training Group in Malaysia. The Sea Series also demonstrated 1JMU's expanding responsibilities for tri-service activities, and it is obvious that as the ADF's amphibiousness develops, 1JMU's role in providing the movement effect will continue to be in high demand across the services.

Other exercises that were supported by 1JMU in 2017 include Ex Olegetta Warrior, Ex Southern Katipo, Ex Ulchi Freedom Guardian, Ex Pacific Partnership, Ex Key Resolve, Ex Balikatan, Ex Bersama Shield, AACAP, Ex Pacific Suman Protector, Ex Nusa Bhakti Ausindo and Indo Pacific Endeavour. All exercises provided an opportunity for the regional JMCOs to expand their skill set, with Reservists often called on to augment the movement planning process. Often, MC Detachments would be sent overseas on tasking, and 2017 saw regional JMCO's take the lead on planning and executing exercise movement plans, with just minor oversight from the HQ. The opportunity for the JMCO to be the lead planning organisation for smaller exercises and activities is something that is set to be expanded in 2018, and will allow the regional JMCOs the chance to see how their movements plan influences the strategic space.

For JMCO-DWN, the infill and exfill of the US Marine Rotational Force – Darwin (MRF-D) provided the opportunity to further cement the ties held by the US and Australian militaries. Early in the year the JMCO provided movements coordination to the new MRF-D utilising multiple modes and nodes in supporting their infiltration, exfiltration and participation in activities with ADF Forces. A highlight was the Marines' use of the USNS Bobo in support of their infill. The MRF-D arrival was further enhanced by the early and constant liaison with the Australian Border Force (ABF) and Department of Agriculture and Water Resources (DAWR) which ensured the entrance into Australia of the MRF-D equipment, vehicles and personnel occurred without significant issue.

As a major hub, JMCO-SYD has continued to provide ongoing support to ADF exercises



PTE Gowman, JMCO-SYD supervises the loading of the ADF's chartered MASS A340-300 Aircraft which is managed by 1JMU.

departing from Sydney International Airport and RAAF Richmond including RAAF sustainment flights to the Middle East, weekly Middle East Air Sustainment Service (MASS) coordination, liaison with HQ Air Command, and a LO function within the Amphibious Task Group (ATG). With the 2017 Sea Series serving as the certification activity for the Amphibious Ready Group, JMCO-SYD's ongoing support to the ATG was crucial in ensuring the ever changing movements plan was closely managed so as to assist in the successful outcomes of this activity.

With 2017 kicking off during the high risk weather season, 1JMU was on high alert for a natural disaster in the region, and it wasn't long before Tropical Cyclone Debbie hit Queensland. March saw JMCO-BNE and JMCO-TVL assisting Units within their AO, with JMCO-BNE heavily involved in coordinating the movement of personnel, stores and equipment onboard HMAS *Choules*. JMCO-TVL supported the 3rd Brigades recovery response in vicinity of Prospine and Ayr by deploying a MC Detachments with the Emergency Support Force (ESF) and the 3rd Combat Engineer Regiment (3 CER). For both JMCO's, this task was found to be rewarding, with those forward deployed commenting that it was *"fulfilling to see the community get back on its feet"* thanks to the contribution of ADF personnel and capabilities.



Members of JMCO-BNE support the loading of HMAS Choules in support of OP QUEENSLAND ASSIST.

While 1JMU has been kept busy with the wide range of exercises that the ADF contributes to; support to operations remained the Unit's priority. In addition JMCO-SYD, BNE and DWN providing weekly support to the MASS Flight, JMCO-MER has hosted over 60 members of 1JMU (and movers drawn from other Units) throughout the year, with each contributing to the required intra-theatre movement effect. This level of support has been provided consistently since operations in the MER commenced, seeing 1JMU as one of the most heavily deployed units in the ADF.



LCPL Arapali monitors cargo being unloaded from a Royal Australian Air Force C-17A Globemaster aircraft at the main air operating base in the Middle East Region.

Australian domestic support to MER operations has not been limited to support to the MASS flights. JMCO-TVL has supported the deployment of various formed bodies heading to the ME), including Task Group Taji Rotations V and VI, Force Support Element Rotation VII, Theatre Communications Group Rotation V and Force Protection Element Rotation VIII.

A new tasking emerging from the MER theatre was support to OP MANITOU, HMAS Arunta's Intermediate Maintenance Availability activity in Bahrain. This activity saw Royal Australian Navy (RAN) personnel undertake ROCL and ROCTFA for the first time, and the movement of large volumes of stores from Australia in to Bahrain for the conduct of the maintenance activity. With Chief of Navy (CN) announcing that ship's MER deployments will be extended from six to nine months from 2017 onwards, JMCO-MER is likely to see their scope of responsibilities to OP MANITOU expand.

The ADFs commitment to OP AUGURY in the Philippines was another major commitment for JMCO-ADL, with a temporary cargo consolidation point set up at RAAF Edinburgh to service the regular sustainment flights. Members from JMCO-ADL were frequently required to be responsive at very short notice in order to ensure that personnel and equipment was able to be deployed rapidly. Support to OP AUGURY also consisted of two personnel who forward deployed into the Philippines. Movers really do go everywhere!

One of the highlights for JMCC and JMCO-BNE was the support provided to OP HANNAH, where a number of ADF personnel deployed to Papua New Guinea throughout May, in order to provide movement support to Force Elements contributing to the effective conduct of the national elections in Papua New Guinea.

From an organisational perspective, 2017 has also seen a number of structural changes and major milestones achieved by personnel posted to the Unit. During the year, JMCO-ADL split into two detachments, with one remaining at Keswick barracks, and the other moving to premises shared with JLU (S) at RAAF Edinburgh. The Sub-Unit has also had a member based at Air Movements Edinburgh part time, conducting liaison and developing a greater working relationship and understanding of the Air Movements trade.

1JMU personnel have continued to achieve great things in 2017, with two personnel commended for their hard work and determination, and a budding athlete selected to participate in the Invictus Games. SGT Kristy Corbett and CPL Cait Burke were each awarded CJTF Silver Commendations for their efforts whilst deployed to JMCO-MER. These commendations were a fantastic recognition of the diligence and commitment both members demonstrated during their deployments, and they should be justifiably proud of this award. Congratulations are also extended to PTE Christopher Rapson from JMCO-ADL, who was selected to participate in three events for the 2017 Invictus Games. PTE Rapson brought home an impressive medal haul of two silvers for the 100m sprint and 4x100m relay and a bronze for the 200m sprint event. An excellent achievement for which 1JMU is exceptionally proud.



Private and Invictus Athlete Chris Rapson proudly displays his bronze medal in front of the Australian crowd at York University athletics track as part of the 2017 Invictus Games in Toronto, Canada.

Finally, 2017 saw JMCO-BNE farewell their Quartermaster, Mr Chris Marsh, who retired after a combined 51 years of service in both the ADF and APS. "Marshie" made a meaningful contribution to JMCO-BNE throughout his 16 years, and on his retirement was presented with a co-signed certificate from the Secretary of Defence and Chief of Defence Force recognising his combined service. 1JMU wishes Chris well in his retirement.



Mr Chris Marsh being presented with his certificate of recognition by COMD 1 JMU, GPCAPT Grant Pinder and the SWO 1 JMU, WO1 Steve Charlett along with members of JMCO-BNE.

While yet again another busy year, with the year still not over, 1JMU is now prepared and ready for potential activation over the high risk weather season. Overall, the 1JMU team have proven they are resilient, dedicated and ready to provide movements support whenever and wherever called upon to do so.

Joint Movement Control Office - Middle East Region

MAJ Jason Edmunds - Officer Commanding, Joint Movement Control Officer Middle Eastern Region

The Joint Movement Control Office (JMCO) in the Middle Eastern Region (MER) has now seen 33 rotations since it was established during OP FALCONER in 2003. The 1st Joint Movement Unit (1 JMU) continues to provide the 20 Soldiers, Airmen, Air Women and Officers to its operational sub-unit in the MER. These personnel have continued to be challenged with a complex environment and daily operations, which, have been met time and again, with a pro-active, positive and energetic staff. The JMCO has supported movement between 18 countries in the past 12 months, from routine sustainment to Aero Medical Evacuations.

Excitingly, Rotation 33 has seen the 1st Joint Movement Group transition to the 1st Joint Movement Unit, celebrated in early October 2017 with the raising of the JMCO MER flag, above the JMCO MER HQ in Al Minhad Airbase, UAE. Importantly, as we progress towards the 34th rotation of the “Movers in the MER” we have begun looking towards establishing a contracted capability to provide some respite to a unit that has been continuously on operations since deploying to East Timor 18 years ago in 1999.

The impending integration of a cell of non-uniformed personnel has posed some interesting challenges, including SOP reviews, manning restructures and redefined roles and responsibilities for our uniformed personnel. It has been pleasing to see these challenges met positively by Movement Control Detachment (MC DET) Gulf States, as they continue to support movement across and into the Middle East.



PTE Jocelyn Slade, briefing passengers on the MASS during their arrival at Al Minhad Air Base, UAE.



LT Michael Farmer, overseeing pallet builds in support of MASS operations at Al Minhad Air Base, UAE.

One of our busiest nodes in the Middle East is supported by MC DET Baghdad. A small three-man team consisting of a CAPT, PTE and New Zealand Air Load Team members who are responsible for providing support to the Baghdad Diplomatic Support Centre and our ADF and NZDF colleagues.



The members of Movement Control Detachment Baghdad, Rotation 32.

They have tirelessly worked 12-14 hr days, 7 days a week alongside the British, Spanish and Americans to ensure that ADF and coalition members are transited through BDSC effectively. Throughout Rotation 32's tenure, CAPT Aaron Porebski and PTE Ronald Davis worked with the ADF personnel embedded in the Australian Embassy, local Task Forces, CJTF Operation Inherent Resolve (CJTF-OIR) in FOB Union III and Kuwait. His additional role as the Australian Liaison Officer for the Baghdad region, required him to take on a plethora of diverse tasking. The team in Baghdad ensured that air operations were effected, our people were on-forwarded to their operational locations by working with US Department of State, airfield operations, and Iraqi Customs and Immigration. During rotations 32 and 33, this MC Det has provided movement support to the Train, Advise, Assist in Iraq, notably the contribution to the clearance of Mosul, Tel Afar and the Euphrates River Valley.



C-130 Operations at the Baghdad Diplomatic Support Centre, Iraq.

Meanwhile, a nine minute flight away WO2 Karen Windsor was working with her NZDF movement counterpart to provide support to Task Group Taji and many other coalition nations working within the Taji Military Complex. Known locally as “UN Kaz”, her reputation for assisting other nations in achieving their requirements has become well known.



WO2 Karen Windsor, supporting USAF air operations in Taji, Iraq.

Accommodated in the SOSI compound, MC DET Taji makes the 3.5km drive to the flight line where they work alongside the American contractors (KBR), Polish, British, United States Air Force and Army personnel to ensure that airfield operation at Taji Military Complex (TMC) remain effective. MC DET Taji has continued to book ADF and NZDF personnel on C-130, US rotary wing and fixed wing aircraft, and provides planning and coordination assistance to the Task Group.

2900km away in Kabul, Afghanistan, SGT Jaime Still and PTE Jamie Thompson work alongside the UK Air Terminal Operators and ADF Air Load Team to ensure that airlift into Kabul and Kandahar are affected. While the rate of effort for Afghanistan has decreased significantly in recent years, along with it the size of the Movement Control elements, the small team left continue to excel in support of Task Group Afghanistan and more broadly ITAS Resolute Support mission. The MC Det in Kabul, focuses on supporting both ADF and UK flights as we build relationships and policy that will endure long past the departure of Rotation 33.

The JMCO MER Headquarter in Al Minhad, continues to provide movement planning coordination to the JTF633 HQ, ensuring that VIP and non VIP visits, Relief in Place deployments and



Members of Rotations 32 and 33 prior to their departure in October 2017.

redeployments, retrograde operations, ROCTFA are conducted for all operations both in the Middle East and Northern Africa.

As we draw toward rotation 34, many of the soldiers look toward the future, some to the past. One of those that have reflected on the past is WO1 Kelly-Ann King, who was part of the initial establishment of the movement capability in the MER in 2003. At the time a freshly promoted CPL, she witnessed the transition between OP FALCONER to CATALYST, and is once again back in the Middle East, albeit at a higher rank with more responsibility. As she looks to the past she reflects on the changes in the Middle East and how much it has developed and changed. The passion and wisdom that she and many other SNCOs within the trade bring to the JMCO and wider JTF continues to be critically important, to the planning and execution of operations. The Soldiers and Airmen within JMCO MER have had markedly different experiences, from Dubai to Taji, the overwhelming feel from the JMCO remains one of positivity, purpose and pride, albeit there are long days and sweat soaked t-shirts consistently. The Soldiers, Airmen, Air Women and Officers of JMCO MER continue to be Par Oneri.

HMAS *Canberra*

Ships Army Establishment (SAE) and Amphibious Department

LT Brenton Chapman and LTCOL Grant Shottenkirk

While the Royal Australian Navy operates primarily by the Fleet Activity Schedule (FAS), The HMAS Canberra 2017 FAS involved a number of modifications due to whole-of-ship defect rectifications. The first six months of the year was a period of significant flux for both the ship and the SAE as the ships company worked towards defect rectification and getting back to sea after a short period away in March. With HMAS *Canberra* alongside Fleet Base East, the SAE and the Amphib Dept leveraged off this period and fluid situation to conduct several components of training.

One key component of continuation training was an Army Small Craft Operators course for the Amphib Dept's Amphibious Beach Element (ABE). The ABE aboard Canberra is an operationally validated construct and key element of Command and Control on a beach landing site that



ABE and members of Small Craft Operators Course in Sydney Harbor.

can work independently or in conjunction with an Amphibious Beach Team. The planning and execution of the course proved to be a challenge being based off a ship which was undergoing a period of heavy maintenance. However, the result proved that Sydney Harbour is an excellent setting for the learning of the course students.

With participation in Exercise Sea Raider unlikely (the exercise was ultimately curtailed due to LHD unavailability), *Canberra's* SAE developed and implemented a program of junior leadership training culminating in Exercise Titan Extreme 17. Exercise Titan Extreme 17 was a unique opportunity for off-site junior leadership. The exercise itself was based on the input from LCPL Bryce Ernst through his chain of command on the potential of doing information and community involvement with his home area in Tropical North Queensland. From that suggestion the Chain of Command conducted formal SMAP to develop the plan. The final program developed into an exercise open to the entire SAE and was based out of 51 FNQR HQ in Cairns, QLD. The exercise was a two week activity focused on junior leadership development and was composed of AIRN qualification (and running of a rifle range) for EF88 qualification leveraging off the 17 CSS BDE Firepower Directive, lesson planning and development and delivery of orders by the JNCOs which was enabled through convoy driving. NCOs planned and developed route and convoy orders with convoy commanders switching out nightly over a three day period.



EX Titan Extreme 17 Mud Model Briefing.

The exercise concluded with resilience training via abseiling and white water rafting, an outstanding opportunity to bond prior to the high tempo activity of Exercise Talisman Saber 17. The relationship with 51 FNQR continued post exercise when three members of the Amphibious Department supported the 51 FNQR patrol course by being the 'hunted' element, an activity that encompassed small boat activities, cover and concealment and escape and evasion over a two week period.

Originally meant to be the Amphibious Ready Group certification, Talisman Saber 17 was modified to be supported by HMA Ship's *Canberra* and *Choules*, with HMNZS *Canterbury* in support of

landing multiple combat teams ashore via landing craft and helicopter, in what became the largest amphibious landing by Australian forces since 1945. The exercise began early for the Amphib Dept, with the Termites embarking over 90 vehicles in Townsville over the side doors as well as via LCM8, while simultaneously assisting the movement of M1A1 from *Canberra* to *Choules* via mexeflote, the first time this evolution had occurred.



Loading M1A1 via Side Door.

Another first before leaving Townsville port was the entry and overnight dry out of two LCM8s. The activity certified LCM8 for future embarkation and dry-out aboard LHD which is a significant force enabler.



First dry out and certification of LCM8 in LHD (M63 was first).

Once underway the Amphib Dept worked continuously supporting the processing of personnel and equipment to enable Wet and Dry Environment Rehearsal (WADER) training. This WADER was done over a number of days and nights to ensure embarked forces were safe and competent for further amphibious landings. Working in a demanding physical environment of the heavy vehicle and light vehicle deck, the Cargo Specialists of the Amphib Dept performed flawlessly in these difficult conditions, moving cargo and rearranging vehicles per changing landing priority table and facilitating beach surveys. Simultaneously, the Ship to Objective Manoeuvre (STOM) cell of the Dept provided the STOM function supporting the Primary Control Officer (PCO) with Primary Control Ship (PCS) responsibilities in executing the surface assault schedule. A further unique opportunity was the integration of 35 WTS HQ elements to the Amphibious Department. With OC 35 WTS serving as Beachmaster for two coloured landing sites, significant enhancement was made to existing Australian Amphibious doctrine and is a relationship that will no-doubt continue.

Post Talisman Saber 17, *Canberra* continued south to Victoria and conducted further training, notably a NEO utilising members of the recruit class of HMAS *Cerberus* before a weekend port call in Melbourne after 45 days at sea. However, a notable number of the Amphib Dept were released to represent the SAE at Exercise Cool Shot 17. It is worth noting the Transport Corps assistance to get these members to Cool Shot 17, notably the Ground Liaison Element in Townsville. On return to Fleet Base East, *Canberra* entered Dry Dock for further whole-of-ship defect rectification.

Being in dry dock also presented opportunities for further SAE development, in particular further live fire practices enforcing the 17 CSS BDE Firepower Directive. The Dept headed south to Majura Training Area with the NCOs charged with executing a week of F88 practices by day and night. The week also included some professional development for all present through a visit to Australia's Federation Guard to understand what opportunities exist in localities rarely visited by Termites.

At the time of submission, the Transport Elements and SAE are building up for Unit Readiness and Certification which will involve exercise deployment for a month and a half ending in mid December. Following that, *Canberra* will remain on reduced NTM as the HADR response vessel until into the New Year. Looking forward to 2018, *Canberra* is eager to be heavily involved in development of key aspects of the ADFs Amphibious Capabilities, notably the first involvement of Land 121 Vehicles with an amphibious operation as part of Sea Series 18.

HMAS *Choules*

Ship's Army Department

MAJ Mel Hopkins, OC SAD

There is this 'thing' called the Fleet Activity Schedule. It is 'supposed' to outline your ship's program for the year to the day...so, in theory, you should be able to plan other activities (such as courses, leave etc) around the times when your ship is scheduled not to be at sea. Our FAS was shot to pieces by mid-February by circumstances way beyond our control. It has been an extraordinary year for HMAS *Choules* and, as I type, it is not over yet. *Choules* is affectionately known as 'The Battle Slug', but there has been nothing remotely sluggish about the achievements of the ship and its 160 crew. I have often given the analogy of visualising an 'In Case of Emergency Break Glass' fixture with a picture of HMAS *Choules* inside: that would come close to describing the uncertainty and nature of our year – a year in which that glass was broken many times. We



A 35WTS LARC-V is launched by SAD members utilising 30T Deck Crane.

have grown and demonstrated *Choules*' distinctive and unique capabilities during numerous amphibious exercises and activities, along the way achieved a few ADF 'Firsts', responded to two Humanitarian Assistance Disaster Relief (HADR) missions whilst concurrently maintaining a 48 hour Notice to Move requirement for almost an entire year.

Choules' year started off with performing ceremonial duties in Tasmania as part of Royal Hobart Regatta in early February. It was about this time that we started to get indications that our program was to dramatically change. *Choules*' was retasked and directed to enhance her Mexeflote capability (which is a huge barge like ship to shore system that can be loaded with up to 110 tonne of vehicles and equipment) in order to, now, perform the role of moving Army's heaviest vehicles ashore in Exercise Talisman Sabre 17. Intense internal amphibious training was conducted in Jervis Bay prior to transiting to Cowley Beach in Queensland, in early March, where training continued. With the assistance of elements and assets from 3 and 17 Bde's, *Choules* undertook a Heavy Lift Proof of Concept Activity utilising the Mexeflote system. At the conclusion of that activity, *Choules* had successfully demonstrated she could embark and subsequently project Army's largest and heaviest vehicles (M88 Hercules, M1A1 Main Battle Tank and the 155mm M777A2 Howitzer) from ship to shore – the first ADF 'First' for the year.



A M1A1 Main Battle Tank is embarked through HMAS *Choules*' Dock after being transported from shore by MEXFLOTE.

In mid-March, *Choules* commenced her transit back to Sydney. During that passage, the largest transfer of ammunition at sea since the Vietnam War was conducted when HMAS *Canberra* transferred 15 tonnes of ammunition to *Choules* via 31 individual MRH90 sorties. *Choules* arrived back in Sydney in late March with the intent to undergo a Maintenance Period: however, Cyclone Debbie had other ideas. *Choules* was activated, almost immediately upon return, in her capacity as the online HADR Major Fleet Unit (*Choules*' participation in Operation Queensland Assist 17 is subject to a separate Journal article).



Ammunition transfer via MRH90 VERTREP between HMAS Canberra and HMAS Choules.

Post Operation Queensland Assist 17, *Choules* returned to Sydney for all of five days before she was back out to sea, on 18 Apr 17, and heading back up to Townsville to participate in Exercise Sea Explorer 17. *Choules* loaded 3 Brigade assets in Townsville Port then proceeded out to sea. On 01 May 17, *Choules* hosted a delegation of Australian and International dignitaries, including His Excellency, General the Honourable Sir Peter Cosgrove AK MC, Governor-General of Australia, to commemorate the 75th Anniversary of the Coral Sea Battle. On 04 May 17, we found ourselves back in our favourite stomping ground, Cowley Beach, where we conducted two weeks of amphibious training. During Exercise Sea Explorer 17, *Choules* undertook the second critical amphibious trial activity for the year. *Choules'* Flight Deck Team, augmented by an element of 176 Air Despatch Squadron successfully conducted a CH47 (Chinook) Vertical Replenishment of the 155mm M777A2 Howitzer from ship to shore. The second ADF 'First' for the year.



A 155mm M777A2 Howitzer is lifted from HMAS Choules' Flight Deck via a CH47 'Chinook'

After being at sea for 84 of the previous 102 days, *Choules* finally returned to Sydney on 18 May 17 in desperate need of some TLC and crew rest. For the next seven weeks, *Choules* underwent a maintenance period and conducted her annual Lloyds Certification whilst, concurrently, members of the SAD attended a number of High Risk Work Licence Courses. On 29 Jun 17, *Choules* proceeded to sea enroute to Townsville to commence Exercise Talisman Sabre 17. On 05 Jul 17 at Townsville Port, due a number of constraints and limitations, *Choules* participated in a 'Tetris' like manoeuvre which saw a M1A1 Main Battle Tank onloaded through the side door of HMAS *Canberra* to her dock where it was then embarked on *Choules*' Mexeflote and transported 6nm into Cleveland Bay for embarkation onto *Choules* – quite a sight for Townsville residents and local boat enthusiasts. The following day, *Choules* came alongside Townsville Port and completed the remainder of her Exercise Talisman Sabre 17 load.



SAD Members ammunition a Mack Gun Tractor in the Vehicle Deck.

Over the next two and a half weeks, *Choules* put all her extensive operational and training experience to work, successfully and safely completing all that was thrown at her during Exercise Talisman Sabre 17 – the 'Break Glass in Case of...' continued somewhat. Extremely long days and nights were the norm as constant changes to the overall Scheme of Manoeuvre resulted in late notice taskings and cross decking of large amounts of personnel from other vessels to us – but the nature of amphibious operations is like this. The *Choules*' team took all this in her stride, adjusted and ensured that she adequately enabled those Embarked Forces proceeding ashore. The successful completion of the exercise was a significant milestone in the ADF's amphibious capability in which *Choules* played a key role with the insertion of the Pre-landing Force, M1A1 Main Battle Tank, Heavy Logistic and Engineering assets by sea and two 155mm M777A2 Howitzers by air.



MEXEFLOTE loaded with vehicles enters the Dock of HMAS Choules at Cowley Beach.

Following Exercise Talisman Sabre 17, *Choules* returned to Sydney and underwent a two month Extended Maintenance Period. *Choules* was relieved of her Notice to Move requirements which allowed much need deep maintenance to occur. Again, during this period alongside, the SAD took the opportunity to qualify members in additional High Risk Work Licences by running our own MHE Courses. After a good leave break, *Choules*, again, assumed her HADR Notice to Move status and sailed on 25 Aug 17 for Townsville. The intent was to embark members of 1 RAR and then sail for Exercise Southern Katipo 17 in New Zealand...but again Mother Nature had other ideas...a volcano in Vanuatu was stirring. Whilst embarking our Exercise Southern Katipo 17 forces in Townsville, on 29 Aug 17, *Choules* was activated for HADR and directed to sail for Vanuatu the following morning. With the ADF never having provided a HADR response previously to a volcanic event and, we believe, the first time the same RAN vessel has responded to two HADR missions within a six month period – we are claiming this as the third ADF ‘First’ of the year!! (*Choules’* participation in Operation Vanuatu Assist 17 is subject to a separate Journal article).



SAD members onload a 155mm M777A2 Howitzer via 30T Deck Crane to the Vehicle Deck at the Port of Townsville.

On 14 Oct 17, at the conclusion of Operation Vanuatu Assist 17, *Choules* commenced her transit to New Zealand to participate in Exercise Southern Katipo 17. During the passage, *Choules’* dock suffered major damage which would require passage back to Sydney to rectify thus, unfortunately, cutting short the length of our Exercise Southern Katipo 17 commitment. On 20 Oct 17, we steamed up the beautiful Queen Charlotte’s Sound on the South Island of New Zealand to Picton

where we offloaded our 1 RAR element who, by that time, had had quite a South Pacific adventure since their embarkation Townsville. On completion of that offload, *Choules* sailed directly for Sydney and arrived on 24 Oct 17. After 10 days of repairs, on 06 Nov 17, *Choules* sailed to complete her final commitments for the year.

At the time of writing, *Choules* is off Cape York Peninsular heading to East Timor to embark a 2 GHB Role 2 element in Dili for return to Australia. From Dili, we will stop in Cairns and Brisbane before finally returning to Sydney in early December. By that time, *Choules* would have steamed around 22,000nm (about 41, 000km) for the year, which is just over the circumference of the Earth. Hopefully, between now and then Mother Nature sees fit to behave Herself because that HADR Notice to Move is still our responsibility!!.



SAD members onload a PMV-A via 30T Deck Crane.

It has been a remarkable year and *Choules* would have been unable to achieve as much as she did without the support and expertise of our extended 'Ship's Company' family from 35 Water Transport Squadron – the LCM8, LARC-V and ABT elements. Thanks for the laughs, mateship and your fantastic efforts this year.

RACT Members of HMAS Choules Ship's Army Department 2017:

OC – MAJ Mel Hopkins, **2IC** - CAPT Hugh Johnston, **SSM** - WO2 Dale Reeves, **Cargo Supervisor** – SGT Craig Jackson, **Embarked Forces Supervisor** – SGT Sean Lehman. **Cargo Specialists:** CPL Jack Nicholas, CPL Lee Armstrong, LCPL Scott Brady, LCPL Jamie McDowell, PTE Catherine Bowyer, PTE Rhys Simpson, PTE Daniel Anderson, PTE Brent Peniston, PTE Kyle Arestia, PTE Aaron Carrall, PTE Nathan Flannery and PTE Jeremy Garvan.

OP QUEENSLAND ASSIST

Ship's Army Department, HMAS Choules

MAJ Mel Hopkins, OC SAD

Friday is never a good time to try and go on leave...especially when there is a cyclone in the Coral Sea and your ship is the HADR Major Fleet Unit Response Vessel. At close of play on Friday 24 Mar 17, HMAS *Choules* was alongside at Fleet Base East denuded of all watercraft and stores, diesel generators partly stripped, the Container Deck bare in preparation for painting, a majority of the Ship's Company proceeding on some well-earned leave and a building's worth of scaffolding around the ship as she prepared to undergo a maintenance period. Unfortunately, Cyclone Debbie had other ideas. Saturday saw the ship's notice to move reduced and orders issued to sail. This resulted in a frantic 36 hour period for Ship's Company and contractors to recommission the ship and embark Sydney based medical, aviation and diving specialists in order to sail on Monday morning – 'North' being the only direction given.

At the time of sailing, HMAS *Choules* had no port of destination or assigned 'load' to embark. This remained the case for the next 30 hours. Late Tuesday, 28 Mar 17, we were notified that 17 Construction Squadron, and enabling assets, would be embarking at the Port of Brisbane the following day. At 10am on 29 of Mar 17, HMAS *Choules* commenced at 15 hour 'hasty' embarkation. 'Hasty' does not adequately describe the circumstances of the embarkation. There was no embarkation order, deployment order, load priority table, nominal roll or any coordinating documentation – we basically loaded whatever arrived (stores, vehicles, equipment, and personnel) at the wharf in the time that the ship was given alongside. Due to the nature of our berth within the Port of Brisbane, the entire embarkation was completed by utilising the ship's 30T Deck Cranes to onload vehicles and equipment to the Container and Vehicle Decks and utilised a mobile crane to onload palletised stores concurrently to the Flight Deck. By the end of the night, through pouring rain, HMAS *Choules* had embarked 850 tonne of vehicles, equipment, stores (including 46 pallets of DACC stores) and 105 personnel.



Choules SAD members preparing a Mack Dump onload by 30T Deck Crane at Port of Brisbane.



HMAS Choules' Vehicle Deck at completion of loading at the Port of Brisbane.



Choules SAD members crane a 17 Construction Squadron dozer through the Vehicle Lift hatch to the Vehicle Deck below at Port of Brisbane.

We, again, sailed north where the weather deteriorated to Sea State 6-7 (up to 6m seas and sustained 50 knot winds during the transit). This made for a very uncomfortable journey for our Embarked Forces: a vast majority of which had never been on a ship. We arrived in the Whitsunday Islands on 01 Apr 17. There we were joined by elements from 35 Water Transport Squadron (35 WTS) (4 x LCM8, 2 x LARCV, ABT and HQ element), who had taken a substantial battering transiting south from Townsville, and at that time, TG 661.7 was complete.



HMAS Choules steams north from Brisbane through stormy seas to the cyclone affect area.

On arrival in the cyclone affected areas, *Choules* was tasked to clear 40+ islands in the Whitsunday Island Group, Lindeman Island Group and Sir James Smith Group. This was done by aerial survey using *Choules*'s embarked MRH-90, dropping 3 x 2-person liaison teams where necessary in inhabited areas to do damage assessments. With 3rd Brigade elements conducting most of the DACC tasking in the Proserpine and Airlie Beach areas, TG 661.7 was limited to surveying boat ramps and sending a work parties ashore, by LCM8 through Shute Harbour, to help clear debris from Conway Bay.



LCM8 from 35 Water Transport Squadron transits through Shute Harbour, Airlie Beach.

On 02 Apr 17, TG 661.7 received a Warning Order with regard to an expected flooding event in Rockhampton. It was anticipated that flood levels in the Rockhampton area would exceed the once in one hundred year levels leaving the City of Rockhampton completely isolated. A detailed Concept of Operations was briefed to, amongst others, the Minister of Defence and the Chief of the Defence Force on 03 Apr 17 on board *Choules*. Later that day, preliminary actions saw the MRH-90 insert a liaison team into Rockhampton and the LMC8s and ABT detached south to locate suitable a Beach Landing Site (BLS) in the vicinity of Yeppoon, which was determined to be a boat ramp at Keppel Bay Marina.

Choules arrived in vicinity of Great Keppel Island on 04 Apr 17 and the following two days saw the single largest amphibious lodgement ever conducted from the vessel. Weather conditions over this period were atrocious and dangerous. It ranged from Sea State 4 with winds 20-25 knots to Sea State 6 with sustained winds up to 35 knots with the swell 70 degrees offset to the wind, which produced surging waves in the dock when unmitigated. *Choules* was able to maintain safe lee's to the Dock, despite severe forces acting on her from different directions, due to her unique Dynamic Positioning capability – without this capability, it is extremely doubtful that the offload could have been achieved in such conditions. The first day the LCM8s managed to disembark approximately 60% of landing force before the dock closed at last light. The transit from *Choules* anchorage to BLS was approximately 8nm, which took the LCM8s 40 minutes one way in the weather. A Transit Area was established by the SAD and 35 WTS at the BLS to consolidate the flow of personnel, stores and vehicles ashore prior to being released in convoys into Rockhampton. The following day saw the remainder of the landing force transferred ashore, in similar weather conditions, along with palletised DACC stores. *Choules* remained in vicinity of Yeppoon for the next 24hours before being released from the operation and returning to Sydney.



LCM8 from 35 Water Transport Squadron with HMAS Choules.

Operation Queensland Assist 17 was a significant milestone for *Choules* and the first occasion that she had been utilised for HADR – and she certainly proved her worth. The skill of the LCM8 Vessel Masters and *Choules*' Dock and Vehicle Deck teams during this period was exceptional and cannot be understated. Conducting amphibious operations in Sea State 6 and 35 knot winds is way outside the normal operating limits of both *Choules* and the LCM8s – but it needed to be done. The lodgement was truly a combined effort that in the end was conducted safely with no incidents or injuries – although the Dock itself did take a quite a battering.

Operation Vanuatu Assist 2017

Ship's Army Department, HMAS *Choules*

CAPT Hugh Johnston, 2IC SAD

In late September 2017, Ambae Volcano began activity that would see the evacuation of Ambae, a central island of Vanuatu with a population of ten thousand. With little infrastructure both within Ambae and in the surrounding islands to support the undertaking, the Government of Vanuatu called for aid from its regional neighbours. Australia, New Zealand and France all stepped up to the challenge, quickly delivering vital aid for overcrowded islands to both Luganville and Port Villa airports. Getting these stores to those that needed it most however would prove the challenge, which is where JTG 659, centred on HMAS *Choules* and its hastily assembled contingent of embarked forces made the difference.

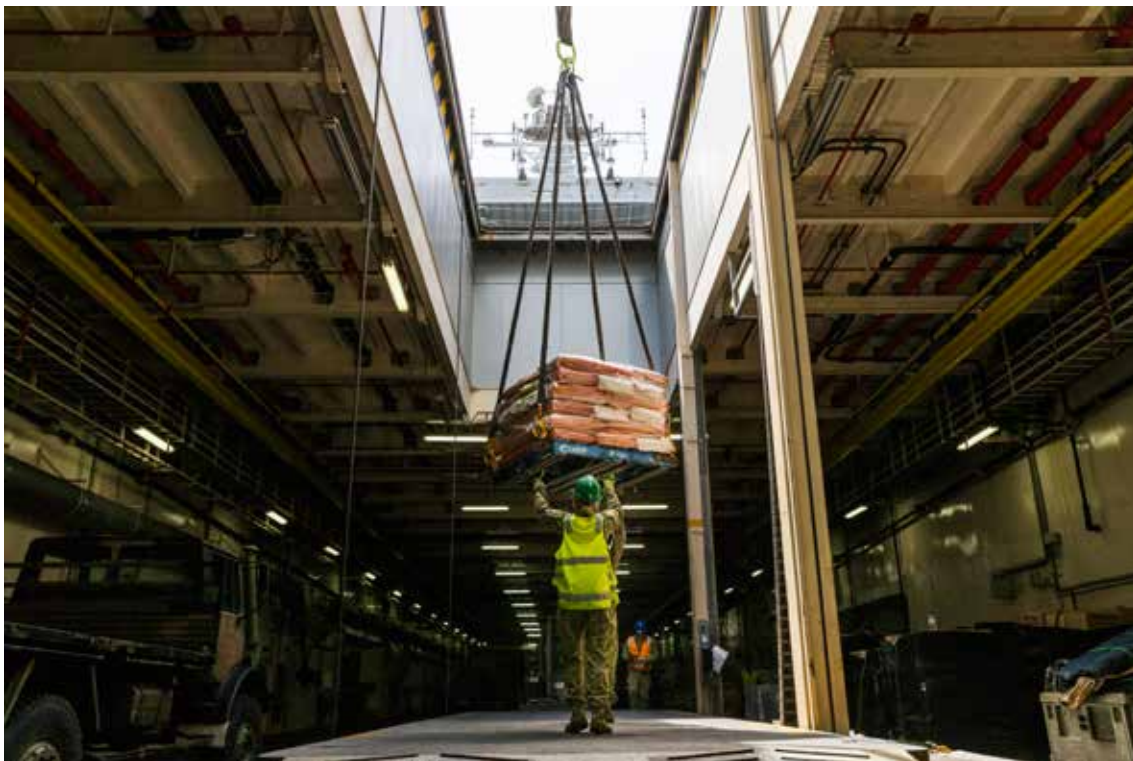
Already having set sail in late September HMAS *Choules* was initially intended to provide amphibious support to New Zealand's largest exercise, Exercise Southern Katipo 17. As the ship approached Townsville for the embarkation of 1 RAR and Tongan personnel however, Vanuatu's call for assistance reached the international community. In addition to the joint company of Australian and Tongan Royal Marine Infantry, the ship was now re-tasked to embark additional assets at short notice in order to provide Humanitarian Aid and Disaster Relief (HADR) to the people of Ambae Island. Having a large Vehicle and Container Decks, as well as the largest ship to shore connectors for oversized loads, HMAS *Choules* was ideally suited to this task.



A combined effort: Army, Navy, Airforce and DFAT personnel arrive at Luganville Port, Vanuatu, to coordinate onload of HADR stores.

Built around Alpha Company, 1 RAR, several other assets were assigned to effectively complete the job. The main enabler was the LCM8 and LARC V watercraft from 35 Water Transport Squadron (WTS) and their accompanying Amphibious Beach Team (ABT), which would allow Choules to deliver aid to remote areas and unprepared beaches. 3 CSSB also provided a TTW, allowing for the delivery of bulk fresh water ashore which Choules was able to produce, and also PMV and Unimog support for the movement of personnel and stores. Lastly, an MRH90 of the Navy would be embarked on the ship to both act as a reconnaissance platform and also for personnel movement as required.

The on-load of vehicles and equipment in Townsville can be a long process, however Ship's Army Department (SAD) Cargo Specialists have mastered the art. Unlike the larger LHDs, Choules has many means available of bringing on stores. Utilising a combination of 30T Deck Cranes for direct and slung lifts, the 20T Vehicle Lift and 35 WTS watercraft resulted in the smoothest loading of vehicles for the ship in 2017, taking approximately half a day. This is quite an achievement, given the amount and variations of loads that the ship has had this year. Choules then set sail first for Port Vila, the capitol, and then Luganville in order to pick up the first air lifted deliveries of HA stores, and also to pick up the MRH90, which was delivered by RAAF C-17 Globemaster III aircraft, making this a truly tri-service effort.



SAD members load HADR stores to the Vehicle Deck via 30T Deck Cranes at Luganville port, Vanuatu.

During the transit, 1RAR and ships company personnel conducted planning and training for the likely tasks that would be faced in the most affected areas. These were the islands of Maewo and Pentecost, which had taken in the majority of displaced persons, however had some of the least developed infrastructure. Preparations included cultural training, rehearsals of watercraft operation and the planning of the stores delivery to each area. First would be Maewo, followed by the Northern half of Pentecost Island, then the South of the Island.

Each area presented its own set of challenges, however it would be the first delivery to Maewo that would prove the most difficult. Despite being the smallest delivery, Army and Navy personnel had to deal with poor environmental conditions, language barriers, mechanical difficulties and most of all, an unforgiving beach. Credit is due to the skill of 35 WTS personnel who were able to deliver all stores within the allotted time, given that the beach became impassable for the majority of the day. AB1063 and her crew's skill cannot be overstated, overcoming highly challenging conditions to see the work through.



An LCM8 approaches the Beach Landing Site on the Island of Maewo, Vanuatu. Experienced members of the Amphibious Beach Team reported it was the most challenging beach they had ever worked.

Utilising both the LCM8 and LARC V's and cross-loading to clearance transport provided by 3 CSSB, critical supplies including kitchen utensils, shelter, emergency lighting, toiletries, batteries, food and water were delivered to the back of the beach throughout the day in difficult conditions. Given that the roads are unpaved, the beach inaccessible and the distance inland that the stores had to be delivered, a tremendous effort was put in by all involved to provide what the families displaced needed most, at the time it was needed.

While the useability of the beaches improved the further south the ship sailed (as did the weather!), the amount of stores needed ashore also increased. As such the rate of effort for all personnel involved did not drop throughout the operation, with pallets upon pallets of stores being hand moved by ADF personnel and local, together.



The locals help with the unload of stores on North Pentecost Island, Vanuatu.



A TTW from 3 CSSB on North Pentecost Island. Water was in critical shortage – the crew from 3 CSSB delivered 50,000 litres of water which had been produced by HMAS Choules' Reverse Osmosis system.

Crucially, while the delivery of humanitarian aid was a resounding success, even more so was the effect it had on the people of Vanuatu. Everywhere soldiers and sailors went, they reported overwhelmingly positive responses and gratitude. Simple acts such as organising a soccer match with the local school, to giving away sporting equipment were met with a great deal of thanks and appreciation. Allowing parents the time to relax after their trials by showing the children the equipment the soldiers and sailors used was a welcome change of pace to the difficulty they had faced over the recent past. Personnel were also surprised at how welcoming the people of Ambae, Maewo and Pentecost were, even after the relocation of thousands. People opened up their homes to those in need, with small family units often seeing groups of over 30 join them in their houses. Crowds gathered at each area that ADF personnel visited and offered to help with the delivery of stores to local distribution centres, speeding up the process and ensuring timely delivery.



Unloading stores from a LCM8 on South Pentecost Island.

Despite the success of OP Vanuatu Assist 17, HMAS Choules did not have time to fully absorb the achievements it had made, and once complete was immediately back on task moving to New Zealand to fulfil its commitment to Ex Southern Katipo 17. Credit is due to the personnel involved from HMAS Choules, 1 RAR, 10 FSB, 3 CSSB and especially the soldiers of His Majesty's Armed Forces (HMAF) Royal Tongan Marine Infantry, who took to the unexpected challenge of delivering humanitarian aid with zeal.

2nd Battalion (Amphibious) TRANSPORT PLATOON 2017

CPL Riley Head – Transport Section Commander 2 RAR (Amphib)

LCPL Paul Thomas – Transport Section 2IC 2 RAR (Amphib)



Transport Platoon - Ex TS17: Rear from left – PTE Collett, LCPL Thomas, PTE Soans, PTE Yorke, PTE Lappin, PTE Murray. Front from left – LCPL Paynter, PTE Swan, PTE Higgins, PTE Forsey, CPL Fitzpatrick, PTE Haberfield, PTE Lambert, PTE Daymond, SGT O'Connor, WO2 Fowler. LCPL Buckley (The milk crate) Missing CPL Head, CPL Stocks, LCPL Efford, PTE Abdilla, PTE Adams, PTE Elliott, PTE Hill, PTE Ives

Transport Platoon, The 2nd Battalion, The Royal Australian Regiment (TPT PL, 2 RAR)(Apmibious) has had a busy year supporting the certification of the Amphibious Ready Element (ARE) whilst continuing to contribute to the 3rd Brigade, in numerous Field Training Exercises.

TPT PL started the year supporting the Battalion Live Fire Exercise (LFX) at Townsville Field Training Area (TFTA). This was a good opportunity to develop platoon SOPs and TTPs in anticipation of the busy year ahead.

Ex BROLGA STRIKE was the first Brigade Exercise for the Battalion to support, over the month of May, out of TFTA. TPT PL made home to the Field Training Area, providing support to Combat Team Alpha (CT-A), Combat Team Bravo (CT-B), Support Company and the Battalions HQ element.

Our main effort for the year, Ex TALISMAN SABRE (TS17), at Shoal Water Bay Training Area (SWBTA), seeing 2 RAR's Amphibious Ready Element be a part of the largest Amphibious Landing since WWII. Ex TS17 was a CJOPS directed, FORCOMD led, combined US/AS/NZ activity, incorporating Ex SEA MASTER 17 (Ex SM 17) and Ex HAMEL 17 (H 17). Ex SM 17 being the certification exercise for Amphibious Ready Element Alpha (ARE A) as the amphibious contingency force element (CONFE), the Amphibious Ready Element (+) certification and the demonstration of the Australian Amphibious Force (AAF) capability.

An element of TPT PL, with attachments from 1 RA and 3 CSSB, embarked HMAS *Canberra* Landing Helicopter Dock (LHD) for the sail to SWBTA, alongside HMAS *Choules* and HMNZS *Canterbury*.

During the sail to SWBTA, the members of TPT PL once again had to endure life at sea. This included preparing for the impending amphibious landing, by conducting wet and dry environmental rehearsals (WADER) training on route. For TPT PL, the WADER training consisted of practising all assault drills, including the issue of ammunition, loading of vehicles onto LHD Landing Craft (LLC), cross decking serials and actions on arrival at the objective. This was a great opportunity for the platoon, allowing them to gain further exposure to Amphibious Operations

Meanwhile, back at Lavarack Barracks, the rest of TPT PL would be getting ready to conduct their Road Self Deploy (RSD) to SWBTA IOT meet the rest of the platoon and support 2 RAR in the execution of the Joint Land Combat component of Ex TS17.



"The Dust Bowl" - Ex TS17.

Late August, 2 RAR Small Boats Platoon (SBP) conducted an Advanced Small Craft Operator (ASCO) and ASCO Supervisor course operating from HMAS Moreton, Bulimba. This saw a small element of TPT PL move down to Bulimba for 3 weeks in support of this SBP. The initial few days for the TPT element consisted of route reconnaissance and time trials to hospitals and rendezvous locations between the Sunshine and Gold Coast. The arrival of the course students, saw the beginning of pax and cargo movements around the cities and coastline.

In late August, CPL Scott Stocks deploy with a transport detachment to Malaysia in support of Rifle Company Butterworth 119 (RCB). For three months this detachment called Malaysia home while they supported the members of B Coy and the 2nd Royal Ranger Regiment of the Malaysian Army in the bilateral training exercise.



CPL Stocks, PTE Forsey, PTE Lambert, PTE Daymond, LCPL Buckley - RCB 119.

Mid-September, TPT PL deployed a member, LCPL Paynter to Wewak, Papua New Guinea in support of Ex WANTOK WARRIOR 17. This exercise was another bilateral training exercise involving CT-A and the 2nd Royal Pacific Islands Regiment of the Papua New Guinean Defence Force. Some daily TPT tasks include vehicle servicing, pax lift and movement of cargo around the coastline of the East Sepik Province. This will be home to LCPL Paynter for the next 40 days with his return due late October.

From September 2017, PTE Jassett Adams deployed on FPE8 until March 2018, we wish her well and to stay safe for the duration of her deployment.

On 15 October 2017, on the Battalion birthday, marked the transition of command of 2 RAR from Commander Forces Command to Commander 1st Division/Deployable Joint Force Headquarters. This would see 2 RAR assume a new role and be renamed 2 RAR (Amphibious) and report to the Commander Landing Forces. This transfer marked a significant milestone in the development of the Australian Amphibious Force with 2 RAR established as a dedicated Pre-landing Force.

The platoon reluctantly farewell two of our favourites, PTE Matt Haberfield and PTE Aud Yorke, who separated from Army late October and wish them both all the best with future endeavour.

Due to the restructure of the battalion, TPT PL had significantly more members proceeding on posting than previous years. This included "The Last TOCWO", WO2 David Fowler, who will be taking up an SM position within 1 CSSB, Darwin. CPL Riley Head, to 1 RTB. LCPL Efford on promotion to SASR, Perth. LCPL Buckley, to 10 FSB. PTE "Ace" Lappin, to 9 FSB. PTE "Chops" Lambert, PTE Hayden Ives and PTE Daniel Soans all off to 3 CSSB. PTE Candice Hill returning to work at 145 SIG Regiment and lastly PTE Jeff Abdilla, who couldn't stand the thought of work without the TOCWO, so is following him to 1 CSSB.

Overall, it has been an eventful year for TPT PL, 2 RAR supporting the Battalion on land and at sea, participating in multiple bilateral training exercise and conducting Exported Driver Training, all the while maintaining the Battalions vehicle fleet. We have learnt the immeasurable value of teamwork and are looking forward to a well-deserved break over the Stand Down period.

5 RAR Transport Section

PTE Clancy & PTE Richardson

The Fifth Battalion, Royal Australian Regiment RACT element has undergone several significant changes throughout 2017 including implementation of the CSS CONOPS, a transition from being within the Ready Brigade to the Reset one, Plan KEOGH and introduction of the new L121 vehicles. Firstly, in January 2017 the CSS CONOPS came into effect which reduced the number of ECN 274 drivers from platoon to section strength. This reduction required a new approach to first line logistic support and emphasised the requirement to work closer with the 1st Combat Service Support Battalion both in the Barracks and Field environment. This combined with the requirement to maintain 'Ready' status also meant that it was necessary for many other Logistic Company personnel to chip in and be involved in the daily barracks and field mobility solutions.

Led by the newly promoted Section Commander, LCPL Laura Fletcher, the Transport Section underwent its first deployment to Mt Bundy Training Area in May as part of Ex SOUTHERN JACKAROO. Despite being smaller in size the Transport Section successfully conducted multiple resupply and support tasks to Australian, Japanese, US Army and US Marine Corps personnel. This exercise proved to be an excellent opportunity to rehearse and train with foreign personnel and emphasized the importance of interoperability between friendly western nations.



The next major activity was Ex TALISMAN SABER in July with all available drivers deploying once again to Mt Bundy to support both Battle Group Tiger and attached US Marine Corps personnel. This exercise proved to be once again challenging in nature with tasks conducted by day and night in various environmental conditions. Concurrent to the Battle Group's field phase, CPL Gerry Clarkson (5 RAR OPMOV) migrated to the Camp Commandant Cell in order to assist with transport, rationing and accommodation for both Australian and American personnel. This too presented various challenges with an array of short notice requests being required as defence personnel trickled in from all across the world.

Upon completion of Ex TALISMAN SABER 5 RAR transitioned from 'Ready' status to 'Reset' which finally provided the opportunity for members to take some well deserved leave and travel. This break however was short lived with the Battalion once again gearing up to undergo significant change as it commenced modification from the Standard Infantry construct to a Motorised one as part of Plan KEOGH. As a result the Battalion increased its number of basic driver courses drawing instructors from all across Australia including from units such as 12th/16th Hunter River Lancers, 1st/15th Royal New South Wales Lancers and 5th/6th Battalion, Royal Victoria Regiment.



The final hurdle for 2017 was the introduction of the new L121 vehicles which commenced in October. This has enabled the Battalion to modernise into an extremely lethal and armoured fighting entity, one that can operate in a high threat environment with armoured assets now being provided to both the fighting and support elements. As a result of the increased armour it now permits A1 and A2 elements to be much closer to the fight and provide more robust and reliable logistic support regardless of location or threat. This capability will continue to grow within the Battalion as driver training expands and additional vehicles are delivered by the project.



Despite being an incredibly busy year all RACT soldiers within 5 RAR, whether ECN 274 or 035, have proved to the Battalion that they have and will always continue to be 'equal to the task'.

Force Support Element Seven - Middle East Region

MAJ Gavin Cole – OC FSE-7

Force Support Element Seven (FSE-7) recently deployed on OP ACCORDION for the next seven months. Our mission is to provide directed theatre logistics support to ADF FE and designated personnel in order to sustain the ADF and Whole of Government operations within the MER. FSE-7 completed a five week force preparation training cycle in Townsville with the 10th Force Support Battalion as the mounting unit. This training culminated in a Mission Specific Training (MST) and Mission Rehearsal Activity (MRA) via a Command Post Exercise.

FSE-7 comprises of 17 RACT personnel from a number of units from the 17th Combat Service Support Brigade including; 10 FSB, 9 FSB, 2 FSB and 145 Sig Sqn. These personnel provide the Command (OC), Operations Cell (S33, OPSWO), Postal (Postmaster, Postal Operators), Road Movement Officer (RMO), Road Transport (ECN 274 Drivers) and Terminal (ECN 099 and 171) effect to the mission.

The battle rhythm in Al Minhad Air Base is constant with surge periods prior to and post the MER Air Sustainment Schedule (MASS) flight arrival on a weekly basis. All FSE-7 personnel provide a mission focussed approach to the provision of timely and accurate logistics support to our dependencies. RACT personnel have proven they, like many rotations before them, are “Equal to the Task”.

Termite under the supervision of CPL Mitchell Robinson (10 FSB) provide mission critical receipt, storage and onward movement of stores and equipment to the forward task groups and return to Australia. The Cargo Specialists and Air Dispatchers provide continuity in ensuring that stores and equipment do not sit idle and are sent on the next available aircraft/truck. SGT Timothy Blad will deploy shortly into the Terminal Supervisor role.

CPL Kathryn Hibbert (2 FSB) and her transport section assist in the loading, unloading and distribution of stores and equipment via road as well as ensuring that the Theatre Reserve of PMVs are inspected, maintained and driven on a fortnightly basis. It's a busy job with the first few weeks of the deployment seeing the transport section get down and dirty by changing wheel assemblies on a third of the PMV fleet.

Post is morale and the postal element, commanded by WO2 David Beckman is constantly seeking improvements to the postal system so as to reduce delivery times to all operations across the Middle East. Over the deployment of FSE-7, in particular over the festive season, the postal system will receive tonnes of Goodwill Mail for receipt, processing and dispatching to all TGs and Force Elements.



1st Signal Regiment Transport Troop 2017

1st Signal Regiment Transport Troop had a variety of different tasks that are required to be completed throughout 2017. At the start of the year, our Transport NCO's were given a task to conduct Convoy Orders for a road move to a historical location around Queensland. Corporal Organ issued convoy orders to Mooloolaba stopping in at the historical village at Caboolture. Under the direction of our NCO's, second class roads and alternate routes were to be used instead of highways in order to develop and enhance our navigational skills. This gave the troop a good chance to get to know each other and to get out and see areas of Queensland that we would normally miss if we were on the highway. This included a trip to Tropical Fruit World, which was a first for most of the troop.

As we provide support to 1st Divisional Headquarters, 1 Sig Regt have an element similar to a Ready Battle Group. It is called the Ready Logistics Element (RLE). The RLE is a support element which can be deployed at short notice. This element is made up of members from Transport, RAEME, Medics and the Q store. We also have our Joint Logistics Element (JLE) which is made up of similar logistics support however on a larger scale.

In March the RLE and JLE Deployed to the Battle Simulation Centre on Gallipoli Barracks Enoggera, for EX Polygon Wood. This was to simulate how we would set up for Exercise Talisman Sabre (TS) this year. During the exercise, Transport Troop provided support to 1st Divisional Headquarters in the form of a 24hr shuttle bus, airport and accommodation runs, MHE tasking, and provided bulk fuel for the exercise. This support was conducted 24 hours a day, seven days a week for the duration of the exercise, which tested our manning and capability.

During April, 1 Sig Transport Troop were issued the first of thirty Land 121 vehicles. Four HX77 with the ILH trailers and six 40M variants. Two weeks later, Transport Troop deployed with the new vehicles on exercise Neptune Squadron for five days to Wide Bay Training Area to see how they would perform in a field environment. They performed to a good standard in all areas, however at the time the weather conditions deteriorated, and it was deemed too unstable to take the vehicles off road.

During the months of June to early August the troop conducted Exercise Talisman Sabre 2017. Our role was to support HQ 1 Division at Tiger Hill in Shoalwater Bay Training Area. This was the main location of Transport Troop for the conduct of EX TS 17. During the exercise, the troop supported the 1st Division Commander with driver support for the Commanders Tactical Party. This involved providing tactical transport around the battle space to the Commander of 1 Division, the Chief of Army and the Minister for Defence.

At the completion of EX TS 17 the Troop had a brief opportunity to have some well-deserved leave, whilst others were sent on promotional or trade courses. This also gave the troop time to reset, and get set up for the remainder of the year which was approaching fast.

Throughout September and October the troop conducted a Defence Emergency Vehicle Course, and a G Wagon course. Members of the troop also attended an Army First Aid Course, and various promotion courses.

A special mention should go to PTE Bree-Anna Cheatham who has represented the Army and the ADF in Rugby Union and Rugby League, including the International Championships for Noosa Sevens, the Nationals, the Defence Force World Cup, and the Festival of World Cup's in PNG 2017.

Another mention should go to PTE Steven Close, for being attached to 1 DIV HQ as a VIP Driver, and conducting driving tasks for 1 DIV HQ, including the 1 DIV COMD, and C-JOPS. PTE Close was on call for the majority of August – September, and completed the VIP driving tasks to the highest standard.

Overall, a very busy and productive year for 1 Sig Transport Troop.



2nd/14th Light Horse Regiment (Queensland Mounted Infantry)



WO2 Robert Reid - Transport Operations and Control Warrant Officer

2017 began with an air of uncertainty for 2/14 LHR (QMI) Transport Troop; a near truck-less transport compound, less drivers and supervisors due to the CSS CONOPS effect on the posting cycle and yet a unit training program that screamed 'business-as-usual.'

February saw the return of the last remaining legacy (Unimog and Mack) B vehicles and trailers to allow room for the arrival of the new L121 Ph3B fleet which promised to aid the 'more with less' approach that logisticians have become increasingly familiar with. The rollout plan was delayed to the surprise of some and the regiment received its first issue of seven 40M and two HX77 (mediumweight and heavy) mission systems on the 16th of March, about a month after the planned rollout date.



LCPL Kate Lutkins receives the first HX77 MS for the regiment.

As most troop members attended gap training on the new fleet in 2016, April was dedicated to conducting continuation training to enable smooth transition prior to EX DIAMOND WALK. Due to the size and mass of the new vehicles, movement had become restricted to approved routes

detailed in the variant specific permits. Some drivers (one in particular – PTE Moy) were keen to test the vehicles' limitations. Dry-earth fording and door hinge breaking strain are not normally on the top of the list; however, at least we now have a better understanding of the EUR to AUD conversion rate!



40M Cabins tilted to conduct weekly operator maintenance coinciding with Comd FORCOMD visit to the regiment.

Exported driver training courses were conducted from July to November in order to enhance unit capability and hopefully ensure that our CL vehicles remain roadworthy. These courses included G-Wagon operator, Assistant Driving Instructor, G-Wagon conversion, Vehicle Mounted Crane, Trailer Heavy Integrated Load Handling and Trailer Cargo Mediumweight.



CPL Natasha Kroezen collects a sample of the RSM's breath during the G-Wagon Conversion course.

In September members of the troop supported the Centenary of Beersheba ride by transporting fodder hay for the 100 odd horses taking part in the celebrations. This consisted of hand loading close to 900 standard hay bales from a range of properties located in the scenic rim. All participants on the day were treated to an informative luncheon at a local vineyard where the owner passed on stories of the Queensland Mounted Infantry over a verjuice and sparkling water enhanced barbeque.



Front page of the Fassifern Guardian 20/9/17.

ECN 274 Driver Specialists deployed in support of all sub unit and regimental activities and exercises throughout the year on a rotational basis. This is likely to remain the case in future years as driver manning will reduce by a further five positions in CMC 18. 2017 has seen the promotion of six members of the troop – congratulations again to you all.



Informal troop dinner in Rockhampton.

Departing members are as follows:

SGT David Woodrow	3CSSB
LCPL Kate Lutkins	7 CSSB
PTE Darcy Aumont	ADFGY
PTE Thomas Darby	7 CSSB
PTE Ryan Haigh	1 CSSB
PTE Brendan McNamara	7 CSSB
PTE Kenneth Munyoki	11 CSSB
PTE Brodie Scott	ADFGY

PAR ONERI

Maritime Border Command

Truckies on the Nation's Frontline

**CAPT Mark Barber, Staff Officer, ADF Operations Support,
Maritime Border Command**



Hidden away in the heart of Canberra's quiet inner city, you will often see a glimpse of ADF members going about, quietly doing their business; their shoulder patch identifies them as members of 'Maritime Border Command' (MBC).

MBC is a multi-agency taskforce within the Australian Border Force (ABF) arm of the Department of Immigration and Border Protection. Defence provides personnel to support MBC's role and tasks through a secondment under a Codocil agreement between departments.

MBC is located within Constitution Avenue, Canberra. As a multi-agency taskforce it consists of personnel from Navy, Army, Airforce, ABF and the Australian Fisheries and Maritime Authority. Under the agreement, MBC is commanded by a Rear Admiral, with a one star as its Chief of Operations (CHOPS) and an ABF Commander (SES 1) as its Deputy Commander, so it definitely packs a powerful punch.

The MBC mission enabled by ABF and ADF, support a Whole-of-Government effort to protect Australia's national interests by planning for and responding with assigned forces, that are prepared and fit for purpose, to undertake civil maritime security operations to detect, deter, respond to and prevent illegal activities in the Australian Maritime Domain.

Op RESOLUTE (JTF639) is ADF's contribution to OP MARITIME PROTECTOR. So what does this have to do with truckies, I hear you ask. Our team in ADF Operations Support is all uniformed and is primarily responsible for personnel who are force assigned to JTF639. We have elements across the spectrum including Logistic Support Elements on Christmas Island and Darwin, and a fulltime ADF member responsible for Reception, Staging On Forwarding & Integration located in Larrakeyah Barracks, Darwin. Day to day responsibilities include logistics, finance, health, personnel management and Work Health and Safety. The team consists of nine full-time members of which three are truckies.

ADF Operations Support is led by LTCOL Adrian Walker who was previously the CO 11 CSSB and has an extensive background in ADF Movements. Other truckies include MAJ Scott Lymbery, Staff Officer Log Plans and previously was the OC of the Ships Army Detachment on HMAS Manoora,

so he brings a wealth of maritime experience to MBC. That leaves me, predominately a 2nd line truckie with no maritime background, posted as the Staff Officer Health with an additional role as the JTF639 WHS Officer, go figure.

As we work in a maritime domain, the language used is generally Navy speak, a Corporal is a Leading Seaman, but referred to as a 'Kellic', (I am sure our Army ship's crew reading this knew that already). Apparently you can't say a ship is grounded, it causes senior naval officer's to go into a head spin, the term used is 'unserviceable'. If you've done a good job, that's a 'bravo zulu' - never heard my boss say that. Anyway, heading off to the Bosuns' Faculty when I finish writing this article (tongue in cheek).

When force assigned to Op RESOLUTE, ADF Ops Spt looks after the higher headquarter administrative, logistic, health and finance support of the Transit Security Element (TSE) which operates out of Darwin and is embedded onto maritime vessels. TSE is responsible for security including Navy boarding and steaming parties and the security and safety of Illegal Maritime Arrivals when brought onto an Australian force assigned vessel. Other duties may include the security of a Suspected Irregular Entry Vessel (SIEV) when a navy boarding or steaming party is on board. Interestingly enough, the current officer commanding the TSE is also a truckie, CAPT Luke Geddes, who is posted as the ADJT 22 Engineer Regiment in Melbourne, so the Corps is definitely well presented across MBC. In addition, two RACT soldiers are also posted to TSE 86, PTE Laura Bysouth from 8/7 RVR and PTE Benjamin Simpson from 4 CSSB.

Our job also entails visits to both Darwin and Christmas Island for governance and compliance checks and of course to wave the MBC banner. On a recent visit to Christmas Island, LTCOL Walker and I were involved with developing operating procedures for the operation of the Landcruiser and RHIB trailer and the lowering and hoisting of a Navy Rigid Hull Inflatable Boat (RHIB) into the sea alongside the Flying Fish Cove Jetty. The Landcruiser was recently purchased and is specially designed for this task, with gunned up breaking and suspension. A detailed safety risk assessment was completed including the production of a Route Card.

The Flying Fish Cove operation to lift a RHIB in and out of the water required the assistance of the Harbour Master and the use of their gantry crane. The seas surrounding Christmas Island can be quite treacherous at times and launching a RHIB from the boat ramp during these times is impossible. MBC must have the ability to launch RHIBs in all weather conditions. The trial proved to be very successful which provides MBC with the necessary redundancy when weather conditions prohibit the use of the boat ramp.

The team is currently busy doing the arduous tasks of reviewing policies and procedures and where applicable, delivering SOPs. As the year draws to an end we wish all the members of the Corps past and present a very Merry Xmas and Happy New Year, knowing that 2018 will again be a busy one, but rest assured that the Corps is definitely 'equal to the task' in MBC.



CAPT Mark Barber assists in steadying a Navy RHIB as it is lowered by the gantry crane into Flying Fish Cove, Christmas Island.



Launching a Navy RHIB at the Flying Fish Cove boat ramp on Christmas Island.



CAPT Luke Geddes conducting acclimatisation PT for the TSE in Darwin.



L – R MAJ Scott Lymbery, LTCOL Adrian Walker CAPT Mark Barber.

Operational Update

RACT and RAInf combine skillsets to deploy on Force Protection Element – Rotation Seven

CAPT Harry Bowen, 1 CSSBd

The implementation of PLAN KEOGH across the three Combat Brigades will see the Royal Australian Regiments reform their internal structures to reflect that of mechanised and motorised Infantry Battalions. The M113 AS4 and of obvious significance to RACT, PMV Bushmaster will transition to RAInf and subsequently call to end the appearance of the PMV Bushmaster Squadrons in Combat Service Support Battalions.

For 1 CSSB, its journey employing PMV Bushmaster as part of 12th Transport Squadron, commenced in 2014 when the inaugural Delta Troop (PMV) was raised and trained by CAPT Brian Bearman. Concurrent to this, the FORGEN/OPGEN Cycle realigned with the rotation of the financial year which subsequently saw the 1st Brigade endure the better part of 18 months training in the RESET. In retrospect however, it proved a vital period for RACT soldiers and commanders of PMV Bushmaster to develop their understanding of the core concepts of manoeuvre warfare.

When the 1st Brigade progressed through the rigorous training of its READYING Exercise period on the Road to HAMEL 2016, the soldiers of 1 CSSB already had a wealth of experience under their belts and were able to conduct high end war fighting to enable protected mobility lift for a multitude of Combat Teams including 5 RAR, 7 RAR, the United States Army and the New Zealand Army. Of significance, the employment of PMV Bushmaster by 1 CSSB during HAMEL 16 was not common across the other Combat Service Support Battalions; at times they went above and beyond what was expected of them by the RACT CONEMP for PMV Bushmaster. The drivers and vehicle commanders were able to absorb a grounded and unique knowledge of how a Combat Brigade fights and is now an intrinsic skill base within these soldiers' rhetoric.

The opportunity arose for RACT Drivers from 1 CSSB to deploy on OP HIGHROAD in support of Force Protection Element – Rotation Seven (FPE-7) within Task Group Afghanistan. This was not the first time RACT soldiers had performed this role overseas, as other rotations of the FPE had had RACT drivers operating PMV Bushmaster. What was significant was that this was more so considered just reward for the soldiers of Delta Troop as they were able to harness the fruits of their labour, being formally requested to serve their nation on operations after an intensive exercise period.



PMV Bushmaster's conducting Force Protection Operations throughout the Kabul Base Cluster.

1 CSSB had supported B COY, 7 RAR throughout the previous year and fortunately were able to continue their relationship as the RACT soldiers were absorbed seamlessly into the Rifle Company, working directly alongside their RAInf counterparts. It is a credit to the leadership of MAJ Darrin Tyson, OC FPE-7 that this transition was made during force preparation without friction or complaint. The key message that was embodied was that the only thing that differentiated the men and women in the company was the colour of the beret of which they wore on parade. Most of the soldiers also received quality training to be able to conduct the role of the Force Protection – Guardian Angels, a skill set professionally a kin to the RAInf. For example, soldiers were qualified in unique close quarter shooting packages, numerous weapon systems and combat equipment.

The RACT footprint amongst FPE- 7 was of fair significance. In total, 16 RACT soldiers from 1 CSSB were deployed to drive and crew command PMV Bushmasters at two locations within the Kabul Base Cluster; namely the Harmid Karzai International Airport – Force Protection Platoon and the PMV Platoon at Camp Qargha in support of the Afghanistan National Army Officer Academy (ANAOA). On every occasion, PMV movements were conducted to provide force protection to all Australian Forces and at times other international forces deployed in support of the NATO led REOLUTE SUPPORT – Train, Advise and Assist Mission in Afghanistan.



PMV Bushmaster's conducting Force Protection Operations throughout the Kabul Base Cluster.

RACT soldiers were driving, crewing and at times commanding entire vehicle convoys throughout the busy, hectic and uncontrolled streets that link the Kabul Base Cluster. They provided protected mobility lift in support of Commander Task Group Afghanistan, Kabul Garrison Command (KGC) mentors, Australian embeds, interpreters and other key staff from Task Group Afghanistan Headquarters to enable key meetings and engagements throughout Kabul. In addition to this, PMV Bushmasters were also employed in support of the regular ANAOA Field Exercises, as escorts to all logistic sustainment movements and they also formed part of a Quick Reaction Force for the UK led Kabul Security Force.

Enveloping all movements however, was the constant reporting of insurgent action within the area of operations. Elements of the Taliban and Islamic State - Kabul militants continue to maintain a constant presence within Kabul as they attempt to regain a sphere of influence within Afghanistan. The impending threat of Improvised Explosive Devices, in all their current and future forms, were always briefed and updated to all members in theatre. There was always an element of risk and tangible threat associated with every road move that was conducted.



Men and Women of ANAOA PMV Platoon, Camp Qargha.

Overall, FPE-7 was deployed for a period of 7 months and successfully handed over their mission to 3 RAR to continue force protection operations in Kabul. Re-deployment to Australia saw RACT soldiers from 1 CSSB part ways with their 7 RAR brethren at Darwin International Airport with a unique bond now forged between the units during their tour of duty. All RACT and RANf soldiers should be proud of their achievements and unity they displayed whilst deployed. Of significance to RACT, CPL John Dean was awarded a Commander JTF633 Silver Commendation and LCPL Joshua Franco a Commander Task Group Afghanistan Commendation for their excellent leadership and execution of their duties whilst deployed. Well done to both soldiers.

The qualifications and operational experience that all these RACT soldiers have now gained will undoubtedly prove to be invaluable to the Corps. The roll out and integration of the LAND 121 vehicles throughout the Combat Brigades and the requirement for these vehicles to be tactically employed means that the hard work and dedication of these soldiers over the past 3 years will be highly beneficial to the future direction of RACT.

RACT Birthday in the MER

RACT personnel celebrate their corps birthday on deployment

CPL Sebastian Beurich

Royal Australian Corps of Transport (RACT) personnel on Operation ACCORDION have beaten the 50-degree heat of a Middle Eastern summer to mark their Corps 44th birthday.

The majority of the 19 RACT personnel deployed to Australia's main operating base in the Middle East region come under the umbrella of Force Support Element 6, the logistics unit which supports the flow of personnel and cargo into and out of Australia's various operations. For some of them, including Private (PTE) Lily Goegan, the youngest RACT member at Australia's main operating base, this is the first time they have had the opportunity to celebrate their corps birthday while on operations.

"I'm really proud to be able to represent my corps, trade and the job we are doing in the Middle East," PTE Goegan said.

Headquarters Joint Task Force 633 Director Support, Colonel (COL) Jenny Cotton, the senior RACT member in the Middle East region, said almost all corps trades participated in the celebrations that included a cake and plenty of cold water.

"It's important our officers and soldiers recognise and remember where their roots are in Australia, part of which is the corps which they have been assigned or appointed to," she said.

"It was wonderful to have almost all of the streams within the corps represented at the birthday celebration. We had terminal, post and movements operators, drivers and even air dispatchers join us."

COL Cotton said she could not be happier with the work the "truckies" are doing.

"I'm also really proud of the great group of RACT personnel who are enjoying their deployment," COL Cotton said.

"They know the tasks they are doing while deployed contribute greatly to the mission we are here to achieve."

There are approximately 500 Australian Defence Force personnel deployed on Operation ACCORDION throughout the Middle East region.

Their mission is to support and sustain ADF operations in the region, as well as enable contingency operations and enhance regional relationships.



Headquarters Joint Task Force 633 Director Support, Australian Army officer Colonel Jenny Cotton and Australian Army soldier Private Lily Goegan, the youngest Royal Australian Corps of Transport (RACT) member deployed on Operation ACCORDION, cut the RACT birthday cake at Australia's main operating base in the Middle East region.

DOCM-A Update

MAJ Phil Cox

The DOCM-A mission is to deliver career advice and management on behalf of the Chief of Army in order to maximise Army's personnel capability and support the chain of command in fulfilling its commitment to Army personnel. Career Advisors support this mission by providing tailored career advice to balance and align the requirements of the service, the professional development needs and the personal preferences of each officer.

Career management cycle 2018 has been, as expected, relatively stable when compared to the last few years. The Junior Officer Sustainability Plan (JOSP) issued by Chief of Army in 2016 has been through its first two iterations, with DOCM-A working to rectify asset versus establishment deficits across Army, primarily at CAPT rank, and to reinforce the significant milestone and competitive nature of promotion to field rank.

The CSS CONOPS based changes to unit establishments are heading into their second year in effect and, as I outlined in last year's journal entry, the key career management aspect of this for RACT is that almost all RACT LT post on graduation from RMC-D to CSSB's, FSB's and 1 JMU. Senior RACT LT's continue to fill key appointments, amongst others, at the Army School of Transport and the 1st Recruit Training Battalion. RACT CAPT's continue to compete strongly for CC55 and CC00 appointments and opportunities. The RACT and CC55 sub-unit command establishment remains quite large relative to average RACT cohort size. However, we are relatively fortunate as a corps that almost all RACT CAPT and junior MAJ's have performed well enough and have the requisite experience and potential to warrant their selection to a sub-unit command appointment. Selection to attend Staff Colleges remains the most competitive and limited opportunity milestone for RACT foundation group officers.

Workforce Planning Data

The information in the following table is drawn from strategic workforce data provided by the Directorate of Strategic Workforce Planning and Analysis (Army) and is correct as at 01 Nov 17. The RACT foundation group asset versus establishment remains very healthy in an overall sense.

	Total Asset by Gender		Trained Asset	Total Asset	TF Estab	Any-corps alloc	Total Req'd	Trained Headcount Gap
	M	F						
LT	39	16	55	55	50	10	60	-5
CAPT	79	23	102	102	62	40	102	0
MAJ	91	32	123	123	35	43	78	+45
LTCOL	41	8	49	49	4	10	14	+35
Total	250	79	329	329	151	103	254	+75

Congratulations

The following officers are congratulated on their unit command appointments from 2018:

LTCOL David Beaumont	- CO Army School of Logistic Operations
LTCOL Charmaine Benfield	- CO 3 Combat Service Support Battalion
LTCOL Meegan Olding	- CO Joint Logistic Unit South Queensland
LTCOL Neil Peake	- CO 10 Force Support Battalion
LTCOL Sally McClellan	- CO Army School of Transport

The following officers are congratulated on their selection to attend Staff Colleges:

MAJ Andrew Glover	- Staff and War College, France (2019)
MAJ Amber Humphreys	- Australian Command and Staff College (2018)
MAJ Craig Mann	- Australian Command and Staff College (2018)
MAJ Michael Newsham	- Australian Command and Staff College (2018)
MAJ Geoffrey Price	- Australian Command and Staff College (2018)

The following officers are congratulated on their sub-unit command appointments from 2018:

CAPT Andrew Boyd	- OC 30 Tml Sqn, 10 FSB
CAPT Adrian Cherry	- OC L121 Trg Team, AST
MAJ Charles De-Zilva	- OC JMCO Sydney, 1 JMU
MAJ David English	- OC SAE, HMAS Choules
MAJ David Hosie	- OC Admin Coy, 2 RAR
MAJ Danita McGregor	- OC JMCC, 1 JMU (tenure extended to Jan 2019)
CAPT William Morrison	- OC 1 Tpt Sqn, 1 CSSB
CAPT Umberto Nadalin	- OC JMCO Townsville, 1 JMU
MAJ Matthew Nelson	- OC Road Tpt Wing, AST
CAPT Jared Nicol	- OC 6 Tpt Sqn, 3 CSSB
CAPT Jared Nicol	- OC 9 Tpt Sqn, 3 CSSB (from Jan 2019)
MAJ Sarah Nielsen	- OC 5 Tpt Sqn, 7 CSSB (from Aug 2017)
CAPT Huynh (Bobby) Phan	- OC 26 Tpt Sqn, 9 FSB
CAPT Jonas Price	- OC Log Spt Sqn, 7 SIG REGT
MAJ Alex Schreiber	- OC 1 CSST, 1 CSSB (from Aug 2017)
CAPT Alexander Spence	- OC 176 AD Sqn, 9 FSB
CAPT Andrew Stokes	- BC CSS Bty, 4 REGT RAA
CAPT Phillip Weir	- OC 3 Log Coy, 2 GHB

The following officers are congratulated on their respective appointments from 2018:

CAPT Brian Bearman	- Aide-de-camp to Commander Forces Command
CAPT Wesley Corby	- Instructor, ASLO
CAPT Karl Jurat	- Division Officer, ADFA
CAPT Justin Langford	- Instructor, RMC-D
CAPT Peter McAuley	- Instructor, ASLO
CAPT Alexis Pullen	- Instructor, RMC-D
CAPT Iain Warry	- Instructor, ASLO
LT Eric Brown	- Troop Commander, AST
LT Ashley Busatto	- Platoon Commander, ARTC
LT Gemma Chmielewski	- Platoon Commander, ARTC
LT Alice Dunn	- LO to COMD 17 CSS Bde
LT Lloyd Fermio	- Troop Commander, AST
LT Ashleigh Hollamby	- Troop Commander, AST
LT Andrew Leung	- Platoon Commander, ARTC

LT Scott Sinclair-Wood	- Troop Commander, AST
LT Edward Webster	- Troop Commander, AST

Welcome

Five officers graduated to RACT from the 2017 RMC-D mid-year class and they are joined by 12 officers from the 2017 end of year class.

LT Kaitlin Anstis	- 10 FSB
LT Christopher Boesten	- 7 CSSB
LT Callum Chapman	- 10 FSB
LT Sean Erasmus	- 1 JMU
LT Tahnee Farleigh-Hall	- 1 JMU
LT Thomas Grimshaw	- 9 FSB
LT Ayden Grulke	- 9 FSB
LT Julian Huynh	- 3 CSSB
LT Cathal McCaffrey	- HMAS CANBERRA
LT Alex Perina	- 1 JMU
LT Anita Price	- 10 FSB
LT Jack Ryan	- 7 CSSB
LT Matthew Sanderson	- 7 CSSB
LT Cooper Smith	- 1 CSSB
LT Ann Thomas	- 1 JMU
LT Connor Van Rhoon	- 3 CSSB
LT Lachlan Wells	- 9 FSB

LT Matthew Johnston and LT Lewis Mikulic both graduated to AUSTINT from the 2017 RMC-D classes and will complete their regimental training with RACT over the coming years.

Farewell

The following officers have discharged or transferred from the RACT SERCAT 7 foundation group portfolio in 2017. Farewell and good luck for the future.

CAPT Lyndal Bick
MAJ Greg Blycha
CAPT Sean Connelly
MAJ Barb Kruse
MAJ John O'Grady
MAJ Jo Pope
CAPT Miles Rayner
MAJ Mick Scott
MAJ Geoff Tapper
LT Michael Van Zuylen (corps transfer to RAA)
CAPT Matt Warren

In closing my final corps journal entry in this role, I would like to thank the officers of the RACT foundation group for the manner in which you have approached your career management over the last three years. It has been my pleasure to represent you. I also welcome and wish all the best to Matt Weldon in this role from January 2018.

Par Oneri.

DSCM-A Update

MAJ Shane Haley

Ladies and gentlemen of the Royal Australian Corps of Transport, another 12 months and another successful and busy Career Management Cycle (CMC) comes to an end. January 2017 witnessed a 50% change over of staff within the RACT Cell with myself and WO1 Andrew Killen welcoming WO2 Peter Morritt and WO2 Michael Marrinan to the world of soldier career management. WO2 Morritt, a Driver Specialist by trade, brought his strong Combat Brigade and Training Establishment background to the cell, while WO2 Marrinan, a Marine Specialist; has an extensive 17 CSS BDE, SOCOMD and AST-MW profile behind him. Pleasingly both settled into their roles extremely well as they hit the ground running on the Annual Career Guidance (ACG) Tour in February.

The 2017 ACG Tour was another success with strong attendance in all regions. In total RACT Career Advisors conducted face to face or phone interviews with well over 65% of the Corps in 2017. It's unfortunate, however we understand, that units are busy and not everyone will be able to attend a RACT central presentation within their region. Where possible I strongly encourage the attendance of all soldiers, PTE – WO1, at RACT central presentations. Furthermore, I would like to see an increase in attendance by officers at DSCM-A presentations. Often officers are advised they 'don't need to' or 'should not' attend DSCM-A presentations as it is only relates to soldier career management. While this is accurate, to a degree, significant aspects of the presentation are geared towards officers and how the chain of command can influence and impact a soldier's career. If, as an officer, you want to have a proactive role in the development of your soldier's, improve your ability to accurately report on them and gain greater and broader understanding of the key drivers that affect our Corps, and indeed the Army, then you should make every effort to attend a DSCM-A central presentation annually. SNCO/WOs, please make every effort to ensure your officers attend the presentations. Not only will it benefit them as an individual, it will benefit the Corps in the long run.

Please note, the DSCM-A central presentation is placed on the DSCM-A sharepoint site. If you are unable to attend the presentation while we are in location, you can review the presentation online. Remember, we are here to advise, if you do have any questions please raise them with your chain of command or with your Career Advisor when you have an opportunity.

Health of the Corps

Currently the Corps is in a very healthy state. Indeed the only ranks across the five RACT trades not currently at or over establishment are ECN 274 (Driver Specialist) LCPL and CPLs; and ECN 171 Cargo Specialist LCPLs. While the other trades may have a small number of vacancies at some ranks, in the larger scheme of things they are relatively minor and manageable.

Correct as at 01 Nov 17

ECN 035	PTE	LCPL	CPL	SGT	WO2	WO1	Total
Establishment	41	11	30	19	14	11	126
Trained Asset	59	11	34	35	15	12	156
ECN 099	PTE	LCPL	CPL	SGT	WO2	WO1	Total
Establishment	54	14	15	13	6	3	105
Trained Asset	57	16	20	13	10	3	119
ECN 171	PTE	LCPL	CPL	SGT	WO2	WO1	Total
Establishment	112	27	32	16	6	4	197
Trained Asset	119	14	27	16	8	5	189
ECN 218	PTE	LCPL	CPL	SGT	WO2	WO1	Total
Establishment	37	14	26	20	8	2	107
Trained Asset	69	13	28	23	9	2	144
ECN 274	PTE	LCPL	CPL	SGT	WO2	WO1	Total
Establishment	893	155	277	95	45	6	1471
Trained Asset	746	120	260	110	85	9	1330

Note: 'Trained Asset' are soldiers who have completed IETs.

Training Asset	
ECN 035	33
ECN 099	7
ECN 171	8
ECN 218	16
ECN 274	120

Note: Trade allocated soldiers currently undergoing Recruit Training or IETs.

It needs to be acknowledged that the above figures represent soldiers posted against positions. It does not reflect capability in terms of a fully trained, qualified and deployable soldier.

Looking forward, we predict the current vacancies at ECN 274 PTE will close, if not disappear, in 2018. Obviously this is positive outcome for the Corps, however, it is noted the vacancies for ECN 274 at LCPL/CPL ranks have remained constant over the last 3-4 years. It is clear ECN 274 needs good, experienced soldiers to step up to the rank of LCPL/CPL in 2018 and take the Corps forward. It also needs to be noted that while the figures in the above table indicates the CPL-WO2 ranks are healthy, some trades do not have sufficient soldiers being presented to PAC in coming

years to fill expected future vacancies. Notwithstanding trade/unit restructures etc, it is predicted that some trades will be required to carry vacancies at SGT and WO2 rank in the coming years. While this represents a challenge for the Corps, I offer that it also represents an opportunity for those strong performing individuals to step up and distinguish themselves from their peers. There is no point in denying that there are challenging times ahead for some areas of the Corps, however; ultimately I believe those within the Corps will be *Par Oneri*.

Changes to Branch

As you would be well aware, Career Management – Army (CMA) is a Branch within Army Headquarters (AHQ), and DSCM-A is a Directorate within CMA. CMA has undergone significant restructure in 2017. ‘Like’ functions duplicated within both DSCM-A and DDCM-A such as MECRB, Separations (voluntary and involuntary) and Transfers (in, out and sideways), have been extracted from their respective Directorates and placed under the newly formed Directorate of Career Management – Integrated (DCM-I). This amalgamation of functions under a single Directorate has resulted in efficiency and effectiveness gains across various functions performed by CMA. Furthermore, it has resulted in a greater level of consistency being applied to determinations affecting both soldiers and officers. While all Directorates within CMA work to common Army and ADF policies, those policies are open to differing interruptions by respective Delegates. By moving those functions into one Directorate, the single Delegate applies the same interruption to a decision, regardless of decision affecting a soldier or an officer. It should be noted that DSCM-A has retained responsibility for key delegations such as postings and promotion and retains responsibilities for Pay Trade processing and the conduct of PAC for soldiers.

Employment Preference and Restrictions (EPARs)

EPARs are a vital tool used by soldiers to convey their Employment Preferences and Restrictions to their Career Advisors either prior to or in lieu of an Annual Career Guidance (ACG) interview. All soldiers are strongly encouraged to submit an EPAR to DSCM-A, no later than the first working week of February. Soldiers can rest assured that Career Advisors do take the time to read, review and if necessary respond to EPARs. EPARs form the basis of a soldier’s ACG interview and assist the Career Advisor to prepare for the interview. EPARs are your opportunity for you to engage directly with your Career Advisor, make the most of the opportunity. Occasionally a Career Advisor will provide a direct response to a soldier if they feel the soldier’s preferences, restrictions or career goals are unrealistic or unachievable. The purpose of this is to realign the soldier before the ACG interview in order to make the most of the allocated face to face or phone interview time.

What do we want you to tell us in your EPAR? You can access guidance when completing your EPAR by moving your mouse over the ‘?’ icon. Our recommendation is that soldiers use the headings provided to draft EPAR comments, however, there is no standard template that **must** be followed. To make the most of their EPAR soldiers need to address the following:

Short, medium and long term career goals – Be realistic and understand what you will need to do to achieve those goals.

Posting locality preferences – Research and be realistic. Understand your trade and what options are/are not available to you.

Personal circumstances – Career Advisors don’t need to know every detail of a soldier’s personal life but we do need to have a general understanding of any personal factors that may affect a soldier’s career. We need to be informed so we can make the right decision.

Be prepared to discuss your EPAR at your ACG interview, and remember, if you aren't prepared to do the work to complete your EPAR don't expect your Career Advisor to do the work to produce a miracle.

Diversification

Pleasingly there was significant interest shown during the 2017 ACG tour towards postings to Training Establishments (TEs) such as 1 RTB, RMC, WONCO-A, AMTDU and AST. Many soldiers are starting to understand and acknowledge the positive impact of diversification in their career profile. However, timing is key. Soldier's need to ensure they develop the appropriate experience and skill set throughout their careers to ensure they are suitable for various postings, as SGT/ WO2s, later in their careers. By way of an example, if you are a WO2 who is looking to post to 1 RTB or RMC without having completed a previous posting in an all corps TE as a CPL or SGT, while not impossible, it is unlikely you will be selected for such a posting.

Similarly many WO2s discuss a preference to move towards a regimental career path and becoming a RSM. Unfortunately many of them have not gained the necessary all Corps, instructional and 'general' experience throughout their careers to make them competitive for promotion to WO1 in ECN 350. While there is no templated career profile for a RSM there are key experiences that a soldier needs to gain prior to being considered competitive for promotion to WO1 and being appointed as a unit RSM. If a RACT soldier has a desire to be a RSM I would suggest they need to complete a posting as a CPL/SGT at either Corps TE (AST/AMTDU) and/ or an all Corps TE such as 1 RTB. They should then look to complete a similar posting as a SGT/ WO2 to a TE such as 1 RTB, RMC or ADFA. These postings, combined with the experience gained in trade postings throughout a soldier's career, will improve a soldier's competitiveness to clear Sergeant Major (SM) PAC and be placed as a Company/Squadron SM as a WO2. The soldier should then look to complete two SM appointments as a WO2. The preference is for one of those SM appointments to be within a Combat Brigade and the other to be within an all Corps TE such as 1 RTB. Again, there is no set template. However, experience has shown that soldiers with a career profile similar to that outlined above will be more competitive for promotion to WO1 in ECN 350 and appointment as a RSM.

Merit based selection

DSCM-A selects soldiers for promotion, key appointments and representative positions based on merit. While soldiers of the Corps would be familiar with the term PQEP (Performance, Qualifications, Experience and Potential), the Values displayed by a soldier are now taken into detailed consideration when determining merit.

Values – Does the soldier 'adhere to and promote' Army's values, do they simply 'adhere' to Army's values or has their values 'lapsed' in comparison to what is expected of a soldier in Army?

Performance – Does the soldier have the appropriate performance history to justify selection?

Experience – Does the soldier have the appropriate career profile and experience to under the position/appointment?

Qualifications – Does the soldier have the appropriate/required qualifications for the position/appointment?

Potential – DSCM-A considers potential to be a holistic assessment of the soldier, based on all known factors, and considers how the soldier can contribute to Army capability.

Top tips

The following are some top tips to assist soldier's manage their careers:

- It's your career, take responsibility for it.
- Have an understanding of what 'career success' means to you and what you need to do to achieve that success.
- Engage your chain of command and DSCM-A early. The sooner we are aware of an issue the greater scope we have to assist you in resolving it.
- Understand that the priority is to ensure Army meets its capability requirements and that this may mean you do not always get what you want.
- Understand the bigger picture, or at least acknowledge that there is one; and how it affects you.
- Be open to change or to new experiences. A fulfilling and rewarding career is built of diversity and variety.

2017/18 Promotions

The table to the right details those soldiers of the Corps identified for promotion to the rank of SGT, WO2 or WO1 and those WO1s who have been identified for RSM appointments or Tier progression in 2017/18. Congratulations to all those who have been identified for career advancement.

Summary

It is an exciting time to be in the Royal Australian Corps of Transport with new equipment being introduced, trade reviews and force restructures. While there are challenges ahead, there is no doubt the Corps is Par Oneri and in a very good position to meet and defeat those challenges head on.

Tier Progression		
ECN	RANK	NAME
350	WO1 (Tier B)	A Killen
Promotion to WO1		
350	WO1	P Morritt
350	WO1	M Fuery
274	WO1	A Goss
274	WO1	C Parker
035	WO1	M Leayr
035	WO1	P Larner
035	WO1	K King
Promotion to WO2		
274	WO2	S Leak
274	WO2	W Murphy
274	WO2	L Keighran
274	WO2	K Duncan
274	WO2	J Cottle
274	WO2	P McAnelly
218	WO2	P Hepburn
218	WO2	S Lean
218	WO2	M Waldron
171	WO2	L Keys
035	WO2	K Kindness
035	WO2	A Zanco
035	WO2	L Abbott
Promotion to SGT		
218	SGT	C Shugg
218	SGT	J Walsh
171	SGT	M Glover
171	SGT	C Moore
035	SGT	A Hiatt
035	SGT	C Bourke
035	SGT	D Young
099	SGT	R Spooner
274	SGT	T Smith
274	SGT	T Kent
274	SGT	D Mason
274	SGT	D Woodrow
274	SGT	M Paterson
274	SGT	M Fealy
274	SGT	N Davies
274	SGT	G Horton
274	SGT	R White
274	SGT	J Larkin
274	SGT	B Ellis
RSM Appointment		
WO1 P Morritt - RSM 9 CSSB		
WO1 Fuery - RSM 13 CSSB		

DRSCM-A Update

COL Graham Goodwin, Director
Directorate of Reserve Soldier Career Management – Army

The Active Reserve – SERCAT 5

Reservists contribute to the Army's capability every day; they work alongside the Australian Regular Army (SERCAT 7) on operations, in barracks on Continuous Full Time Service (CFTS) and in the field as part of EX TALISMAN SABRE. The officers and soldiers of the Reserve are dedicated and motivated individuals. They are public servants, students, teachers and tradies who have all made a commitment to serve their country in addition to their full-time employment. In recent years the Army has sought to optimise the Reserve's contribution to the Army's capability through a number of modernisation initiatives. The capability of the reserve can also be enhanced by leveraging the skills and experience of SERCAT 7 personnel. Therefore, I would like to take this opportunity to encourage you to consider transferring to the Active Reserve (SERCAT 5) at the conclusion of your full-time service. This article will provide an overview of service in the Reserve with an emphasis on the RACT.

In accordance with the Total Workforce Model (TWM), service in SERCAT 5 is characterised by a stable pattern of service, a posting to a unit or formation, and career management oversight. The parade pattern and level of attendance required is determined by the needs of the unit. However, the most common parade pattern is a minimum of 20 days per year achieved through a combination of Tuesday night parades, one weekend a month and a period of continuous training each year (approx. 2 weeks).

Rendering effective service in the reserve (min. of 20 days) qualifies you for benefits such as:

- a. The Health Support Allowance (\$600pa);
- b. Defence Assistance Study Scheme (DASS);
- c. Defence Home Ownership Assistance Scheme (DHOAS); and
- d. Effective reserve service is counted towards Long Service Awards.

While 20 days per year is the minimum number of days to achieve effective service, unit COs may approve up to 100 days per year for each individual depending on unit needs. Formation COMDs can approve another 50 days if required. Reserve pay is not tax reportable unless it is accrued whilst serving a period of CFTS. Reserve salaries are an exempt form of income for some Centrelink purposes, but not for Child Support Agency arrangements.

Career Management in SERCAT 5

The Directorate of Reserve Soldier Career Management - Army (DRSCM-A) is responsible managing the Army's SERCAT 5 soldier establishment in accordance with strategic guidance and the Army's personnel policies. The Directorate of Reserve Officer Career Management – Army (DROCM-A) is responsible for managing SERCAT 5 officer careers. The functions performed by DROCM-A and DRSCM-A are generally the same as the Directorate of Officer Career Management – Army (DOCM-A) and the Directorate of Soldier Career Management – Army (DSCM-A). However, the Reserve Career Advisors are distributed across four regionally based Career Advisor Groups (CAGs):

- a. **CAG-Northern Region** in Brisbane provides career advice to personnel in Qld;
- b. **CAG-Eastern Region** in Sydney looks after NSW and the ACT;
- c. **CAG-Southern Region** in Melbourne looks after VIC and officers in TAS; and
- d. **CAG-Central West** in Adelaide looks after NT, SA and WA and soldiers in TAS.

If you are considering transferring to SERCAT 5 you are strongly encouraged to speak with a SERCAT 5 career advisor as well as a Trade Transfer and Retention Warrant Officer (TTRWO) prior to your transition. This conversation will help you identify the specific opportunities that are available to you. The points of contact for the respective Career Advisors can be accessed through the DROCM, DRSCMA and Army Personnel Support Centre (APSC) intranet sites.

Unfortunately, transfer to SERCAT 5 cannot be guaranteed. A suitable position must be available in the member's location. Furthermore, some SERCAT 7 trades do not exist in the Reserve, and not all trades are available in all locations. DRSCMA will consider out of trade postings, such as training or staff positions; however, rank and trade matches are preferred. Junior soldiers may be encouraged to trade transfer in order to ensure ongoing career opportunities. The RACT trades most heavily impacted by these structural limitations are:

- a. **ECN 171 – Cargo Specialist.** There are only three ECN 171 positions in SERCAT 5. CPL and below will be encouraged to transfer to ECN 274.
- b. **ECN 099 – Air Dispatch.** ECN 099 positions are only located in Richmond, New South Wales.

SERCAT 2 and 3 – The Standby Reserve

Not everyone will join a reserve unit immediately after leaving full-time service. In the interim you may transfer to the Standby Reserve. The Standby Reserve is a pool of trained personnel who are available to provide service to the Army. Standby Reservists are employed to augment critical capabilities, to fill positions when SERCAT 7 or SERCAT 5 members are not available or complete a specific task or project.

Standby Reservists are managed by the Directorate of Projects and Standby Reserve Management – Army (DPSRM-A). DPSRM-A acts as both the unit and a career management agency for Standby Reservists. There are two SERCATs within the Standby Reserve, they are:

- a. **SERCAT 2** - members of the Reserve Forces who do not render service and have no service obligation. However, they remain liable for call out.
- b. **SERCAT 3** - members of the Reserve Forces that are available for voluntary service and have indicated that they are available to serve in order to meet a specific task.

SERCAT 3 personnel may undertake service under a DA26 contract. In order to render service on a DA 26 contract you must have undergone a service medical examination in the past 5 years, your yearly Health Declarations must indicate that your medical status has not changed since your last medical and you must be classified either J1 or J2. If you are J3, you must be in date and have a review prior to MEC expiry. SERCAT 3 members who render service for 20 days or more a year under a DA 26 contract qualify to have this service counted towards long service awards and the DHOAS subsidy. Standby reservists are not eligible for the annual Health Support Allowance. Members of the Standby Reserve may also seek periods of employment on CFTS, FIXED Period of Service (FPS) or seek to transfer to SERCAT 7 or 5 at a later date.

All Reservists, regardless of SERCAT, have an obligation to ensure that their Unit or Career Management Directorate is aware of changes to personal details such as your address, contact details and medical status.

The RACT in SERCAT 5

The RACT is one of the healthiest corps within SERCAT 5. The table below shows the RACT asset to establishment correct as at 01 Oct 2017.

HEALTH OF THE RACT (SERCAT 5)								
RACT Officers	OCDT	LT	CAPT	MAJ	LTCOL	COL	BRIG+	Total
Asset	0	22	33	55	8	8	0	126
Estab		42	87	78	5	0	0	212
ECN 035 Op. Movements	TRN/ REC	PTE	LCPL	CPL	SGT	WO2	WO1	Total
Asset	7	29	5	12	13	5	4	75
Estab		24	9	12	11	8	11	83
ECN 099 Air Dispatch	TRN/ REC	PTE	LCPL	CPL	SGT	WO2	WO1	Total
Asset	2	17	3	2	6	3	0	33
Estab		16	4	4	4	0	0	28
ECN 171 Cargo Spec.	TRN/ REC	PTE	LCPL	CPL	SGT	WO2	WO1	Total
Asset	0	0	0	0	0	3	2	6
Estab	0	1	0	0	0	2	0	3
ECN 218 Marine Spec.	TRN/ REC	PTE	LCPL	CPL	SGT	WO2	WO1	Total
Asset	0	1	0	5	4	2	2	14
Estab	0	4	1	6	2	4	0	17
ECN 274 Driver Spec.	TRN/ REC	PTE	LCPL	CPL	SGT	WO2	WO1	Total
Asset	217	513	74	86	38	31	3	962
Estab		734	84	161	46	37	0	1061

From this table it can be seen that the Operator Movements, Marine Specialists and Air Dispatch trades are well manned at the junior levels. The Driver Specialist trade is where the bulk of the vacancies exist. This is particularly notable at the rank of CPL where the asset vs liability dips below 50%. This indicates a need to ensure access to promotion and training opportunities in order to retain high performing soldiers and develop them into CPLs and SGTs. The RACT training pipeline in the Reserve is healthy, but there are challenges associated with growing CPL and SNCO. The transfer of qualified SERCAT 7 personnel can help address this shortfall and help to build a robust reserve. There are also officer shortages from LT to MAJ. As such, SNCO may want to consider applying to the Army Senior Noncommission Officer and Warrant Officer Commissioning (ASWOC) scheme as part of their transfer to SERCAT 5.

Overall, 2017 has been a successful year for the RACT, the Corps is in a good position to continue to provide outstanding service throughout 2018 demonstrating the RACT remains *Par Oneri*.

DROCM Key appointments

LTCOL B Cottrell – CO 11 CSSB

Due to the timing of the DRSCM-A CMC it is not possible to release promotions for 2018. However, the 2017 DRSCMA Promotions are listed below:

2017 RACT Soldier Promotions				
8569831	Watson K	LCPL	Provisional	2 FSB
8559132	Lohmeyer CJ	LCPL	Substantive	9 CSSB
8575209	Read IAS	LCPL	Substantive	9 CSSB
8573316	Grice AD	LCPL	Substantive	8/7 RVR
8294611	Fuller DJ	LCPL	Provisional	1 CDO Regt
8578647	Boller KA	LCPL	Substantive	HQ 4 BDE
8581002	Webb CM	LCPL	Substantive	2 FSB
8567407	Mathias JC	LCPL	Provisional	2 FSB
8533372	McFarlane AD	LCPL	Provisional	2 FSB
8522116	Mooney C	CPL	Temporary	2 FSB
8568820	Young DT	CPL	Substantive	8 Sig Regt
8485141	Horsfall GD	CPL	Substantive	2 FSB
8563544	Dickson CB	CPL	Substantive	4 CSSB
8260815	Philp LAF	CPL	Substantive	11 CSSB
8504199	Harry M	CPL	Substantive	4 CSSB
8517089	Blond A	CPL	Substantive	4 CSSB
8573316	Grice AD	CPL	Substantive	8/7 RVR
8568250	Smith JA	CPL	Substantive	QUR
8552040	Noake AP	CPL	Provisional	8 CSSB
8234505	Pearce GR	SGT	Substantive	2 FSB
8216731	Verren AL	SGT	Substantive	WAUR
8254306	Hodges DA	WO2	Substantive	2 FSB

Honours and Awards

Australia Day Honours 2017

Conspicuous Service Cross (CSC)

COL Malcolm Geoffrey BRICK

For outstanding achievement in the management of logistic assets and support as Commander Joint Logistics Unit (East).

Colonel Brick is an outstanding and inspirational commander who led his team through significant change. His vision and leadership generated significant savings to Defence and shaped inventory management into the future. His drive and enthusiasm, regardless of the challenge, delivered an enduring platform for logistics reform in Defence.

LTCOL Lara Terese BULLPITT-TROY

For outstanding achievement as the Staff Officer Grade One - Operations and Plans, Headquarters 1st Joint Movement Group.

Lieutenant Colonel Bullpitt-Troy consistently displayed outstanding leadership to affect timely movement support through the 1st Joint Movement Group sub-units in Australia and overseas, as well as in her duty as the Trade Mentor for the Operator Movements Trade. She is an officer who has performed to a standard well above her peers and epitomises the spirit of the Royal Australian Corps of Transport.

Medal in the Military Division of the Order of Australia (OAM)

MAJ Martin LENICKA

For meritorious service in successive Regimental Sergeant Major positions.

Major Lenicka's superior leadership, strong mentorship and highly-developed interpersonal relations have contributed to effective outcomes for Army, particularly in the areas of training, discipline and morale. His compassionate leadership style and deep commitment to the welfare and development of his soldiers has delivered a highly motivated, professional and integrated workforce.

Member in the Military Division of the Order of Australia (AM)

Colonel Simon John TUCKERMAN CSC

For exceptional service in command positions delivering key capability and operational support to the Australian Defence Force.

Colonel Tuckerman has demonstrated outstanding leadership and commitment as the Commander of 1st Joint Movement Group and during his deployment on Operation ACCORDION as the Director Support within Joint Task Force 633. His innovative approach and expert personnel management in these complex and demanding appointments, has been instrumental in enabling support to meet the Australian Defence Force's operational mission.

Queen's Birthday Honours 2017

Conspicuous Service Medal (CSM)

LTCOL Phillip Mark BALDONI

For meritorious devotion to duty in the maintenance of and improvement 'in land materiel support and sustainment as the Staff Officer Grade Two - Sustainment in the Directorate of Logistics - Army.

Lieutenant Colonel Baldoni's innovative and meticulous work ethic has significantly contributed to the maintenance of and improvements in land materiel support and sustainment. His devotion to duty, professionalism and dedication in his role as Staff Officer Grade Two - Sustainment has been exemplary and has aided not only the efficient and effective management of Army capabilities, but that of other Groups and Services. His consistently outstanding efforts have led to an enduring positive impact on the capabilities of the Australian Defence Force

SGT Matthew Barlow DAVID

For meritorious achievement in the innovation of aerial delivery capability

Sergeant David's drive and innovation towards the customisation of aerial delivery effects has substantially enhanced the Australian Defence Force's aerial delivery capability. His ingenuity resulted in the re-purposing of obsolete parachutes as well as the development of new methods for resupplying critical items to the Australian Antarctic Division under adverse weather conditions. His innovation has led to substantial cost savings during humanitarian aid operations and expanded the operational conditions in which aerial delivery effects can be employed.

SGT Jarrod Leigh POXON

For meritorious achievement as the Defence Command Support Training Centre - Formation Indigenous Liaison Officer.

Sergeant Poxon has displayed superior initiative, leadership, and commitment as the Defence Command Support Training Centre - Formation Indigenous Liaison Officer in 2016. Sergeant Poxon was instrumental in developing the National Reconciliation Week Program for Simpson Barracks and established a framework that has ultimately improved the Indigenous cultural awareness within the Australian Defence Force and enhanced the relationship with the Indigenous community in Victoria.

RMC Awards – December 2016

CAPT Peter McCarthy RACT Prize



Presented to Brent Langham by BRIG Cameron Purdey, CSC (RACT HOC)

Duntroon Society Award



Presented to Jack Jones for Extraordinary Commitment and Dedication to Training by BRIG Chris Appleton, CSC (Retd) (President of the Duntroon Society)

NSW Graduates Trophy – Best Performance in 1st XI Cricket



Presented to Brent Langham by LTCOL Micah Batt, DSM (CO RMC-D)

Champion Oarswomen – Best Oarswoman of the RMC Rowing Club

RMC Awards – June 2017

CAPT Peter McCarthy RACT Prize



Presented to Kaitlin Anstis by BRIG Cameron Purdey – (RACT HOC)

Lady Cutler Cup



Presented to Kaitlin Anstis by BRIG Mark Brewer, CSC and Bar (COMDT RMC)

RMC Cross Country Trophy



Presented to Kaitlin Anstis by LTCOL Ben Passmore, CSC (CO RMC-D)

Commendations

Force Protection Element – 7

CPL John Dean

Commander Joint Task Force 633
Silver Commendation

LCPL Joshua Franco

Commander Task Group Afghanistan
Commander's Commendation

Afghan National Army Officer Academy

MAJ Cameron Elston

XO and Senior Australian Mentor
Silver Commendation

JMCC MER Rotation 31

CAPT Boston Larke

Silver Commendation

CPL Cait Bourke

Silver Commendation

PTE Jason Jones

Bronze Commendation

ESSAYS

1 CSST participation in Defence Science and Technology Group (DST) HX77 and Autonomous Vehicle Study – 23-27 Oct 17

LT Daniel Cateley, 1 CSST, 1 CSSBT

Introduction

DST, in collaboration with 1CSST and 7RAR personnel, conducted a study on how protected B vehicles, particularly the HX77, can be implemented in a 'Combat Logistics Patrol (CLP)' concept, utilising its suite of force protection and C4I measures. The intent of the study was to identify how a section of L121 B vehicles would perform in tactical situations, and use lessons learned to generate plausible concepts of employment and TTPs in various threat environments. Furthermore, robotic and autonomous vehicles and their utility were discussed and explored through different scenarios. The study incorporated planning, using a prototype digital military appreciation tool (BrightFox), the issuing of conventional orders, as well as execution of the mission using the Virtual Battle Space (VBS) simulation environment.

Twelve members from 1 CSST participated in the study, with four 7 RAR members acting as OPFOR. Each HX77 vehicle had the roles of commander, gunner and driver filled by three people, but it was noted that such roles would be shared across two crew in the Medium-Heavy class of protected B vehicles.

Scope of autonomous vehicles

Robotic and autonomous vehicles were discussed and included in this activity. The definition of what a robot was, and what it could do, was fluid, and ranged from:

- o A robotic vehicle that is supervised but otherwise follows a prescribed path (Semi-autonomous)
- o A robotic vehicle that is remotely controlled by a human operator in another vehicle
- o remotely controlled by a human operator some distance from the robot (like a UAV)

The autonomous vehicles in the scenarios were simulated; drivers were told to 'act like a robot', IAW certain directions given by the researchers. A commander from another vehicle could issue commands to the robot if the situation dictated.

Based on scenarios conducted in VBS, discussion was raised about the capabilities of autonomous vehicles and their tactical employability. Whilst it was raised it may be suitable

for employment in conventional warfare/non-permissive environments, under a different set of parameters, it may only be suitable for permissive environments.

Method

- Equipment:
 - o The HX77 used a mission system consisting of an armoured cabin, run-flats, pintle-mounted MAG58, inter-vehicle communications and simulated BMS in each vehicle (Bright Fox).
- Several scenarios were tested, including:
 - o Scenario #1. 4 x HX77 (crewed) convoy during night. NFE was available. Enemy ORBAT consisted of 4 x personnel with 3 x AK74, 1 x 30mm grenade launcher, 1 x PKM, 1 x RPG-7, 1 x civilian vehicle.
 - o Scenario #2. 4 x HX77 (crewed) convoy during daylight. N/C to enemy picture except for no RPG-7. Briefly introduced civilian vehicle encounter.
 - o Scenario #3. 4 x HX77 (crewed), 1 x HX77 (robot), 2 x L400 CRV type vehicle escorts. Thermal imaging available. Enemy ORBAT included 1 person with PKM. Significant civilian presence with livestock on roads, civilians walking on road and cars on the side of the road.
 - o Scenario #4. 3 x HX77 (crewed), 1 x HX77 (robot). Enemy ORBAT consisted of 4 x personnel with 3 x AK-74, 1 x 30mm grenade launcher, 1 x PKM and 1 x civilian vehicle.

Results

- o Scenario #1. The planning done prior assessed that night-time conditions would afford the B vehicle convoy cover and concealment to avoid detection and therefore being ambushed. It was found that this was the same for the enemy, and was overall in the enemy's favour. They were able to occupy fire positions in an ambush site without being seen, and the enemy successfully engaged/destroyed 1 x B vehicle.
 - AAR points. Improvements included doing the convoy during daylight to target the enemy's ability to occupy concealed fire positions/ambush locations. More detailed actions on contact/ambush were produced and rehearsed IOT avoid slowing down or stopping when contacted.
- o Scenario #2. AAR points from scenario #1 informed the planning of scenario #2. 'Amber' style manoeuvres were also employed, namely with the lead vehicle stopping at intersections to cover the other vehicles whilst they turned. When the B vehicles were engaged in this scenario, they maintained speed and made it through the ambush with no casualties. The convoy subsequently encountered an obstacle and civilian vehicle, which resulted in some confusion. One of the vehicles got bogged and the convoy conducted a long halt to provide security until it self-recovered.
 - AAR Points. Improvements included the need for quicker communications transmissions (namely WRT navigation and during contacts). More detailed actions for encountering civilians and obstacles (passable and impassable). Sustains included the 'Amber' drill; everyone knew their part and conducted without prompting. Good level of communication with room for improvement with regards to use of correct RATEL. Good reaction to actions on vehicle bogged.

- o Scenario #3. AAR Points from scenario #1 and #2 were implemented in the planning of scenario #3. Additional planning/consideration was paid to having the L400 CRV vehicle escort and the robotic vehicle (supervised (semi-autonomous) but could be controlled (tele-operated) by a commander from another vehicle if required). Actions on for ambush, long halt, and breakdown were modified to include the ARMD escort. The convoy had issues when it encountered obstacles; initially the vehicles stopped/slowed right down, contrary to direction given in orders. The robot stopped quite frequently which resulted in the convoy being split for periods of time. The robot had to be manually controlled until the convoy was consolidated on the move.
 - AAR Points. Improves included the need for more confidence/initiative in lead elements to identify alternate routes when encountering obstacles. Taking control of robot prior to encountering anticipated obstacles/vulnerable points. There might be a need to consider an on-road versus off-road performance of a robot and the need to anticipate a handover to teleoperations when seeking to move off road to avoid an obstacle.
- o Scenario #4. Communal brainstorming and AAR points from scenarios #1-3 informed the planning for scenario #4. It was assessed that given the enemy's TTPs thus far (engaging the first vehicle from a distance), it would be safest to put the robot/autonomous vehicle as lead in the order of march (300-400m ahead), IOT give the remainder of the convoy time/space to avoid any potential ambush. It would be given a route at the start of the convoy, and be given further directions/controlled by the convoy commander if needed. The activity turned out as assessed; the enemy engaged the lead (robot) vehicle. The rest of the convoy heard the gunshots, and the robot sent a SITREP to the convoy commander confirming this. The convoy turned around, avoiding the ambush, and followed a different route to its destination. The robot had moved through the ambush and was going to RV with the convoy closer to the end destination.
 - AAR Points. Improves included knowing what the capabilities of the robot are. It was suggested/assumed that the robot could be given a route on a map (via BMS) and follow it until told otherwise. In reality, the person (or 'robot') in the scenario did not have a BMS terminal and needed directions from the convoy commander throughout. This seemed like a scenario design/instruction issue. Sustains included the analysis and decision to put the robot in front; this helped the crewed HX77s avoid contact altogether.

Discussion

- Following the four scenarios, the following deductions were made:
 - o **Limitations of weight.** The weight of the HX77 makes it susceptible to getting bogged in soft ground. This may limit routes available, thus leading to more predictable routes for the enemy to target. If a vehicle did get bogged, other vehicles would have to manoeuvre to establish security, which may pose complications if the convoy contained autonomous vehicles which were not capable of such tactical movement.
 - o **Limitations of size.** The size of the HX77 will likely inhibit movement through some urban areas, which may have small streets/corners. Furthermore, the turning cycle is quite large, and this would make manoeuvring out of an administrative area/long halt slow and cumbersome (thus making the vehicles more vulnerable to attack).

- o **Limitations of weapon system.** The 7.62mm Mag 58 GPMG attached to the HX77, while capable of returning effective fire to dismounted infantry or light skinned B vehicles, has no comparable weapon system to return effective fire to A vehicles. A participant suggested equipping the HX77 with 66mm LDFSs for self-defence against enemy armoured vehicles.
- o **Increased tempo with C4I.** Radios and BMS type terminals in each vehicle enabled vehicle commanders to communicate quickly and clearly, increasing the situational awareness of the convoy commander. The convoy commander was able to give informed direction in a timely manner, disseminated over radio. When the convoy found itself in a vulnerable position, it was able to establish security and keep moving far quicker than would be expected if it did not have radios/BMS.
- o **Limitations of robot.** If the robot operates in an autonomous mode, actions on need to be created and rehearsed in the case that it stops/malfunctions and affects the security of the convoy. For example, it was found that the robot would often stop in the middle of convoy move. The front vehicle (not noticing) would keep going, and the convoy would be split by 500m or more. This potentially leaves one (or both) elements exposed and vulnerable to attack. Another way to mitigate this is for the robot to be remote operated full time (like a UAV).
- o **Overall employment within the spectrum of operations.** Given the capabilities and limitations of the HX77 and autonomous robots (assessed through VBS), it is asserted that a logistics convoy could not be employed in a significantly greater threat environment than its legacy fleet equivalent currently is. Whilst the weapon system, blast/small arms protection and C4I increase survivability in some aspects, and speed of decision making to a degree, the HX77 is still extremely vulnerable to anti-armoured weapons. The extra capabilities of the HX77 are important, but it is suggested that they be seen as 'bridging the gap' to make what logisticians do safer, instead of enhancing capability to expand B vehicle range of employment into more hostile environments.
- There were a variety of concepts created through brainstorming and discussion which were not employed/tested in the simulator. Based on lessons learned from the tested scenarios, as well as recommendations from the activity participants, the following ideas have been put forward:
 - o **Lead vehicle remotely operated with trailing vehicles consisting of autonomous robots.** This concept would not have soldiers physically co-located with the convoy (only robot operated platforms), thus the argument is no human life is put at risk during tasks. However, if this concept were employed, it would either have to limit its moves to MSRs/SSRs in permissive environments (assuming the robotic vehicles are restricted to formed roads), or there would have to be an 'autonomous robot controller' (in addition to the 'commander' of the remote operated lead vehicle), whose role is to command the actions of the autonomous robots in case of contact/robotic failure.
 - o **Robot features to enhance capability.** A number of features were discussed which may provide additional capability to a logistic convoy. For example, to enhance survivability, an autonomous vehicle could be equipped with a targeting/weapon system (similar to a PWS/RWS), that can return fire and cover the convoy whilst it hastily moves through/past the engagement area. Furthermore, if the robot has a tethered (physically or remotely) UAV, it could be used by a remote operator to control the robotic convoy, recon

the route/ground ahead, and ID any enemy (using a range of optics, NFE and thermal imaging).

- o Purpose design for robot. It was hypothesised that if autonomous robot vehicles were purpose designed (i.e not HX77s retrofitted with robot hardware/software), the vehicles could be designed to carry more, travel faster and move over a greater range of terrain.

- It is recommended that whatever the outcome IRT protected B vehicles and autonomous/robotic B vehicles, training is created that is comprehensive and timely in its delivery. The use of simulation technology should not just be the domain of RAAC, and should be utilised by RACT and other logistic corps who all realise the same financial, logistic and time constraints.

Conclusion

1 CSST was afforded a unique opportunity to participate in a DST study, which may provide significant input into the tactical implementation of HX77s, and the future possibility of autonomous vehicles in logistics. Digital training aids, such as Brightfox and VBS, were utilised to assist with developing and testing the aforementioned concepts. Brightfox and VBS enable commanders to practise and develop their military appreciation and command skills, doing so in a relatively cheap, convenient, and modern way.

A Modern Fleet for the Modern Battlefield

MAJ Lyndsay Freeman
SO2 Medium Heavy Vehicle Capability
Land Mobility Systems Program – Army
Army Headquarters

Project LAND 121 Phase 3B is introducing into service the ADF's replacement Medium Heavy Capability. The project is acquiring 2707 vehicles along with 3858 modules and 1704 trailers featuring the latest Rheinmetall and Haulmark trucking technology which revolutionises the way ADF land forces conduct logistics and protects vehicle crews.



LAND 121 3B Official Handover Takeover with 7 Bde, AHQ and Rheinmetall.



ILHS unloading a forklift on Ex Talisman Sabre (9 FSB)

The LAND 121 Phase 3B fleet includes a range of protected and unprotected Mediumweight and Heavy Field Vehicles, Modules and Trailers that form a 'mission system', and bring with them a complete cultural shift in training, management and operation. The new fleet no longer has *drivers*, but now have combat operators who must create equilibrium between their logistic tasking, other call signs on BMS, and their ability to '*Shoot, Move, Communicate*'.

The 40M vehicles and Integrated Load Handling Vehicles (ILH) have been successfully rolled out to SEQLD and NT units this year. Due to the time it takes to build, fit and deliver the vehicles, the remainder of the Phase 3B fleet will be rolled out in several stages through to 2025. To date, the project has introduced into service three of the nine variants of vehicles, two of the 11 trailers and only one of the 15 modules.

The indicative scope of delivery for Financial Years 17/18 and 18/19 is detailed below:

Vehicles:
40M Tipper Q2 2018
HX77 Tipper Q2 2018
HX81 Prime Mover Q2 2018
45M Heavy Recovery Q2 2018
HX77 Heavy Fuel Truck Q3 2018
42M Medium Recovery Vehicle Q4 2018 / Q1 2019

Modules:
Medium Stores Q1 2018
Combat Engineer Stores Q1 2018
Mediumweight Maintenance Q1/2 2018
Heavy Stores Q1 2018
Heavy, Floating Bridge and Bridge Erection and Propulsion Boat (should already be here) delayed to Q2 2018
Heavy, Bulk Water Storage Q4 2018
Heavy, Bulk Water Pump & Storage Q4 2018
Heavy, Bulk Fuel Storage Q4 2018
Heavy, Bulk Fuel Pump & Storage Q4 2018
Heavy, CP Shelter 2019 / 2020
Heavy, Gun Ammunition Module (LAND 17) 2020
Heavy Gun Stores Module (LAND 17)



ILHS crossing an engineer bridge (9 FSB).



ILHS loaded with 5 flatracks (9 FSB).

This new fleet brings with it a multitude of complexities that operators will deal with firsthand. Every new vehicle is Over Size Over Mass for the Australian public road network, meaning they are heavier over the axles than any commercial freight liner in Australia. The National Heavy Vehicle Regulator (NHVR) has issued detailed permits for road usage, so combat operators and their supervisors must be aware of their responsibilities for route access and potential legal liabilities. The NHVR Chain of Responsibility PowerPoint presentation (as well as up-to-date Restricted Use documentation) can be found on the LMSP-A Sharepoint under 'Latest News'.

What's happening in the Project now?

- The new fleet are currently in the process of being certified for air, sea and rail transportation.
- Not all vehicles will be fitted with a L200 communications suite. There will be approximately 40 vehicles fitted with Land 200 Tranche 1 C4I in each Bde, with an additional 30 vehicles being fitted for enabling units, and an associated RBG entitlement. Tranche 3 of L200 may deliver further capability.

- Initial weapons integration has occurred, with further work being conducted to provide both weapon and swing mount scalings to support Raise, Train and Sustain activities.
- The planning and construction of new buildings and infrastructure to support the fleet is underway.
- There are plenty of exciting variants still to be released, including Tippers, the Maintenance and Combat Engineer Stores Modules, and the Heavy Recovery and Medium Recovery Vehicles.
- Land mobility Systems – Army and the Land Simulation Cell are exploring options for MHC simulation systems to support training and proficiency for combat operators and crews.

Whilst the Mack and Unimog have served the ADF well since the early 1980s, the time has come for the ADF's transport to evolve and progress. The new fleet bring with them significant improvements in protection of the crew and load (survivability), payload, interoperability, and mobility – propelling combat operators and their crews forward on the modern battlefield.

For further information on the new fleet, see the LMSP-A Sharepoint at <http://legacy/TeamWeb2010/ARMY/ahq/lcd/land121/default.aspx>.

Aligning the RACT to its Task

CAPT Mick Reynolds

Perhaps the most important and recognisable attribute of the RACT is that it provides mobility through one or more of its constituent capabilities at every node or mode that a force will transit from the barracks gate to the FLOT. To those within the Corps, even those in the wider Australian Army, this statement might seem unremarkable, but the grouping of land force capabilities that provide or support both operational mobility and tactical distribution within a single professional organisation is relatively unique¹. Such a responsibility is an imposingly large task for a Corps that is not especially well manned. In response, the RACT has tended to produce 'generalists' – to a point – but perhaps in doing so, hasn't generated a mindset that reflects an holistic appreciation of such a task.

Historically, both wider Army and the Corps itself seem to have created mainly cultural, but occasionally organisational delineations between these capabilities which are at odds with the logistic effects these capabilities were designed to generate. Certainly culturally, the Army's primary view of transport effects – reinforced by limitations of our current exercise regime, and the combat arms skewed focus of all-corps career courses – is imagining convoys running along supply routes between the CSSB or BSG and the FLOT at opposite ends of the map of the AO. Operational level efforts to project the force into the AO are largely ignored, as are any complexities presented by transiting between lines of logistics support. In a Defence Force that has transitioned itself towards an expeditionary approach through its relatively recent acquisition of significant mobility assets, supported by formal government guidance to concern itself with the projection of force, we have an Army largely unaware of the RACT's integral role in supporting that approach.

Naturally, road transport will always be the predominate influence in any discussion or thinking about the Corps. It is the largest of the trades and provides the largest contribution to the history of the Corps. No matter what trade an RACT soldier is, one look at the hat badge immediately identifies them as a 'Truckie'. This is an endearing feature of our culture, but rather than accept this quirk at face value (as either a compliment or insult!), we need to broaden the collective understanding that transport provides similar effects, in (and between) both the operational and tactical realms. Although environments and conditions may be radically different, the role of a driver, watercraft operator, cargo specialist and mover converge when looking at the overall generated effect. Even if not all our various divisions enjoy admitting it, we are fundamentally 'generalists'. In simplest terms, a 'Truckie' moves stuff, but doesn't necessarily need a truck.

This generalist approach is particularly evident within the officer corps, where as a rule; no one is formally recognised as a specialist at any of the Corps trades. Entry officers now learn largely road transport and tactical logistics at LOBC, before immediately conducting both Movements Officer and Marine/ Terminal Officer qualifications. Whilst I suspect the motivation for implementing this training scheme was centred on assisting career management, it provides the preeminent example for how I feel the Corps should be looking to promote the integration of its capabilities.

Two recent observations reinforced my support of this approach. The first was being able to view first hand the tribulations of mounting, embarking and deploying a landing force during Exercise

¹ In comparison, the New Zealand and British Armies both group transport capabilities under a wider logistics banner, whereas the US Army and Marine Corps both derive mobility and transportation from a number of interrelated and quite disparate Military Occupational Specialities (MOS).

Talisman Sabre this year, in my role as an Operations Captain within the Amphibious Department of HMAS *Canberra*. There are significant areas of improvement to be taken from that experience in which RACT people and capabilities have the opportunity to drive and lead exciting and relevant changes to not only Army, but larger strategic considerations. The second was a very fortunate opportunity to undertake a course with the US Marine Corps at their Logistics Operations School in Camp Johnson, North Carolina. Intermediate Logistics Embarkation was a seven-week career course aimed at SNCOs within the Embarkation MOS. For both myself and my counterpart on HMAS *Adelaide*, CAPT Josh Ruhle, the course provided a insight in the methods used by the USMC in coordinating (but not necessarily directly providing) logistics effects from a point of origin, through strategic and operational nodes, and positioning forces, with their equipment and other cargo, into the tactical fight.

I don't propose we replicate the Marines Corps organisation or function – for starters, despite being the smallest of the US arms of service by a considerable measure; they still dwarf the Australian Army. Unit level organisations within the USMC might have five or more embarkation soldiers within the S4 cell (from Staff Sergeant down) in their HQ in contrast to a solitary movements clerk within most unit level HQs in our Army. But I certainly think we can adapt and adjust our current capabilities and organisations to provide a similar effect.

Part of this realignment lies in seeking opportunities to 'cross-pollinate' within the Corps. There were rumours² not long ago about the possibility of bringing movements soldiers into the CSSBs for experience within the Transport Squadron. However, if we were to take a more holistic approach to mobility, it would be far more advantageous to exploit the convergence of the movements and terminal trades. For the entry-level soldier, these two capabilities might seem as far removed from each other as any combinations of the trade, but from operational level viewpoint, the two capabilities are almost synonymous. We already have officers trained in both disciplines; we should be looking to extend a similar scheme to our senior soldiers to enable C2 organisations at key nodes that have an implicit understanding of both the operational considerations and technical expertise necessary for such a vital location. Consider this – shouldn't a beachmaster, in command of what is most typically a Sea Point of Disembarkation (SPOD), consider themselves just as much of an authority on theatre entry considerations as the commander of a movements detachment waiting to receive troops and cargo at an APOD? Similarly, movements organisations have spent countless exercises along road self deploy routes and spent considerable and commendable efforts in facilitating operational deployments by strategic air into the MER over the past decade, but Talisman Sabre exposed a severe disparity in the familiarity with amphibious embarkation between those movements elements assigned to assist *Canberra's* involvement.

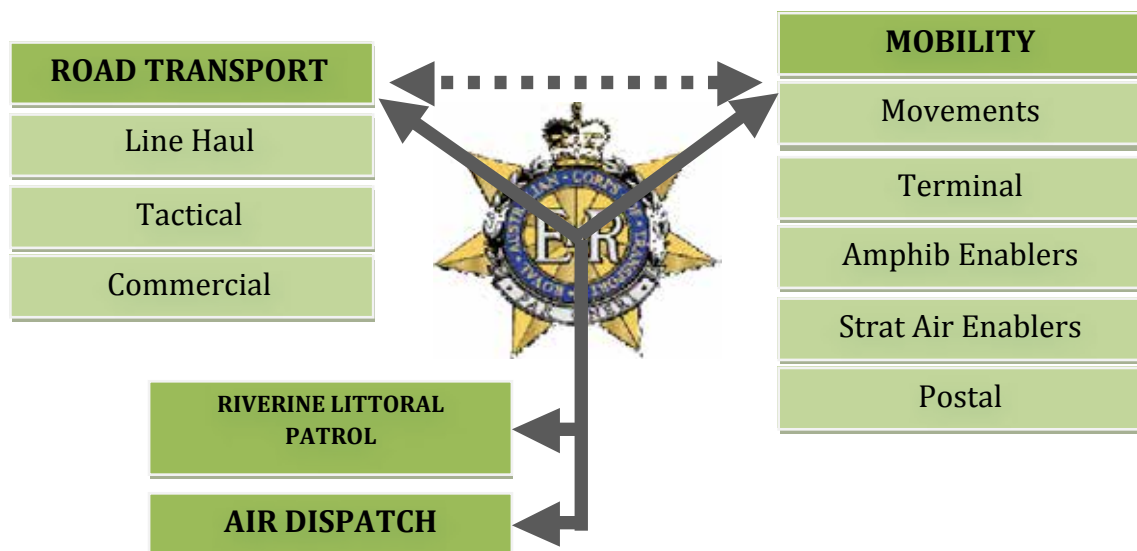
Continuing with the amphibious line of thought, the Water Transport capability is also at significant risk of not aligning with the impending operational requirement. For a long time, it has been a catch-all trade encompassing Army small watercraft operations, with a bent towards independent littoral operations. More and more, it seems likely to divide itself into one segment that will converge with terminal operations afloat and on the beach or wharf – the ARG construct places significant demand on ship to shore connectors from both Navy and Army that won't be met by new equipment in the near future. The independent littoral/riverine capability is no doubt an important feature to retain, but is likely to become more marginalised until the possible introduction into service of a specialised craft fit specifically for that purpose. In terms of training, there is likely

² Of which I have no idea as to their veracity.

far more efficiency of effort in revising the Marine and Terminal Officers Course, and any associated SNCO courses, recognising the greater requirement for expertise in joint amphibious operations, with a more specialised approach to littoral/riverine patrol in line with its more limited tactical application.

Admittedly, I have a very limited experience in RACT's aerial delivery capabilities, but broadly speaking, this concept would be supported by a similar delineation to that of water transport, whereby strategic air enablers would be incorporated within a mobility construct, whereas tactical level air dispatch retained as a specialist discipline.

The rudimentary diagram below represents this concept. It allows a classification of the separate capabilities that is influenced more by effects rather than physical attributes. Importantly, it illustrates simply the holistic role of the Corps in both the tactical and operational realms.



It is understood that the proposed realignment in the particular scenarios included above may be undesirable due to another established rationale. But they serve only as mere illustrations in support of embracing a larger concept which seeks opportunities to exploit the natural convergence within our constituent capabilities, allowing the Corps to truly exhibit its true contribution to capability. Efficiencies realised may assist in the ever present austerity in manning and resources throughout the Corps, spread knowledge more effectively both within the Corps and throughout the wider organisation and reinforce the alignment of each capability with the effect it brings to an operation, rather than its physical attribute or function.

Transport Lessons from 3 Brigade's Road to Hamel

MAJ Ryan Holmes – DQ 3 Bde

3rd Combat Brigade (3 Bde) was in the 'readying' phase of the force generation cycle (FGC) from July 2016 – July 2017. In addition to the usual suite of brigade training activities¹ leading up to Exercise Talisman Sabre / HAMEL, 3 Bde was responsible for training and certifying the Amphibious Ready Group through the Sea Series of exercises². It also conducted Operation Queensland Assist in the aftermath of Tropical Cyclone Debbie. As such, it was an exceptionally busy year and the Brigade had to implement rapid learning loops and adapt quickly. This paper will outline nine transport lessons learnt which are likely to impact on near-future training activities and operations.

1. **Amphibious competency.** In developing a training regime for force elements conducting amphibious operations, Commander 3 Bde championed the concept of amphibious competence. Amphibious competence is defined as: 'a base level of experience that reduces risk to forces that Army might deploy at short notice on an amphibious platform'.³ Adopting a much shorter training program than previously developed, vehicle operators generally did not need to complete HUET or the training serials involving helicopter ship to shore connectors but focused on driving their vehicle on and off landing craft. 3 Bde sought to provide amphibious training to as many soldiers as possible and the Amphibious Task Group (ATG) and amphibious ships' crews were supportive in achieving this goal. All units should seek opportunities to train their drivers in amphibious operations as this capability continues to develop. This may be as part of the Sea Series, when a ship is visiting port, or using locally based landing craft.
2. **Fuel course priority.** As 3 Bde transitioned from 'reset' to 'readying' the HQ FORCOMD priority for fuel courses was: IET (Aviation and trade transfers), Aviation requalification, readying brigade, 17 CSS Brigade, ready brigade and reset brigade.⁴ During reset, when the Brigade was meant to be focusing on individual skills it struggled to get positions allocated. Once it moved into the busy readying phase – it received priority but by then was in a dire situation and had a significant training liability. Under PLAN KEOGH⁵, fuel trucks will be distributed evenly amongst the combat brigades and not rotated with the FGC. It is recommended that each of the Brigades (including enabling brigades) be allocated a fixed number of training positions in line with their fuel asset holdings. This would provide greater transparency and allow some certainty in planning.
3. **CSS CONOPS.** The CSS CONOPS structures⁶ were implemented in 2017 and resulted in many units' transport sections being manned with only five drivers for five vehicles. Due to a range of reasons, such as short term injuries, long term MEC, courses and discharge, there were often vacancies within these sections. With no redundancy, most 3 Bde units suffered from low vehicle availability on exercises, relied on non-RACT personnel to drive or act as

¹ Brolga Run (ATLS 5B), Carbon Brolga (Bde CPX), RBG Warfighter nested with Ex Polygon and Brolga Strike (ATLS 6C)

² Exercises Sea Horizon, Sea Explorer and Sea Raider

³ HQ 3 Brigade Minute Q7177348 of 01 Sep 16

⁴ Email HQ FORCOMD DTR Manager / DQ 3 Bde of 29 Apr 16

⁵ AHQ R28748482 - CA Directive 03/17 of 12 Apr 17

⁶ HQ FORCOMD X5396838 Release of proposed CSS force strctw-es and design methodology, 22 Jul 15

co-drivers, or sought reinforcements from (an under-strength) 3 CSSB. Future transport entitlement should be set at two operators per vehicle. With relatively healthy ECN274 numbers across Army, D-SCMA should endeavor to ensure transport sections are manned to at least 70%.

4. **Fight Light.** There has been a deliberate effort by all Infantry Battalions to reduce the weight soldiers are carrying. This has come about from poor practices in the past, introduction into service of new lighter equipment (SCE and EF88) and a 'mission' focused mindset. For both unit and formation CSS capabilities, it means that there is a requirement to carry additional equipment (such as field packs or body armour) and have combat supplies ready to issue and distribute at short notice. There is also likely to be an increase in frequency of resupply – up to four times per day, as demonstrated on the 1 RAR Ready Battle Group Warfighter exercise. Fighting light will continue to present challenges for road transport operations and the use of rotary wing resupply, or unmanned aerial systems should be explored to support the dismounted soldier. It should be noted that Infantry battalions are moving towards being vehicle mounted, but will still need to be capable of operating without them.
5. **Legacy vehicles.** 3 Bde was the last combat brigade to conduct readying with the legacy fleet of vehicles (Unimogs and Macks); however, the Land 121 water and fuel trucks and pods are not due for introduction into service until 2019.⁷ There are barely enough TTW and TTF currently allocated to support a combat brigade during its road to HAMEL. For 3 Bde, this problem was exacerbated with the attachment of a US Army Battle Group (BG), a New Zealand BG and a Marine Company for Ex TS17. The reliability of the legacy fleet bulk liquids distribution vehicles is particularly poor and even in a low threat environment, after a number of weeks, it is probable that these assets would culminate Brigade operations.
6. **Air Dispatch (AD).** On its road to Hamel, 3 Bde made a deliberate effort to practice AD operations and achieved this training on Exercise Brolga Strike (Ex BS17). AD continues to be an important capability and it's important to train combat brigade personnel, rather than rely on subject matter experts. During Ex BS17, only certified drop zones (DZ) were used and a 176 AD Sqn person was used to both recon and control the DZ during the drop. This reduced the risk of anything going wrong, but reduced realism and, in hindsight, detracted from training opportunities for 3 Bde personnel. Sighting and control of AD operations can be carried out by anyone qualified APTL or UEO and Brigade training activities should focus on maximising training benefits for these personnel.
7. **Movements.** The current procedures for requesting movement support for major exercises is inefficient. Submitting draft movement support requests (MSR) six months prior to an exercise is largely a waste of resources, fails to practice real deployment procedures and is counter-productive in developing an accurate final movements plan. Information on what forces will be committed to an exercise and their force flow can either be timely or accurate – not both. Whilst 3 Bde had a concept for deployment on Ex TS17, it was still being refined right up to the last moment due to higher HQ orders and intent. It is acknowledged that to plan external lift, particularly given reliance on contractors, requires specified lead times; however, information should be called on as its required. For example, freight requirements

⁷ L121 update at DQ Conference, Rockhampton 02 Nov 17

provided 60 days prior, air lift 30 days prior and road self deploy (RSD) tables one week prior. This doesn't exclude having a movement plan early that is regularly refined, but does mean that (accurate) information is only provided once. The current MSR format is not user friendly and was of no use to HQ 3 Bde planners. If VIPA is to become the primary logistics planning tool, then it needs to be capable of producing MSRs to avoid the current duplication faced by inputting data into multiple LOGIS programs (JMIT, BMS and VIPA). Submission of MSRs should be consolidated at Bde HQ and JTF HQ rather than from units direct to local JMCOs.

8. **Land 121 vehicles.** L121 medium and heavy vehicles will (should) change the way distribution is conducted. During Ex BS17 and TS17, 3 Bde had some exposure to the new medium and heavy fleet of vehicles through operations with 17 (CSS) Bde and TG Black (NZ). Delivery of ammunition from the FSG forward to Gun Batteries was practiced on several occasions and, whilst it is still an area for future improvement, the benefits of self-loading/unloading vehicles are obvious. Development of common army-wide SOPs for conduct of replenishment (potentially all the way from NSB to BG echelon) must be developed to realise the full potential of these vehicles. There must also be a robust defence-wide flat-rack management SOP developed to ensure that traditional ownership culture does not detract from the flexibility that the L121 vehicles can offer. Finally, once all formations have L121 vehicles, there is likely to be blurring of contemporary lines of supply.
9. **Force Protection.** Force protection of CSS operations, including convoy security, is an appropriate role for the Reinforcing Battle Group, but CSSBs must also retain the ability to protect themselves. BG Cannan proved highly capable at integrating with the Brigade Support Group (BSG) and providing security to the BMA, CSSTs and various CSS convoys. An Infantry Company mounted in Bushmasters was assigned (OPCON) to the BSG and this Company was tasked heavily to provide force protection for CSS (3 Bde and FSG) convoys. Notwithstanding BG Cannan's success, CSSBs must also be capable of conducting convoy security operations; if for no other reason than the mismatch between regular and reserve forces notice to move for contingency operations. Over the past five years, the Transport Squadrons within the CSSBs have developed good knowledge and skills on tactical convoy movement from operating Bushmasters. These skills and knowledge must now be transferred and applied to operations utilising PMV-L Hawkei and protected medium and heavy vehicles.

CAD CUP Running Festival

PTE Arathoon 1 SIGNALS REGIMENT

The CAD CUP Running Festival was held on the Gold Coast between the 3rd to the 6th October 2017. We started off with a roll call early in the morning at 6:30am. Our squad consisted of approx. 10 members, where we loaded up our stores and made our way to the Gold Coast.

Day 1- The weather was the only hurdle- The forecast for the week was for rain to occur. Once we made our way to the Depot it was a quick orientation of the area. The base was fairly small where we resided in a small hut. After a quick period to unpack it was off to Southport where our time trials were organised. The boss organised 2x 3.6km time trials and a 2.4km run. After each leg we did a swap with our partners continuously schedule was full on and after the training it was off to the kiosk for a well earned lunch break. Then we organised a swim session circuit in the surf and on the sand. This took about 1 full hour, continuous. The highlight of Day 1 was the visit to the shops. During the downtime it gave us a chance to restock and recover from the training. The evening was well prepared and catered for by our illustrious chef. Steak burgers the main. The conclusion of day 1 involved a thorough stretch and early night.

Day 2- was an early start. After a brief brekky it was off to the buses for a drive to MT Warning Park. This was on the NSW/QLD border and took a couple of hours to reach the location. Once there we tackled the mountain individually. The area was a sacred Aboriginal site with strict rules- No camping or staying overnight. The tourists were mainly backpackers. We finished the walk run component within the 2 hours. One way was 4.4km on undulating terrain. This ended with a cable assisted rock climb towards the end. Beautiful views at the top then what goes up must come down! The return trip was quicker with a good break at the bottom. The trip back was one of rest. This was only temporary though. The afternoon circuit was a 20 minute run along the beach return. Our OC came up from Enoggera for the training. I was surprised to see a couple of athletes in training for the Commonwealth Games. This is due for March to April 2018. A well contested game of Rugby on the beach with a swim concluded the day. Then back to the Barracks for a recovery evening. No doubt everyone was hurting! No one opted for the Evening out. We were all tired and had early nights.

Day 3- Today we had a sleep in. Then it was off to Coolangatta for a Beach Circuit. The boss had a coin circuit where a head/ tale toss resulted in the activity. When you have bad luck it was the tales- which meant burpees! The circuit was to the top of the hill overlooking the picturesque beaches from one end of the coast to the next. Not that we had the viewing time! The cook had a BBQ lunch afterwards then plenty of time to R and R. The nearby national park was significant. This was an Aboriginal site overlooking the beaches. We made our way to the Transport after a long walk along the beach. The rest of the day was time off. The evening was in town. The Greek restaurant catered for many guests. We had a section overlooking some older statues. After a couple of beverages our main course- Massive! Some took the steak or pasta challenge! For others the latter evening took in the movies or back in the lines for the sports.

Day 4- The final day was a later start. The good nurse assisted the troops with the injuries- Mainly blisters! A good brekky and beach leisure at own pace. Some swam; others went for the final training leg. Then it was back to the accommodation for a tidy up and return to the unit where the stores were handed back for an early finish.

A well organised week by the unit at 1 Signals Regiment, with the hierarchy organising a challenging and rewarding week for the participants. No doubt those that were involved got a good workout and took in the sights of the Gold Coast.

Harley Tarrant, MBE, VD (1860-1949)

LTCOL D. M. Wyatt, OAM, RFD (Retd)



Colonel Harley Tarrant, MBE, VD
(RACV Heritage collection)

Contemporary records relating to Harley's early, part time, Military career are limited and sketchy at best however, as reported in an article from the 1909 edition of the "Australian Motorist", archival notes (courtesy of the RACV Heritage collection) and the aforementioned NAA, Militia Officer's Record of Service, after his period of enlistment in the Mounted Rifles he transferred to the Army Service Corps from the 6th of March 1891 (G.O. 98/91). After a short stay he transferred to the Field Artillery Brigade on the 7th of August 1891 (G.O.296/91). He remained there for a number of years during which time he was promoted to the rank of Captain on the 10th of June 1898 (G.O.48/98) until he was 'allotted' to the Australian Field Artillery on the 1st of July 1903 (G.O.257/03). He was then posted to the unattached list on the 28th of April 1904 (G.O.143/04).

Paralleling his earlier Militia service career in the 1890s Harley had developed a very keen interest and hands on approach to mechanical engineering with a focus on the internal combustion engine. This interest reportedly stimulated by the overseas motoring content that was regularly reported in overseas journals of the period. Due to his rural back-ground and surveying experience, he had developed an acute awareness of the potential value of motor transport in a country such as Australia which had immense distances and relatively few railway lines.

In 1897 he turned his advanced theories into practice when he lodged his first design patent, 'Improvements in explosion motors operated by gas oil or like fuel', and followed up by producing a kerosene powered engine which he in turn incorporated in his first attempt at an experimental automobile in a small workshop at Post Office Place, Melbourne. Whilst not a successful outcome in a vehicular sense, the motor he designed and produced did however prove quite suitable for stationary engine work in farming applications, soon becoming a financial success story in its own right. Improved cash flows brought with it a move to bigger premises and most importantly the funds to underwrite the next automobile development.

1899 saw a fortuitous commercial partnership with Howard Lewis' in the Tarrant Motor & Engineering Co. They produced in 1901 what is considered to be one of the first workable petrol driven motor cars in Australia that was later named the "Tarrant". At the time and acting as an agency, Harley had been importing cars, more specifically Benz, for about a year and it was a Benz motor that powered this first example.

("The Benzine Lancers – Mechanising the Australian Military Forces, 1901 to 1919" by Rod Dux)



TARRANT MOTOR & ENGINEERING COMPANY, Melbourne (manufacturer) 1899–1907 Two-seater roadster 1906 (manufactured) designed by Harley Tarrant Collection of RACV, Melbourne

Harley Tarrant (1860-1949), businessman, was born on 6 April 1860 at Clunes, Victoria, son of Joseph Tarrant, miner, and his wife Caroline, née Brownlow, both from Oxford, England. His father owned the Clunes Gazette and, later, the St Kilda Chronicle and Prahran Chronicle. After attending Clunes Grammar School, Harley was articled to a firm of civil engineers; he worked as a surveyor on the Nullarbor Plain and from 1884 for the New South Wales Department of Lands. In 1888 he set up his own surveying business in Melbourne and undertook commissions for the Melbourne and Metropolitan Board of Works.

His interest in motoring began in this period. In 1897-98, basing his account primarily on overseas journals, he helped to publicize the new motor car in the cycling monthly *Austral Wheel*. His rural background and surveying experience had made him aware of its potential value in a country of immense distances and relatively few railway lines. In August 1897 he patented an engine powered by kerosene, a fuel which he declared to be safe, cheap and readily available, whereas electric motors needed recharging stations, and steam-driven machines were dangerous and 'too heavy for rough country roads'. Although his first car was a failure, its kerosene motor proved suitable for such stationary work as pumping water to farm houses. By 1899 he sold his engines as far afield as Western Australia. With larger premises, he also imported cars, beginning in February 1900 with a Benz.

Business boomed and the profits enabled Tarrant and his partner in Tarrant Motor & Engineering Co., W. H. H. Lewis, to build one of the earliest Australian-made, petrol-driven cars: completed in 1901, it had an imported Benz engine. Two years later their next machine was 90 per cent locally made, including the engine, and became the prototype for at least eight others, all built—to suit Australian conditions—for endurance rather than speed. Tarrant's victory in the two Dunlop reliability trials of 1905 and the success of a Tarrant car in 1906 helped to develop confidence in local manufacturing, but he could not compete with imports produced in larger numbers for a bigger market, especially after Tarrant Motors Pty Ltd acquired the Victorian franchise for Ford in 1907. Nevertheless, the firm made three aero engines for the military in 1915 and continued to manufacture motor bodies which, being bulky, were expensive to import. During World War I the company began assembling chassis from imported components; by this time it also had a thriving spare parts, accessories and repair business.

Tarrant played an important role in local motoring affairs. He lobbied on behalf of the Motor Importers' Association for better traffic regulations and served in 1906-10 on the governing committee of the Automobile Club of Victoria, helping to demonstrate the capabilities of the motor car by organizing and participating in the club's competitions and tours. In 1904 he had won his event in the club's first motor race meeting, averaging 26 miles (42 km) per hour.

In 1908 Tarrant had become first commanding officer of the Victorian branch of the part-time Australian Volunteer Automobile Corps and from September 1914, with the rank of colonel, was in charge of Commonwealth military motor transport. The magnitude and urgency of wartime needs made mistakes inevitable. A 1918 royal commission report charged his administration with inefficiency and waste, alleging that the public had been misled by the extent to which Tarrant Motors was favoured with repair contracts. Harley accepted responsibility by resigning, but in 1920 was appointed M.B.E.

After the war Tarrant retired from the business, complaining of physical exhaustion and a skin rash. Sufficiently wealthy not to need to work, he freely indulged his passion for camping and overseas travel. In 1932 he came out of retirement to take over production supervision at Ruskin Motor Bodies Pty Ltd, an affiliate of the Tarrant company. A tall, dignified man with a bushy moustache, he had done much to pioneer and consolidate the first phase of the Australian motor industry. His wife Charlotte Jane, née Gill, whom he had married on 20 March 1901 at Balaclava with Australian Church forms, died in 1945. Survived by a daughter, Tarrant died on 25 February 1949 at his Toorak home and was cremated with Anglican rites. The company was sold in 1950 to the Austin Motor Co. (British Motor Corporation).

(Australian Dictionary of Biography - <http://adb.anu.edu.au/biography/tarrant-harley-8747>)



Sir Russell Grimwade's Tarrant 4 cyl 16HP car pictured in the 1906 'Dunlop Reliability Trial' held over 1000 miles in Victoria. Class winner (W Stuart Ross) (<https://primotipo.com/tag/tarrant-car/>)



Harley Tarrant at the wheel beside his daughter and wife at the rear. Tarrant 2cyl 8HP won the November 1905, second Melbourne-Sydney 'Dunlop Reliability Trial'. Car priced at 375 pounds (W Stuart Ross) (<https://primotipo.com/tag/tarrant-car/>)



Tarrant 1906

Vehicle specifications

- Two seater roadster
- 4 cylinder side valve unit
- 3.5 litre
- 14-16 hp
- Designed and built in Melbourne by the Tarrant Motor Company

Tarrant cars were the first production cars built in Victoria and were the first petrol driven cars produced for sale in Australia the last surviving tarrant This Tarrant car was recovered in 1932 by Maurice Shmith, a former employee of the Tarrant Motor Company. Shmith presented the car to Kenneth and Peter Holmes, grandsons of its creator Colonel Harley Tarrant in 1960. They painstakingly restored it with their mother, the late Mrs Doreen Holmes. Mrs Holmes was the mastermind behind the restoration, employing elderly tradespeople who could apply the original methods of production. Some even worked on the car during its original manufacture.

Harley Tarrant built about 16 cars between 1900 and 1907. The cars were well manufactured, but Tarrant could not compete in price with such imports as the Model T Ford. Production of the Tarrant car ceased when Tarrant Motors became the main distributor for Ford in Victoria.

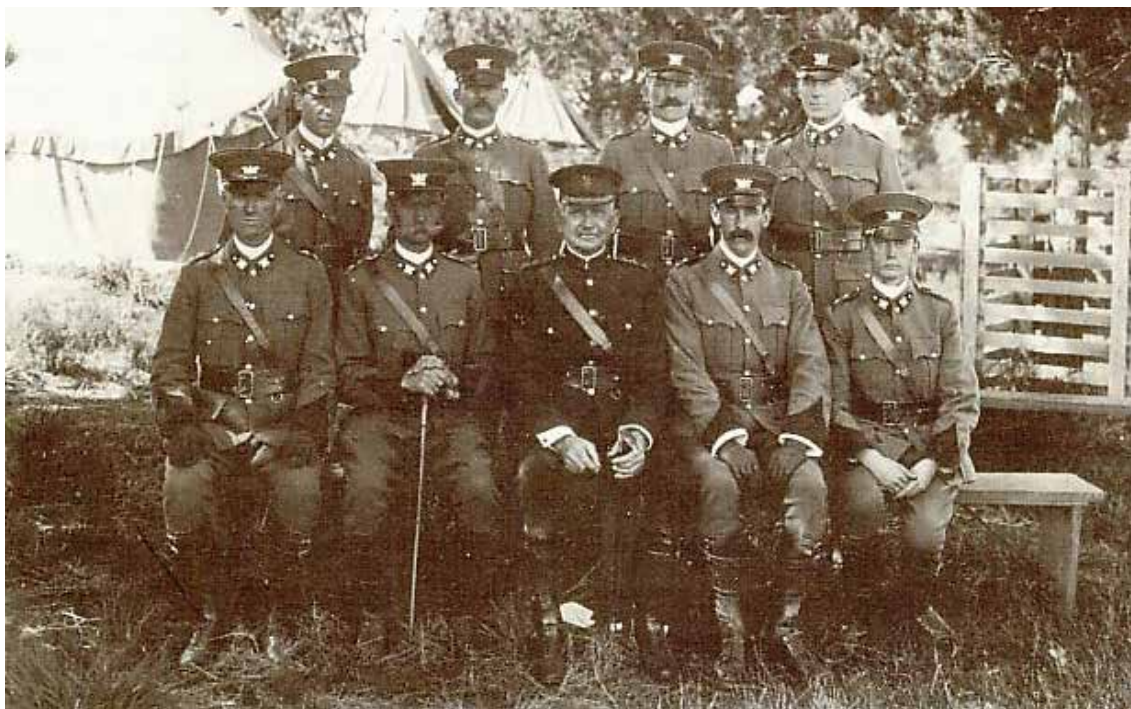
Colonel Tarrant was a foundation member of RACV. He was a councillor from 1906 to 1910 and was awarded life membership in 1947. He died in 1949, aged 89 years.

This Tarrant car is probably Australia's most precious piece of automotive history. RACV acquired the car in 2002 and is proud to display it in its Club premises.

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Hat badges worn by members of the Australian Volunteer Automobile Corps, circa 1908



Victorian Members of the Australian Volunteer Automobile Corps in 1908. (Harley Tarrant circled)

OBITUARY

COL HARLEY TARRANT, MBE, VD

Colonel Harley Tarrant died at his home in Orrong Rd, Toorak, yesterday, aged 89 years.

Colonel Tarrant was the designer of the first petrol-driven car to be used in Australia. Called the "Tar-rant car," it was later manufactured by Colonel Tarrant, in association with Mr S. Ross and Mr Howard Lewis.

He was a pioneer motor racer in Victoria, and won the first Dunlop reliability test in 1903 in a two-cylinder Argyle. He later shared the same prize in 1905.

Before the 1914-18 war he formed the first Volunteer Automotive Corps while a member of the Mounted Rifles. During the war Colonel Tarrant served at headquarters, organising Australian vehicle corps. He was awarded the MBE and VD.

He retired soon after World War I, and spent many years touring Europe and England. Colonel Tarrant is survived by a daughter. The funeral will be on Monday from Sleight's, St. Kilda Rd.

(Argus (Melbourne, Vic.: 1848 - 1957), Saturday 26 February 1949, page 5)



*Member of the British Empire (MBE),
1909 Edward VII Colonial Auxiliary
Forces Officers Decoration (VD), Colony
of Victoria Volunteer Long and Efficient
Service Medal*

Researched and submitted by:

LTCOL D. M. Wyatt, OAM, RFD (Retd)

Web: www.ractassntas.com

Facebook: <https://www.facebook.com/pages/Royal-Australian-Corps-of-Transport-Association-of-Tasmania/1496810760583054>

First Year Instructor

CPL Tara Pavel, Operator Movements Troop

Being a first year instructor without prior instructing experience besides what is taught on Subject One for Corporal, has been an eye opener. Going from being at a unit and complaining why trainees were not getting trained in current procedures to, now having an appreciation of what is being taught and why. For example lessons are taught in accordance with current Learning Management Packages which require constant reviewing and updating so that trainees and students are taught the most current process and policies.

Instructing is a challenging role, you have to learn quickly that there is a gap between being an instructor and a trainee and this is detailed in the Instructors and Trainees Code of Conduct. You have to adapt to a new personality essentially during courses. However, I enjoy teaching IETs the most and what they need to know about our job and getting them to be at the best standard possible before they reach their new unit.



RACT Associations

3rd Military District RAASC/ RACT Association

Bruce (Stretch) Jarvis – President

Merry Christmas and a Happy and safe New Year to all members past and present of the RACT. Yet another year has passed and we are fast approaching the centenary of the end of WW1 in November 2018. The Association will plan a number of events to commemorate this important occasion. These will take the form of a luncheon or dinner and a service at the Springvale war cemetery on the 11th November 2018.

In the last twelve months we have visited Road Transport Wing at Puckapunyal where the team at RTW hosted twenty plus members to a review of the new vehicles and their capabilities. As is typical at Puckapunyal, it poured down all day. This didn't dampen our spirits and the Sergeants Mess provided a most enjoyable lunch.



ANZAC Day was very special in 2017 as we were fortunate enough to have the Corps Banner lead the Association in the Melbourne parade. This brought back fond memories to quite a number of past members and Major Phil Bearzatto and the escort did us proud.

On 6th June we celebrated the Corps Birthday at the Broadmeadows Officers and Sergeants Mess where we presented the 3 MD RACT Reserve Soldier of the Year award to Lance Corporal Blond a member of 7 Transport Squadron. After the cutting of the cake we formally said Farewell to Colonel Rex Rowe as Colonel Commandant, Southern Region and Tasmania and introduced Colonel Bunny Carrigan who has taken on the role. I would like to thank Rex for all of his support and guidance to myself and previous Presidents of the Association during his time of tenure. At the same time I would like to welcome Bunny and say that we are looking forward to a close working relationship.

Reserve Forces Day was not only outstanding weather (for Melbourne) but a good turn up to boot. After the service at the Shrine the members adjourned to the Market Inn and caught up with old mates. I also visited Melbourne Movement Control Office and Victoria Barracks talking with members and soldiers.

The Committee has instigated a number of meetings at various RSL's for the coming year so as to make it easier for interested members to attend should they so desire. In the past year the Association has had cause to provide support to four members needing assistance in maintaining equipment for mobility and other issues. I remind all serving and past members that the RSL is also a place that offers assistance to service personal (whether you are a member or not) and you should contact the welfare officer in your local branch if needed.

In signing off I wish the Corps and past members a safe 2018.

RACT Association of Tasmania

ANZAC DAY 2017



*Members of 172 Tpt Tp, 44 Tpt Sqn , 2FSB on ANZAC Day.
Rear L to R: PTE Jo Lane, PTE Jen Mathias, PTE Claire Mathias,
CPL Kate Hibbert. Front L to R: PTE Danni Hogan, PTE Britney Szlezak,
PTE Emma Garth, PTE Shanna Godden.*

RACT 44th Anniversary Dinner

The RACT Anniversary Dinner was celebrated at the Devonport RSL Club with 70 past and present members of the Corps in attendance. The VIP guests included the HOC RACT, BRIG Cam Purdey, CSC and the Deputy Mayor of Devonport Alderman Annette Rockliff.



Head of Corps, BRIG C. Purdey, CSC



Montage of photos taken at the dinner



Placemat



Past members of the Corps



Present day members of the Corps

RACT Association's 'Driver of the Year'

RACT Association's 'Driver of the Year' was LCPL Jen Mathias, 172 Transport Troop, 44 Transport Squadron, 2nd Force Support Battalion.



The Chairman of the RACT Association (Tasmania) Region), LTCOL Doug Wyatt, OAM, RFD (Retd) presenting the 'Top Driver' trophy to PTE Jen Mathias.



Top Driver Certificate 2017

LTCOL D. M. Wyatt, OAM, RFD (Retd)
President, RACT Association of Tasmania
dmwyatt@bigpond.net.au
Mob 0427 278840

Air Dispatch Association Australia – Inc

Nick Nicolai - President ADAA

In the past 12 months, we have reached a number of milestones but two of our outstanding ones are listed below

An ANZAC Reunion in Melbourne

This year, our ANZAC Day reunion was held in Melbourne and for those who attended, it did not disappoint. Geoff Cutts and Graham Papworth put together a world-class reunion during which all who attended were kept amused, entertained and interested.



Members from all over Australia headed to Melbourne to be part of our off-(International Year) reunion which commenced on 21 April. We were welcomed to Puckapunyal (By The Sea) and shown over the new MAN trucks and the Bushmaster.



Impressive equipment. The rest of the reunion dealt with trips to the National Vietnam Veterans Museum, Philip Island, The RAAF museum at Point Cook and the mandatory dinners and ANZAC Day function. Retired Chief Warrant Officer 4 Bennie Manning and Mary Robinson from the United States joined us for this reunion. A great time was had by all

In August, we celebrated the 75th Anniversary of Airdrops in PNG in WWII with our second annual Myola Ball.

For those not linked to the Air Dispatch trade, Myola Lakes in PNG was where some of the first airdrops were conducted during 1942. History details the first airdrops were between the end of July and the beginning of August 1942. We normally hold the Myola Ball the first Saturday in August.



This year we were joined by our Patron Brig Mick Ashleigh and his wife Karen, CO and RSM 9FSB, Lt Col Andy Harrison-Whyatt and WO1 Andrew Walford, Executive Officer Air Mobility Training and Development Unit (AMTDU); Major Russ Wood and his wife Yolandi, Officer Commanding and SSM 176 Air Dispatch Squadron - Major Francesca Molnar and WO2 Martin Kirkby. Past and present members of 176 and 177 Air Dispatch Squadrons strutted their stuff and with music supplied by Army Band Sydney, we danced the night away.



Apart from our quarterly dinners and other functions such as attending March Out Parades and presentations at Kapooka, Presentations to Student of Merit for trade courses at AMTDU the association has been fund raising to take one of our members widows to the International Air Dispatch Reunion to be held in the UK in August 2018. Part of our fundraising activities have been Bunnings Sausage sizzles and our dedicated crew come from all over Sydney to participate in these events held in a number of Bunnings stores.

Every military association is only as strong as its members. The ADAA is there to support past and serving members of the Air Dispatch trade and those posted to an Air Dispatch Unit with a source of camaraderie and information.

Until next time. Clear skies and gentle breezes



RACT Associations March in Sydney on ANZAC Day 2017



RACT Central Fund Members

RANK	INITIAL	NAME	RANK	INITIAL	NAME	RANK	INITIAL	NAME	RANK	INITIAL	NAME
MAJGEN	D.T	Mulhall	MAJ	P	Bearzatto	CAPT	A.R.C	Brent	W02	J.P	Swenson
BRIG	M.G	Kehoe	MAJ	C.J	Bellis	CAPT	J.P.D	Smith	W02	T.G	Penrose
BRIG	C.L	Purdey	MAJ	J.A	Prucha	LT	B	Reedman	W02	M.K	Bressow
BRIG	M.C	Ashleigh	MAJ	R.M	Ward	LT	F. M	Sykes	W02	M	Giampino
BRIG	P.M	Nothard	MAJ	C	Elston	LT	B.M	Chapman	W02	J.E.J	Hampson
COL	J.R	Evans	MAJ	M.A	Newsham	LT	K.A	Smith	W02	R.W	Nairn
COL	D.J	Webb	MAJ	A.J	Laing	W01	R.M	Jericevich	SGT	G	Hanham
COL	A.C	Gillespie	MAJ	M.J.L	Nelson	W01	R.A	Hardy	SGT	A.J	Ryan
COL	A.G	Hambleton	MAJ	LS	Freeman	W01	G.E	Barron	SGT	A.L	Avery
COL	A.R	MacLean	MAJ	L.M	Le Lievre	W01	N	Rothwell	SGT	S.W	Johnson
COL	E.M	Modderman	MAJ	G.R	Edwards	W01	PA	Dawe	SGT	I.R.G	Roberts
COL	S.J	Tuckerman	MAJ	E.J	McLatchey	W01	P	Bodsworth	SGT	M.L.J	Davis
COL	L	Oei	MAJ	A.C	Carroll-Keays	W01	R.H	Doolan	SGT	L.R	Keighran
COL	L.I	Woodroffe	MAJ	S.G	Millsted	W01	M.R.J	Frampton	SGT	S.C	Lehmann
COL	C.M	Carrigan	MAJ	B. J	Bridge	W01	J.A	Greer	SGT	K.A	Duncan
COL	J.L	Cotton	MAJ	D.A	Clark	W01	D.A	Kear	SGT	J.L	Poxon
COL	S.P	Graham	MAJ	D.M	Rojo	W01	K.C	Harris	SGT	L.A	Blair
LTCOL	C.D	Bassett	MAJ	F.E	Molnar	W01	W	Le Lievre	SGT	M	Chapman
LTCOL	M.D	Young	MAJ	K	Crawford	W01	I.P	Sojan	SGT	T.E	Gray
LTCOL	D.J	Nathan	MAJ	E.J	Christian	W01	KA	Golden	SGT	D.R	Eivers
LTCOL	A. J	Draheim	MAJ	A.N	Humphreys	W01	G.E	Sharp	SGT	A. J	Thomas
LTCOL	N.B	Grierson	MAJ	M.A	Luciani	W01	P.D	Frawley	SGT	J.H.B	Cottle
LTCOL	A	Walker	MAJ	R.J	Holmes	W01	S.N	Smith	SGT	R.M	Tierney
LTCOL	I.J	Ford	MAJ	P.G	Blowers	W01	R.W	Nixon	CPL	S.J	Randall
LTCOL	P.D	Fleming	MAJ	S.A	Brown	W01	A.P	Eddie	CPL	A	Gray
LTCOL	P.F	Hills	MAJ	A.E	Wyatt	W01	A	Coughlan	CPL	H. P	Bloomfield
LTCOL	L.T	Bullpitt-Troy	MAJ	M.D	Nelson	W01	D.L	Craker	CPL	C.F	Richardson
LTCOL	B.J	Huggins	MAJ	R.D	Hingst	W01	A	Killen	CPL	R.C	Rhue
LTCOL	E.L	Maiden	MAJ	S.J	Lymbery	W01	A.J	Bate	CPL	M.J	Hobbs
LTCOL	S.P	Muldoon	CAPT	P.J	Weir	W01	C.B	Connie-Carbery	CPL	D.N	McLeod
LTCOL	E	O'Mahoney	CAPT	M.J	Taylor	W01	J. S	Cocking	CPL	D.J	Barlow
LTCOL	J.H	Parkins	CAPT	H.Q	Phan	W02	A.W	Tarr	CPL	M.A	Paterson
LTCOL	T.J	Rouwhorst	CAPT	S. L	Williamson	W02	K.W	Mangnall	CPL	A.R.	McNamara
LTCOL	M.N	Stewart	CAPT	W. M	Morrison	W02	B.R	Hart	CPL	A.J	Imms
LTCOL	J	Phillips	CAPT	S.L	Williams	W02	G.R	Ferreira	CPL	L.M	Morris
LTCOL	N.G	Peake	CAPT	A.R	Cherry	W02	K.R	Smith	CPL	R.J	Duckitt
LTCOL	P.R	Rogers	CAPT	V.L	Hickey	W02	M.W	Hobbs	CPL	G.A	Lane
LTCOL	A	Harrison-Wyatt	CAPT	E.E	Archibald	W02	S.M	Nash	CPL	L. M	Gray
MAJ	P.J	Cook	CAPT	B	Larke	W02	T.W	Morgan	CPL	C.L	Pittman/ McLaughlin
MAJ	D.A	Ellis	CAPT	M.J	Pszczolinski	W02	M.R	Wellsmore	CPL	M.J	McLaughlin
MAJ	P.C	Cox	CAPT	M	Lorimer	W02	D.S	Russell	CPL	S. P	Page
MAJ	M	Lenicka	CAPT	J.B.	Wilson	W02	K.J	Dunn	LCPL	D.P	Cincotta
MAJ	I.M	Lakey	CAPT	L.C	Broadfoot	W02	A.J	Goss	LCPL	J.L	Simpson-Lyttle
MAJ	J.S	Armstrong	CAPT	C.A	Scott	W02	J.A	Burton	PTE	B.C	Thompson
MAJ	S.R	Strijland	CAPT	J.G	Langford	W02	P.H	Starr	PTE	K.E	Seccull
MAJ	M.E	Adams	CAPT	T.J	Anderson	W02	M.J	Davies	PTE	N.P	Quinn
MAJ	M.A	Eastgate	CAPT	K.M	Jurat	W02	S.G	Whyte	PTE	W.D	Steele
MAJ	S.J	Field	CAPT	R.T	Huynh	W02	M	Leayr	PTE	K.D	Brockway
MAJ	KA	Keeling	CAPT	C.E	Monaghan	W02	F.M	Ramos	PTE	T.G	Wallace
MAJ	J.A	Burdett	CAPT	K.A.J	Lloyd	W02	R.M	Lovell	PTE	N.J	Stock
MAJ	N.A	Foster	CAPT	J.D	Ruhle	W02	P.J	Morritt	PTE	M	Arathoon
MAJ	M.G	Weldon	CAPT	S.K	Adamson	W02	T	Avery	PTE	S.M	Winters
MAJ	R.E	Willard-Turton	CAPT	D.E	Day	W02	L.I	Lak	MRS	T	Robertson
MAJ	J.H	Kirkham	CAPT	D.H	McLaughlin	W02	J.M	Ritchie	Mr	W. C	Parry

The Last Post

Sadly missed but not forgotten

LTCOL John Bonnett (Retired)

Passed away 18 November 2016

MAJ John Marane (Retired)

Passed away 20 February 2017

LTCOL David White (Retired)

Passed away 10 Apr 2017

CAPT Ron Miffling (Retired)

Passed away 28 April 2017

WO1 Ted Baulch (Retired)

Passed away 21 July 2017

If you need to talk, call the ADF All Hours Support Line on
1800 628 036 or Lifeline on 13 11 14



“LEST WE FORGET”



Army