

PART OVER

Issue 27

June, 1996.



Official Journal of the Royal Australian Corps of Transport



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ISSUE NO 27

The Royal Australian Corps of Transport

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COVER: Colonel C. B. McAuley AM, MBE, ED, RL; Representative Colonel Commandant RACT; 27 May 1992 to 6 November 1995.

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-9 AUG 1996

Director's Message



Colonel R. T. Regan, CSC
DMOV & T-A

In November 1995 we were all saddened by the sudden death of our Representative Colonel Commandant, Colonel C.B. McAuley, AM, MBE, ED, RL. I am sure you will agree that we have lost a most active member of the Corps. Colonel P.R. Florance, Colonel Commandant Eastern Region has been appointed as Colonel McAuley's replacement and

took up his appointment on 27 November 1995. On behalf of all Corps members I welcome Colonel Florance to what is seen as an important Corps appointment. As you will see from his biographical details, he brings to the appointment a wealth of experience and a detailed knowledge of the Corps.

1996 continues to see change impacting on the Corps. The Army 21 Review has been completed and now awaits Departmental and Ministerial approval. I hope to outline the impact on the Corps in the next issue.

The trial of the Joint Movement Organisation has been completed and the unit was officially formed on 1 May 1996. Colonel P. Sibree, AM has been appointed Commander 1st Joint Movement Group and Lieutenant Colonel A. Galt, CSC appointed Commanding Officer 1st Joint Movement Unit. Along with this new organisation will come a suite of courses designed to provide the right training at the right level and right time. All courses are 16 days duration, are suitable for ARA and GRes members and in many cases course panels will be a combination of officers, warrant officers, NCOs and soldiers.

The development of the Army Logistic Training Centre continues and development of a range of logistic courses is well underway. The revised Logistic Officer Advanced Course will be conducted at Bandiana later this year. Work to develop the logistic training requirements for the remaining officer courses and for warrant officers and senior non commissioned officers is still outstanding and I see this as a priority task in the next six months. As part of this logistic training development, I intend to review the RACT Special-to-Corps aspects of each course to ensure that our training requirement is relevant and up to date. As a first, a Needs Analysis of our officer courses was conducted in May 96 and involved Directorate and ALTC staff and many of the RACT Commanding Officers in Land and Logistic Commands. I will provide a further update on this in the next issue.

Another change is that at the start of the year the Corps became responsible for 52 transport supervisor positions transferred from RAA and RAInf units. These positions, along with many of the incumbents, were transferred to

the RACT as part of an ongoing trade rationalisation. I welcome all those who have transferred to their new Corps. Corps transfers are traumatic at the best of times but I believe that in the near term the benefits should be evident.

I continue to visit RACT personnel around Australia and as your Director can only be proud of your efforts and professionalism. Keep up the good work and for those members I haven't seen, I look forward to meeting with you in the near future. PAR ONERI

VALE

OBITUARY:

COLONEL C.B. McAULEY AM, MBE, ED, RL

On 6 November 1995 Colonel Brian McAuley, the Representative Colonel Commandant of the RACT passed away suddenly in Adelaide.

Brian enlisted in the Australian Army as a National Serviceman in August 1953 and rose to the rank of Sergeant before gaining a commission into the 43/48 Infantry Battalion. He continued to serve in the Citizen Military Forces until 1968 when he then transferred to the Australian Regular Army and was allocated to the RAASC. He transferred to the RACT on its formation in 1973.

He served with distinction until his retirement in 1990. His service included active service in South Vietnam in 1971, as the Command Transport and Movements Officer 4th Military District, the Colonel Movements and Transport Headquarters Logistic Command and as the Commander 6th Military District. He was made a Member of the Order of the British Empire in 1977 and a Member of the Order of Australia (Military Division) in 1987.

On retirement Brian accepted the appointment of Colonel Commandant Central and Northern Regions and in more recent times served as the Representative Colonel Commandant of the Corps. Brian often saw himself as not only the head of the tribal elders but as the godfather as well. There is no doubt that he was extremely proud of being selected as the elder statesman of the RACT, and he carried out his duties like he did everything else - with panache and absolute conviction.

Not only have we lost a dedicated officer who had a long association with the Corps but to many we have lost a true friend. To Ruth and family I offer on behalf of all Corps members my sincere condolences.

Colonel R.T. Regan, CSC Corps Director, June 1996

Welcome to our Representative Colonel Commandant Colonel P.R. Florance



COL P. R. Florance

Colonel P. R. Florance graduated from the Royal Military College in 1967 and was allocated to the Royal Australian Army Service Corps. In his 29 year career he served in a range of regimental and staff appointments.

He is one of a small number of Army officers who has commanded at each rank: as a Platoon Commander at the RAASC Centre; Officer Commanding 40 Air Dispatch Platoon, RAASC; Officer Commanding Detachment 176 Air Dispatch Company, RAASC in South Vietnam; Officer Commanding 9 Transport Squadron; Commanding Officer 9 Transport Regiment and as Commander Land Command Transport Group.

His staff appointments include SO1 (Logistics) HQ Field Force Command; Colonel Administration Land Headquarters and Director Logistic Operations and Plans, Logistic Division, Army Office. He is a graduate of Staff College Camberley and the Joint Services Staff College.

Colonel Florance transferred to the inactive Army Reserve, Eastern Region in 1992.

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Message from the Representative Colonel Commandant

It was with pleasure, tinged with sadness, that I accepted the Corps Director's invitation to assume the appointment of Representative Colonel Commandant after the untimely death of Colonel Brian McAuley. Brian will be sadly missed by the Corps. His experience, perception and sense of humour were traits that endeared him to all ranks. As one of the true characters of the Corps, he placed the same energies and enthusiasm into his honorary role as he did in his professional career.

In my role as Colonel Commandant, Eastern Region I have had the opportunity to visit a number of Regular and Reserve units throughout NSW. I continue to be impressed with the dedication shown by members of the Corps and the tremendous esprit de corps demonstrated by units. As Representative Colonel Commandant I maintain regular contact with the Colonels Commandant of other Military Regions and the message is the same - despite the pressures placed upon members of the RACT by unit amalgamations and relocations, the professional attitude to get on with the job and carry on with the role set for the Corps is as firm now as it has been since the formation of the RACT some twenty-three years ago.

It is the customs, traditions and deeds of our predecessors that provide Corps members with a sense of duty, pride and belonging. The Colonels Commandant are appointed to assist Corps members and units in their Regions to develop and build on these proud traditions. All have "been there - done that". They are a link between the past and the present and are available to unit commanders for advice and assistance on Corps matters. I would ask that you maintain regular contact with them.

I look forward to my term as Representative Colonel Commandant, ever conscious of the distinguished soldiers who have held this position in the past. I look forward to renewing acquaintances with comrades and meeting the newer members of the Corps who, no doubt, will maintain the Corps Motto - Par Oneri!

RACT JUNIOR NCO AND SOLDIER OF THE YEAR AWARDS 1995

SOLDIER OF THE YEAR

ARA



186262 PTE G.J. Spillane
Land Warfare Centre

RRES/GRES



2808238 PTE J.A. Morris
176 Air Dispatch Squadron

JUNIOR NCO OF THE YEAR

ARA



327553 CPL W.A. Lelievre
Distribution Division
Army Logistic Training Centre

RRES/GRES



64155 CPL M.J. Burke
44 Transport Squadron

The RACT Soldier of the Year and Junior NCO Awards were established to allow the RACT to recognise exemplary performance on behalf of its junior ranks. The awards are not designed to recognise acts of bravery or isolated examples of exceptional, outstanding or meritorious service. These awards specifically recognise exemplary service maintained on a consistent basis over a protracted period. Details of the awards are contained in RACT Policy Statement No 34.

The Director Movements and Transport and members of the RACT extend their congratulations to the above members on their awards.

RACT KEY APPOINTMENTS

Representative Colonel Commandant
COL P.R. Florance

COLONELS COMMANDANT

Eastern Region	COL P.R. Florance
Queensland Region	COL W.L. Fowles, RL
Southern Region	COL D.W. Ford, CVO, GM, RL
Central and Northern	COL B.D. King, RFD, RL
Western Region	COL W.P. Riley, RL
Tasmanian Region	COL C.M. Bidgood, RFD, RL

CORPS RSM

RSM RACT WO1 S.J. Hunter

DIRECTORATE

DMOV&T-A	COL R.T. Regan, CSC
DDMOV&T-A	LTCOL M.J. Grimshaw
SO2 CORPS	MAJ A.D. Overell
SO2 DEV	MAJ J.A. Symons
SO2 OPS/DOC	MAJ D.A. Long
SO2 TRG	MAJ J.D. Hathaway
WO1 TRG	WO1 K.R. Gear

LAND COMMAND

LHQ	LTCOL T.E. Betts
CO 9 Tpt Regt	LTCOL W.J.B. Davie
RSM 9 Tpt Regt	WO1 K.A. Golden
CO 10 Tml Regt	LTCOL K.C. Ellis
RSM 10 Tml Regt	WO1 G.W. Oakley

BASB COs/RSMs

1 BASB RSM	WO1 G.M. Hawtin
3 BASB	LTCOL K.V. Noye
5 BASB	LTCOL R.W. McCormac
6 BASB	LTCOL D.C. Chamley
7 BASB	LTCOL D. J. Scanlan
9 BASB	LTCOL B. W. Whinfield
9 BASB RSM	WO1 D.K. Wolfe

OCs

1 BASB Tpt Coy (1 Tpt Sqn)	MAJ D.T. Mulhall
3 BASB Tpt Sqn (9 Tpt Sqn)	MAJ P. Simon
4 BASB Tpt Sqn (7 Tpt Sqn)	MAJ H. Hawson
5 BASB Tpt Sqn (3 Tpt Sqn)	MAJ V. F. Gray
6 BASB Tpt Sqn (5 Tpt Sqn)	MAJ M. Baumbach
7 BASB Tpt Sqn (2 Tpt Sqn)	MAJ L. Kilworth
8 BASB Tpt Sqn (16 Tpt Sqn)	MAJ J. Spruce
9 BASB Tpt Sqn (8 Tpt Sqn)	MAJ S. R. White
11 BASB Tpt Sqn (4 Tpt Sqn)	CAPT S. R. Hamilton
13 BASB Tpt Sqn (10 Tpt Sqn)	MAJ M. P. Tobin
RACT Pipes & Drums	CAPT P. McCloy
26 Tpt Sqn	MAJ N.A. Slingsby

30 Tml Sqn
35 Water Tpt Sqn
176 AD Sqn
SAD IIMAS Tobruk
1 Div Postal Unit

MAJ S.K. Dickens
MAJ J.K. Tilt
MAJ J.H. Kirkham
MAJ G.W. Jackson, CSC
WO1 W.L.J. Reed

TRG COMMAND

CI DD, ALTC	LTCOL S.W. Jones
RSM DD, ALTC	WO1 W.C. Rose
OC/CI AMS	MAJ C.J. O'Brien
OC AMTDU (AC)	MAJ A.L. Jones
Land Warfare Centre	MAJ W.G. Costin
DS C&SC	LTCOL J.J. Fuster
OC E Coy 1 RTB (PKL)	MAJ D.R. White
RSM 4 Trg Gp	WO1 C.J. Holmes

LOG COMMAND

CO BASC Liverpool	LTCOL C.J. Mills
RSM BASC Liverpool	WO1 A.B.W. Bloom
CO Darwin Log Bn	LTCOL P.M. Tweedie
CO Puckapunyal Log Bn	LTCOL J.L. Herbert
OC Hunter Valley Log Coy	MAJ D. Craig
RSM Bandiana Log Gp	WO1 S.J. Hunter
RSM Perth Log Bn	WO1 I.S. Clissold
RSM BASC Darling Downs	WO1 T.J. Kenny

1 JMOV Unit

CO	LTCOL A.E. Galt, CSC
WO Plans	WO1 P.J. Evans
JMCO Brisbane	MAJ G.I. Harrison
JMCO Sydney	MAJ S.F. Carmichael
JMCO Melbourne	MAJ G.R. Sheargold
JMCO Adelaide	MAJ B.J. Rowe
JMCO Perth	MAJ P. Draper
JMCO Darwin	CAPT J.J. Alexander
JMCO Townsville	CAPT J.E. Atkinson

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"DIRECTORATE NEWS"

Development - RACT

by MAJ J. A. Symons, SO2 DEV, DMOV&T-A

When I left my post as the ADJT AST in October last year and assumed the position of SO2 Development at DMOV&T-A, my world was turned upside down. I walked into an area of our Corps for which there are no exact SOPs or clear rules. The challenge has been to approach the future of our organisations, equipments and procedures with a broad and sometimes imaginative thought process which my regimental experience did not fully prepare me for. That is not to say that my and other peoples' regimental experience has not been useful; quite the contrary; however suffice to say that I have had to broaden my horizons a lot! This is a great job for anyone who likes to think freely ('breathe ether', as the other SO2s term it) and deal with new and exciting concepts and equipment.

My portfolio is a mixed bag, from simplistic equipments to major reviews of the logistic support to the future Land Army and all its field vehicles and trailers.

I am cognisant of the fact that my experience, knowledge and repertoire of brilliant new ideas are all limited. I am therefore more than keen to 'consult widely' in accordance with my Duty Statement. Some of you have already contributed to Project OVERLANDER, the Load Carriage Study and other plans and proposals with which we are involved (thank you to those concerned).

Most of the Corps development effort is currently focused on Army 21 or A21, which seeks to establish whether further adjustments of the Army structure are necessary to meet our future roles and tasks. I know a lot of people will groan at this thought, but A21 has the potential to reshape the Land Forces so they actually become organised and equipped to meet their future mission, and not an out of date WW2 or Vietnam scenario.

Following the issue of a general concept of operations and the broad outlines of the combat, combat support and combat service support forces of the A21 Land Army, detailed development of all proposed unit Single Entitlement Documents (SEDs) is underway. In the interim, I can honestly report that the A21 process involves wide consultation, even to the point of logisticians being involved in the development of Special Forces' SEDs!!

A21 has put many other plans on hold due to its priority, workload and the natural impact that it will have on many subordinate projects. However, some of the other studies and reviews with which the RACT have been involved include:



- * OVERLANDER or the review of all field vehicles and trailers. The Life of Type (current fleet) and Sizing (future fleet) Studies are in progress. The Terms of Reference for the Training Support Plan are being rewritten to ensure we are ahead of the training requirements for any modifications, upgrades or new equipment.

- * Bulk Liquid Distribution, which is in progress with the Project Definition Study expected to commence in September.
- * Studies into Land Force Mobility.
- * The Load Carriage Study, which will review the individual load carrying equipment for the soldiers of the Army as a whole, rather than separately.
- * The review of our current amphibian and THSS capabilities.
- * The replacement of the Caribou.
- * Distribution Studies, or 'factory to foxhole' visibility of cargo and possibly personnel, too.
- * NINOX night vision equipment provisioning.
- * RAVEN radio provisioning.
- * Logistic Support Information Management Plans.
- * BAKTEC back support braces.
- * Jaylou wheel braces.
- * Jashme puncture sealants.

Our involvement in these varies from full membership of formal working groups to simple watching briefs. Similarly, the progress of these studies, projects and reviews also varies and space does not permit a full summary on each. In future issues I will provide more detailed information on those which effect our Corps most.

"DIRECTORATE NEWS"

News from the Doctrine/Operations Desk

by MAJ D. Long SO2 DOC/OPS, DMOV & T-A

I am Major Dave Long and I hold the position of SO2 Doc/Ops in the Directorate. As you can gather the position now encompasses responsibility for comment and oversight on doctrine for all facets of RACT - more on that later.

The operations side of the position involves the maintenance of SOVO Vol 2 & 4, staff advice on modal transport matters, advice on OH&S, monitoring implementation of the national road transport regulations for heavy vehicles and providing comment on forms and publications.

SOVO Vol 2 (after the ambitious programme published in the last issue) is at the printers and should surface hopefully by Aug 96. An implementing instruction will be issued in conjunction with the release of the 1996 edition. This will highlight the major changes and detail timeframes and procedures for the continued operation of Army's B vehicles.

SOVO Vol 4 appears to be hassle free as I have received no submissions for amendment action to date.

In conjunction with the Chief Driving Instructor I attempt to provide timely and accurate advice on road tpt matters. Current issues include barrier testing, the use of military vehicles by contractors and the carriage/tie down of ASLAV. The ADF point of contact assisting in the

resolution of issues at a national level is MAJ Tony Hambleton at DGIMOV. He is involved heavily in negotiating the ADF position in regards to the national road transport regulations for heavy vehicles. More on this next issue.

In this day and age of computers you will find most of the forms associated with transport operation and management being converted to electronic format. This means that the form will be A4 single sided and printed on demand by the person requiring it. Stocks of forms in depots will be discontinued providing savings especially when forms are superseded. Ensure you become aware of the formats when your unit receives the Eforms Electronic Forms Disks.

Doctrine! Need I say more?

After years of neglect the matter of RACT doctrine is being addressed. I will be the DMOV&T point of contact with HQ Trg Comd having MAJ Jamie Cotton (in Sydney) and CAPT Paul Milosavljevic, WO2 Greg Ball and WO2 Lee Fuller at Puckapunyal. In the next few months a programme of review will be determined so that MLW the RACT are responsible for can be updated to reflect changes to doctrine elsewhere (MLW One.1.6). A range of Corps Training Notes covering all of the Corps trades is also being produced.



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"DIRECTORATE NEWS"

RACT MUSEUM, RACT CORPS SHOP, AND RACT CENTRAL FUND UPDATE REPORT

RACT Museum

During the Corps Committee meeting held at Puckapunyal on 21 October 1995, a decision was made to amalgamate the committees of the Central Fund, the Museum and the Corps Shop. The aim of the amalgamation was to reduce the number of additional regimental appointments, for which manpower was in short supply. As a result of that decision, accounts were amalgamated and all funds transferred to the Central Fund (although the Museum has retained a working account which is managed by the Supervising Officer).

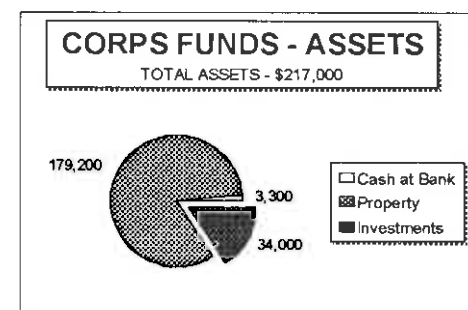
Funds have recently been expended to construct more display cabinets for the indoor display area. These cabinets are being produced locally to minimise costs. A large scale diorama is also being produced, which will depict a scene during the seige of Tobruk. The diorama will feature a 'monkey face' Blitz truck, the Bren gun carrier and a Vickers Machine Gun. Space is being cleared in bays currently used for spare parts storage for the construction of other dioramas and the provision of covered accommodation for vehicles currently stored in the open. A 20 tonne container has been purchased to provide storage for spare parts.

RACT Corps Funds

- An audit was conducted recently and the books of account are in order.
- Corps funds expenditure for period included:

RACT Museum - \$1,750
RACT INCO and Soldier of the Year Awards - \$2,000

Corps Funds - Assets (including Corps Property)
Total Assets - \$ 217,000



RACT Corps Shop

In an effort to convert stock into cash assets to fund restocking, the Corps Shop recently held a 'half price sale'

of slow moving stock items, some of which have been in the shop for many years. About \$5500 was taken, and new stock lines have been purchased (see the advertisement in this issue). The new lines of stock include a range of field equipment, such as waterproof garments, swags, day packs, knives, Maglite torches and binoculars.

In conjunction with the restocking, a marketing plan has been implemented which will target Puckapunyal based units and school cadet units, as well as units of the Corps. As part of the marketing plan, an illustrated catalogue will be produced, eventually in colour.

RACT Corps Fund

The Central Fund has a number of financial obligations which must be met annually. These include the insurance of Corps property, provision of Student of Merit prizes, and the RACT Soldier of the Year prizes. Nevertheless, funds can and will be made available to RACT units which submit a case to the Corps Committee and receive funding approval. There have been very few such requests made in recent times.

Many members of the Corps perceive the Central Fund as being asset rich and irrelevant to all but a few members of the RACT. This criticism is valid to a point, and members of the present Corps Committee are keen to alter this perception. Therefore, requests for financial support from the fund which conform with the following criteria are encouraged:

- * The function for which support is required should not be one that is provided by the Commonwealth directly, or through the use of unit DUF.
- * The funds are to be used substantially for the benefit of RACT personnel. The Committee may consider contributing to a project being undertaken in a unit which has RACT members who do not form a majority of that unit.
- * The funds are to be used for the project described in the submission, and may not be redirected without prior approval of the Corps Committee.

Submissions should be directed to the S02 Corps at DMOV&T-A.

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"DIRECTORATE NEWS"

Training

The training cell at DMOV&T is manned by the S02 Training, MAJ John Hathaway and by the WO Training, W01 Keith Gear, both are contactable on STD (057) 93 7362 or DNATS 8-56-7362, Fax (057) 93 7139.

Logistic Training

Logistic training for officers is on the agenda and planning is underway for a suite of logistic courses to supplement ROBC and ROIC, and to replace ROAC. Similar planning on the logistic content of the Subj 2 W0 RACT course is also occurring.

Future ROBC and ROTC will provide specific to Corps training to supplement the Logistic Officer Basic Course (LOBC) and the Logistic Officer Intermediate Course (LOIC). The ROAC, which already has a significant logistic focus, will be retitled the Logistic Officer Advanced Course (LOAC).

Amendments to the above courses should occur in the near future.

Driver Training

The TMP for the ECN 109 Driver Course will soon be available on CD ROM. Normal procedures for the request and issue of TMPs apply.

Updated Dangerous Goods packages for ECN 109 Drivers and B Veh TT0s will be released in the near future.

Queries in regard to driver training can be addressed to the CDI, W01 Lowry, on DNATS 8-56-7124, STD (057) 93 7124.

Course Schedule

The following schedule of courses is correct at the time of print. This schedule contains amendments that were not promulgated in the April issue of TCI Ops.

UPCOMING COURSES			
COURSE	START	END	NOMS BY
3/96 B VEH TTO REFRESHER (DARWIN)	18 JUN 96	21 JUN 96	04 JUN 96
4/96 B VEH TTO REFRESHER (BRISBANE)	23 JUL 96	26 JUL 96	09 JUL 96
9/96 BULK FUEL TANKER	29 JUL 96	16 AUG 96	03 JUN 96
1/96 SUBJ 4 CPL AIR DISPATCH	29 JUL 96	18 AUG 96	03 JUN 96
2/96 OP SPEC VEH	01 AUG 96	12 SEP 96	06 JUN 96
2/96 B VEH TTO	03 AUG 96	17 AUG 96	07 JUN 96
2/96 TPT MNGT	03 AUG 96	17 AUG 96	07 JUN 96
1/96 SUBJ 4 CPL AIR DISPATCH	03 AUG 96	18 AUG 96	07 JUN 96
5/96 B VEH TTO REFRESHER (MELBOURNE)	06 AUG 96	09 AUG 96	23 JUL 96
2/96 OP TERMINAL ARA	08 AUG 96	08 OCT 96	13 JUN 96
1/96 SEAMAN GDE ONE	08 AUG 96	18 SEP 96	13 JUN 96
1/96 COACH DRIVER	12 AUG 96	16 AUG 96	17 JUN 96
10/96 BULK FUEL TANKER	12 AUG 96	30 AUG 96	17 JUN 96
6/96 B VEH TTO REFRESHER (PERTH)	20 AUG 96	23 AUG 96	06 AUG 96
1/96 OP TERMINAL GRES	23 AUG 96	08 SEP 96	28 JUN 96
1/96 ROTC GRES	24 AUG 96	08 SEP 96	28 JUN 96
1/96 OP MOV STAFF	24 AUG 96	08 SEP 96	28 JUN 96
1/96 RD TPT OPS SGT (EX RAINF & RAA SGTS)	31 AUG 96	15 SEP 96	06 JUL 96
7/96 B VEH TTO REFRESHER (ADELAIDE)	10 SEP 96	13 SEP 96	27 AUG 96
2/96 ACCIDENT AVOIDANCE	23 SEP 96	30 SEP 96	09 SEP 96
2/96 OP MOV CPL	28 SEP 96	13 OCT 96	02 AUG 96
3/96 TPT MNGT	28 SEP 96	13 OCT 96	03 AUG 96
4/96 MOTOR CYCLE OP	30 SEP 96	23 OCT 96	05 AUG 96
1/96 LOAC ARA+GRES MODULE	30 SEP 96	08 NOV 96	05 AUG 96
3/96 B VEH TTO	12 OCT 96	26 OCT 96	17 AUG 96
1/96 VIP DRIVER	14 OCT 96	18 OCT 96	19 AUG 96
8/96 B VEH TTO REFRESHER (PUCKAPUNYAL)	15 OCT 96	16 OCT 96	01 OCT 96
9/96 B VEH TTO REFRESHER (TOWNSVILLE)	22 OCT 96	25 OCT 96	08 OCT 96
1/96 SUBJ 4 SGT RD TPT	26 OCT 96	10 NOV 96	30 AUG 96
2/96 OP MOV PTE	02 NOV 96	08 DEC 96	07 SEP 96
4/96 B VEH TTO	09 NOV 96	23 NOV 96	14 SEP 96
1/96 SEAMAN GDE TWO GRES MODULE 2	22 NOV 96	02 DEC 96	27 SEP 96
2/96 RD TPT OPS SGT (EX RAINF & RAA SGTS)	23 NOV 96	05 DEC 96	27 SEP 96
2/96 BASIC AIR DISPATCH	23 NOV 96	08 DEC 96	27 SEP 96

All nominations to DMOV&T except for B Veh TTO Refresher and Accident Avoidance - nominations to ALTCD

RSM ROUNDUP

Warrant Officer Class One C. J. Holmes



WO1 Holmes

Warrant Officer Class One Christopher John Holmes was born on 26 Mar 54 in Albury, NSW. He enlisted in the Australian Regular Army in 1972 and on completion of recruit training was allocated to the Royal Australian Army Service Corps (RAASC). After successfully completing a basic drivers course at Northern Command Trade Training Centre, Enoggera, QLD, he was posted to 24 Tpt Pl, 5 Tpt Coy, as a driver, later becoming the OC's driver/batman.

In 1975 he was posted to 86 Tpt Pl, 26 Tpt Coy, as a Driver/Clerk Admin Grade 2. He remained with the Coy (later Sqn) for the next seven years. In this time he served as an Operator Specialist Vehicle (ECN 274) in 158 Tk Tptr Pl, Sect Comd in 86 Tpt Tp, 87 Tpt Tp and 158 Tk Tptr Pl and as the Regimental Policeman (CPL) on Sqn HQ (often referred to as the Sheriff of Jellystone Park - hence one of the reasons behind the nickname 'Coogi'). January 1982 saw Sergeant Holmes posted as an instructor at the Army School of Transport (C Tp - Transport Wing). He moved internally to become an instructor at Transport Management Section under the command of a young adventurous Captain by the name of Overell.

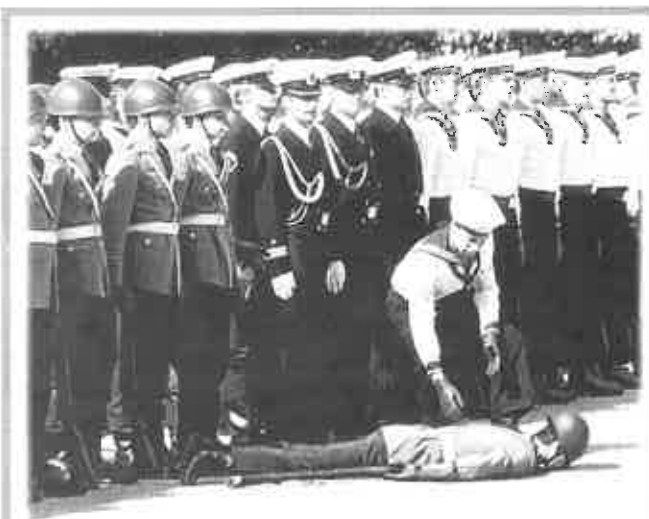
On leaving the School in 1985, he was posted to Enoggera as the Transport Supervisor Sergeant of HQ Coy, 6 Bde. In January 1987 the newly promoted WO2 Holmes was posted back to Puckapunyal as an instructor in Corps Training Wing, Army School of Transport (he became one of the TOWs). In the two succeeding years he performed the role of Wing Sergeant Major, Transport Wing.

In January 1990, Warrant Officer Holmes (like RSM Eaton) realised one of his military goals when he was posted as SSM 9 Tpt Sqn, Townsville. A position he found most enjoyable and rewarding which culminated in the Sqn winning the "Assegai Challenge" - the Non Arms Corps Military Skills Competition of 1 Division.

Warrant Officer Holmes was posted on promotion as RSM to 10 Tml Regt, Middle Head, Sydney in January 1992. The highlight of this posting was the granting of the Freedom of Entry to the City of Mosman to the Regiment in recognition of the support provided over the years to the citizens of Mosman and civilian organisations. Two years later he was posted as RSM Brisbane Log Gp located at Bulimba Barracks in Brisbane.

In February 1995 he was posted as RSM 4 Trg Gp Adelaide where he continues to serve.

Warrant Officer Holmes is married to Julie and has three children (two girls and a boy) ranging in age from 7 to 12 years. His interests include furniture restoration, carpentry and all sports. His current passion is ultra distance running, having completed two 12 hour and two 24 hour runs in South Australia since Oct 95 as part of the SA Ultra 12/24 hour Series.



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SCMA Corner

We thought it was about time we cleared the haze covering the magical PAC (Promotion Advisory Committee) process. In fact the PAC deliberations are open to all soldiers to visit (you can visit any PAC with the exception of your own Corps) and are not clouded in secrecy. The aim of the PAC process is to promote the best soldiers within the ECN.

At the Annual Promotion Series, all soldiers who will be qualified for promotion to SGT or above by 30 June of that year and who are recommended for promotion on their last annual PR66 and have completed a minimum of three years in rank are considered for promotion.

Prior to the Promotion Series, the Career Advisors and the SO2 of the relevant Personnel Management (PM) Section independently conduct a review of all eligible soldiers in each rank and trade who are recommended and qualified (or will be qualified by 30 June of that year) and develop their own recommendations for promotion clearance. They examine:

- quality and consistency of performance, particularly over the last three years;
- the written comments and appraisals contained in the reports;
- the experience the soldier has gained in trade and rank;
- performance on courses:
 - * Subj 1 provides an evaluation of the soldier against his peers in an All Corps environment,
 - * Subj 2 gives an indication of a soldier's relative Corps merit, and
 - * Subj 4 gives an indication of trade ability;
- any offences, including when they occurred, the nature of the offence and penalty imposed;
- the unit and job in which the soldier was employed;
- any compassionate or medical circumstances which may have affected performance; and
- the soldier's peers, to gain a perception of relative merit.

Once the independent review has been completed, the PAC (Part 1) meets. Headed by the SO1 of PMGp, the PAC includes the Career Adviser and the SO2 of the PM Section of SCMA responsible for the Corps being considered. During the PAC (Part 1), candidates for promotion are discussed and compared in order to derive:

- a recommendation for the PAC (Part 2) as to whether or not each soldier should be cleared for promotion; and
- the recommended order of merit for soldiers to be cleared.

The PAC (Part 2) meets immediately after the PAC (Part 1) and comprises CO SCMA, the Corps Director, the SO1

PM Gp SCMA, SO2 of the relevant PM Section and the Career Adviser. During this process, soldiers are cleared for promotion and a Final Order of Merit (FOML) is compiled. Promotions will subsequently occur strictly in order of merit contained in the FOML. The FOML is distributed only on a "need to know" basis, and is not released to units.

Every soldier that is taken to the PAC for consideration will then receive a letter advising them of the outcome. Some of the more common classifications used in the letters are as follows:

- Cleared (C) - Soldier is cleared and will be promoted.
- Cleared Subject to Vacancy (V) - Soldier is cleared however will only be promoted if a suitable vacancy exists.
- Provisional Clearance (PC) - Soldier is cleared however needs to complete one or more aspects before being promoted, eg PC subject to passing Subj One. If the soldier fails to obtain the necessary requirements by the date specified his PC status will be withdrawn.
- Not Cleared (M) - Soldier is not cleared and will not be promoted.
- Approaching Ceiling Rank (ACR) - Although the soldier is cleared for promotion, his/her sustained performance history is reflected in a position continually at the bottom of the order of merit. As a result of the soldier's performance history, it is unlikely that he/she is ever going to gain a promotion. If there is no true change in performance level, it would be expected that at the next PAC the soldier should obtain a Not Cleared Ceiling Rank.
- Not Cleared Ceiling Rank (CR) - The soldier is not competitive for promotion. His/her sustained performance history has been confirmed at the bottom of the order of merit, and it is unlikely that he/she will ever be competitive for promotion.
- Merit Ceiling Rank (MCR) - The soldier's performance is below the standard required to be cleared for promotion by the PAC. However, it is felt that the soldier has the potential to improve his/her performance to a standard suitable for promotion. The PAC will identify the areas in which the soldier needs to improve his/her performance.
- Not Cleared Merit Improvement Noted (MIN) - Merit Improvement has been noted, however a sustained or further improvement is still required before the soldier can be cleared for promotion.

Of course all of these letters are sent via the chain of command and soldiers first point of contact should remain via the chain of command.

Soldiers really need to ensure they keep their promotion

SCMA Corner

prospects in perspective and be honest with themselves. For example, in the 1996 PAC there were 30 WO2 ECN 381 under consideration for promotion to WO1. The problem is there are only two WO1 ECN 381 positions, and both positions were filled at the end of 1995. Therefore, the likelihood of any of the ECN 381 WO2s being promoted at the end of 1996 is highly unlikely.

As a result of the PAC process many soldiers will receive letters informing them that they may have reached their ceiling rank. This does not mean they are not performing to a satisfactory level, it is simply an effort by SCMA to provide soldiers with the most realistic and honest information in regards to their promotion prospects. Indeed many of the soldiers that received ceiling rank letters are suitable for promotion, however, due to the limited number of positions at the next higher rank it is unlikely they will be promoted.

If soldiers are unsure of the number of positions within their particular ECN and therefore are unaware of their promotion prospects they should raise these topics with the Career Advisers during their career interviews.

Editor's Note

Contributions to this edition of PAR ONERI have been great - many thanks to those who have contributed. We have tried very hard to include all articles and a selection of photographs to add interest. For those that have missed this edition they will be held over for the next. YOUR continued contribution is most important, and you are encouraged to submit short 'newsy' articles with clear photographs, for the next edition. The Closing date for submission is 23 Sept 96. Your enquires and submissions should be directed to:

The Editor
PAR ONERI
RACT Centre, Tobruk Barracks
PUCKAPUNYAL VIC 3662
or
Fax: (057) 93 7139

Australia Day 1996 Honours List

Medal of the Order of Australia

Warrant Officer Class One Barry Keith Brown

For meritorious service to the Australian Army as Chief Driving Instructor of the Army and the Army School of Transport.

Conspicuous Service Medal

Lieutenant Colonel Patrick David Coward

For meritorious achievement in the Primary Standardisation Office of the American, British, Canadian and Australian Armies' Standardisation Program.

Sergeant Stephen William Geoghegan

For exceptional service to the Australian Defence Force as a VIP Driver.

Australia Day Medallion

Warrant Officer Class Two Heather Mary Braid

This award recognises Warrant Officer Braid's outstanding achievements in the development and maintenance of Defence information systems over several years.

Mrs Judy Cardwell

In recognition for Mrs Cardwell's dedicated service to the Directorate of Movements and Transport - Army.



Colonel Rob Regan presenting Mrs Judy Cardwell with her Australia Day Medallion and Certificate



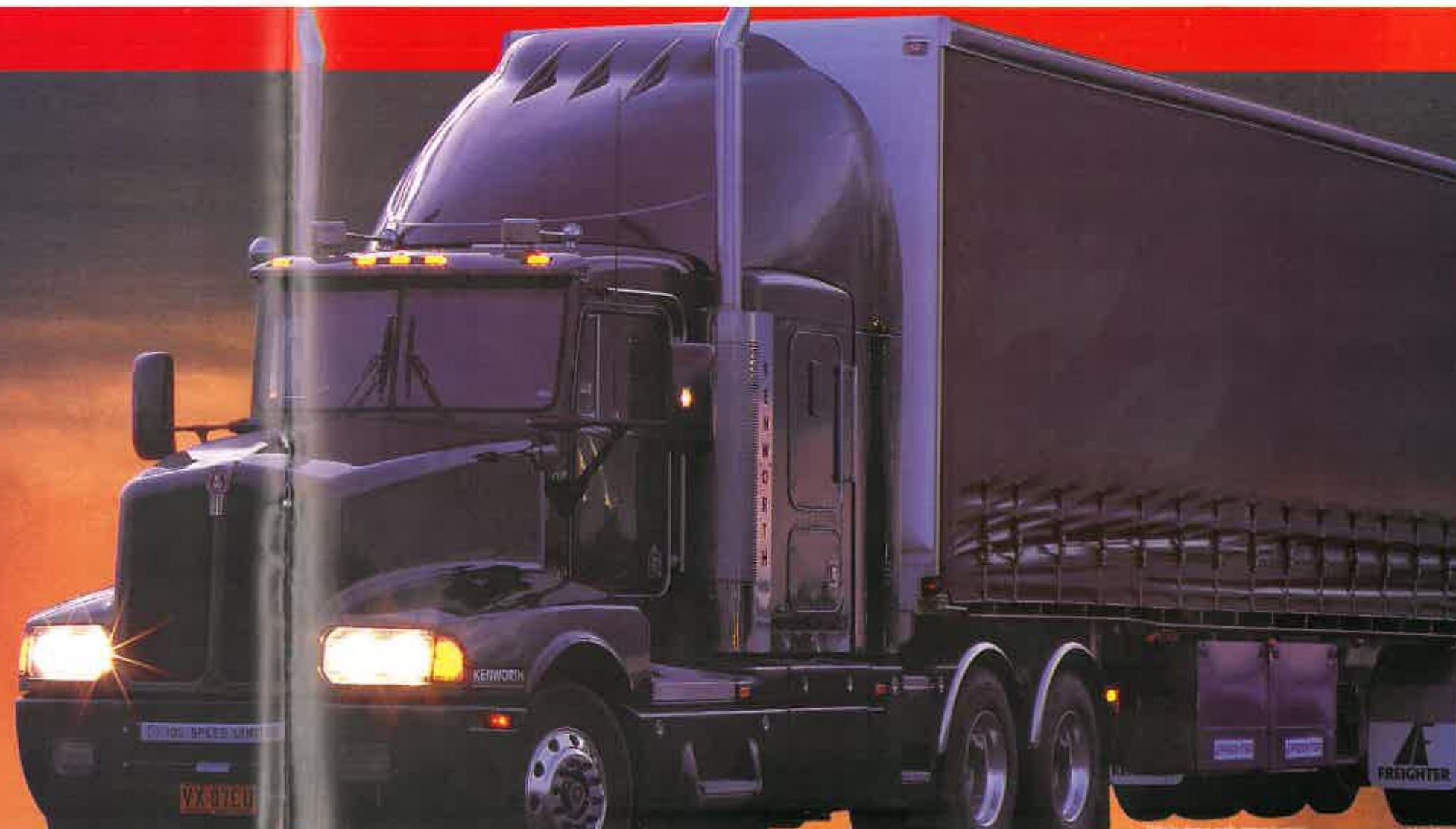
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The Army Logistic Training Centre and The Future of RACT Training

... For the times they are a changin' ...

by CAPT W. Cowham, DD, ALTC

Bob Dylan

Introduction

On 1 December 1995, the Army Logistic Training Centre (ALTC) was formed. The ALTC was raised by amalgamating and integrating the following schools:

- * Army College of TAFE
- * Army School of Transport
- * School of Army Health
- * RAAOC Centre
- * RAEME Training Centre
- * Army Catering Centre
- * The Chaplaincy Centre

The reasons for the forming of the ALTC are numerous, and date back to 1981 when the CGSAC first addressed the issue of more effective logistic training, given the major changes in the provision of logistic support. These changes include:

- * the changing strategic environment and increasing emphasis on logistic self-reliance,
- * significant changes in combat service support and the introduction of BASBs,
- * the application of integrated logistic support in the Materiel Acquisition Cycle,
- * the establishment of logistic complexes,
- * the implementation of fleet management,
- * the emphasis on fast distribution rather than inventory management and warehousing,
- * the increasing emphasis on commercial support and defence civilians,
- * the introduction of new technology, and
- * the devolution of responsibilities for resource management.

Organisation

The ALTC is made up of a Headquarters, Operations and Development Sections (located at Bonegilla) and the following training divisions:

Integrated Logistic Division (ILD) formed from an amalgamation of elements of existing Corps, officer and regimental training wings and situated in the Albury/Wodonga Military Area (AWMA).

Materiel Support Division (MSD) made up of the trade training wings of Army TAFE and RAEME Training

Centre and situated in the AWMA.

Distribution Division (DD) made up from significant elements of the Army School of Transport and the RAAOC Centre and situated in both the AWMA and Puckapunyal.

Personnel Support Division (PSD) made up of significant elements of the School of Army Health and the Army Catering Centre and situated at Portsea and Puckapunyal.

Mission

The ALTC mission is to provide well trained personnel who can deliver logistic solutions and support at the least cost, on time and in the right place to win the land battle.

General

This article will concentrate on the effect of the ALTC on RACT trades and training only. More detailed information about the types and frequencies of courses offered by the ALTC as a whole together with prerequisites, length and qualifications gained on courses will be available shortly with the production of the ALTC Handbook.

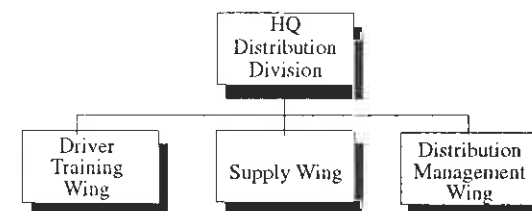
Distribution Division

Mission

To provide the specialist movements, transport and supply training which satisfies the needs of the ADF distribution system.

Organisation

The Division is organised as follows:

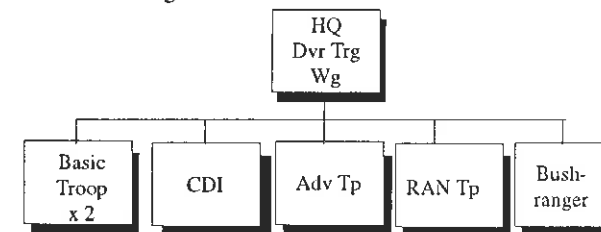


Driver Training Wing

The most significant change from Transport Wing to Driver Training Wing has been the reduction from four to two

Basic Driver Troops. These Troops will be responsible for the conduct of 18 BDCs in TY 1996/97. The Chief Driving Instructor has moved into the Wing and in addition to his current workload has taken on the responsibility for the conduct of Trade Testing Officer courses.

The new Wing structure is as follows



Within the Wing, the courses are continually being modified and up-dated. Mechanical principles and dangerous goods training have been reviewed for the Basic Driver Course, and a new course format of 27 days has been approved by the CI to be run as a pilot program this year.

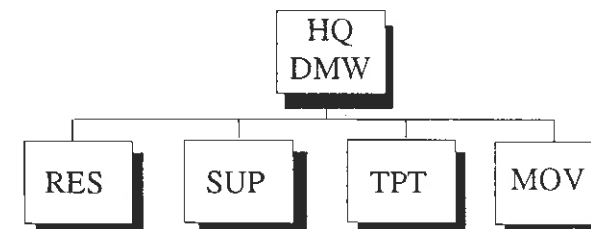
Project Bushranger is currently running its third 16 day course. It is intended to run nine courses this year to supply sufficient drivers to meet 6 Bde's requirements. In terms of instructor effort, this means an intense, non-stop program which will continue for three months.

The Advanced Troop has also been very busy this year having conducted a 274-2 course, a Motorcycle Operators course and Defensive Driving Packages on every Basic Driver Course. Mobile tours have been sent to Perth, Townsville, Canungra and Sydney to conduct Accident Avoidance Training.

In the coming months, Driver Training Wing will become a focal point as it trials the passenger seat pods for the Unimog. These pods are currently under construction under Project Transafe. In July, the Wing will take responsibility for GRes Driver Training under Project Wellesley and will physically control Southern Region courses currently conducted by 3 RTU.

Distribution Management Wing

Part of the restructure within the ALTC was the creation of Distribution Management Wing (DMW). The structure is shown below:



The Wing is responsible for the following courses:

RES: 2 X QM	TPT: 2 X ROBC 2 X ROIC	MOV: 2 X OP MOV BASIC
SUP: 2 X ROBC 2 X ROIC 3 X SUB 2 SGT	1 X SUB 2 WO 2 X SUB 4 SGT 2 X SUB 4 CPL 4 X TPT MNGR	1 X OP REMOV 1 X OP MOV CPL 2 X OP MOV CPL 1 X OP MOV CONV 1 X OP MOV CONT

The wing is effectively the amalgamation of elements of the old RACT Corps Training Wing, Movements Wing, RAAOC Regimental Training Wing and QM Wing. Currently the wing is split over two geographic locations; one at Puckapunyal conducting RACT training and the other at Bandiana conducting the RAAOC and QM training. It is planned that in the near term the Wing will be colocated in Gaza Ridge Barracks, Bandiana.

From the RACT view point, there have been a number of changes to the way we conduct courses, and who actually instructs on them. The integration of the old wings has allowed us to identify certain efficiencies in training that have helped reduce the instructor manning and meet most of the commitment to training. This is an on going process of review. You will notice that there is no Transport Management Group within the new structure, nor is there an NCO and Officer training section; this is because each of these elements have been combined into the Transport Operations Section.

Officer Courses

The format of officer courses will change from September 96 with the introduction of the suite of Logistic Officer courses. These courses are a combination of Integrated Logistic lessons taught by Integrated Logistics Division of ALTC and Special to Corps lessons taught by Distribution Management Wing. The length of each logistic component varies between the LOBC, LOIC and LOAC courses. Indeed the LOAC will be conducted in its entirety in Bandiana under the guidance of Integrated Logistic Division with minimal involvement from DMW. The LOBC and LOIC will have a common logistic module before sending students to DMW for RACT and RAAOC training. Lessons taught by Integrated Logistics Division are those lessons that are currently common to each of the old Officer Courses; ie Admin in the AO, Orders, Briefing and Appreciations, and Deploy and Site Logistic Units. The other point worth noting is that these courses will be integrated ARA and GRES. Therefore there will no longer be specific GRES courses conducted throughout the year.

Transport NCO Courses

The format of the NCO courses will not change from those conducted at present. As most of you will be aware there is already an integration of ARA and GRES courses conducted by the Wing. This won't change under the new structure. In late 1996 there will be a review into SNCO training to determine the requirement for logistic training at this level.

New Graduates from a New Centre

On 16 Feb 96 a new era in Army training was realised. The first students to graduate from the Army Logistic Training Centre (ALTC) were presented their course certificates from the 3/96 and 4/96 Basic Drivers' Course conducted at Distribution Division, Puckapunyal. Distribution Division, incorporating the former Army School of Transport and significant elements of the RAAOC Centre, has the responsibility for conducting, amongst other courses, basic, advanced and specialist driver training for RACT, selected all Corps and RAAF and Naval personnel.

The seventeen students, drawn from RACT, RASigs and AAAvn completed a demanding 24 day course which qualified them as ECN 109 drivers.

The ALTC was formed on 1 Dec 95 and is the Army's newest training institution. The special significance of being the Centre's first graduates was not lost upon the soldiers who turned on a good "boots and saddles" parade to mark their completion of the course. PTE Megan Evans, RMC, was the proud recipient of certificate Number 1, and TPR John Wilson, AAAvn School, and PTE Todd Trost, 10 Tml Regt, were awarded the Student of Merit for the 3/96 and 4/96 course respectively.

Pictured below are LTCOL Steve Jones, Chief Instructor Distribution Division, presenting the Student of Merit Awards to PTE Trost, left and TPR Wilson.



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MOVEMENTS TRAINING REVIEW

by MAJ V. Renfrew, 2IC, DD, ALTC

The Army Movements training conducted at the then Army School of Transport (AST) prior to the end of 1995 was based on a trade analysis conducted in 1984. At that time, movements consisted of 16 Movement Control Offices (MCO), located in areas of major troop concentration and controlled by HQ Log Comd; six Movement Control Units (MCU), also controlled by HQ Log Comd; with 11 MC Gp as the sole Land Command movement asset. Movements training, therefore, reflected this focus, concentrating heavily on the domestic functions and briefly covering operational aspects.

This situation has changed, and with the acceptance of the Operational Movements Review, we are seeing a major change to the functions to be performed by the movements trade. Gone are many of the domestic functions, as units are given approval to process their own travel, and 1 J Mov Gp has been formed by amalgamating 11 MC Gp and the eight Mov Units. This will change the focus of movements, away from the domestic Log Comd environment, towards the operational ADF environment. With this change in the air, it became obvious that movements training would also need to change.

DMOV&T tasked the then CO/CI AST to conduct a review into movements training to ensure its currency. The review was tasked to consider all aspects of movements training within Army, including that provided to Defence civilians. The review was to encompass training both for operational and administrative movements.

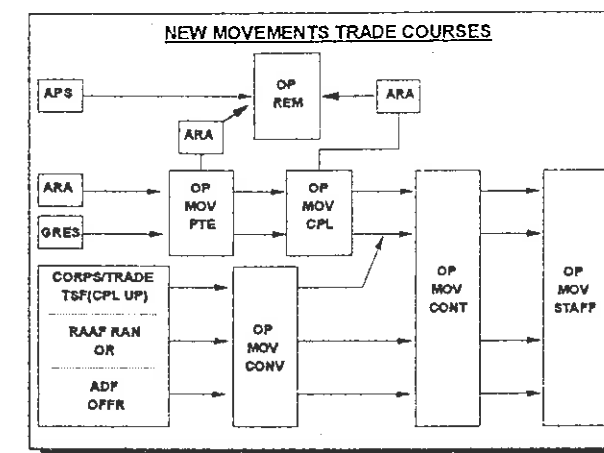
CO/CI AST formed the Movements Training Review Team (MTRT) to conduct the review on 1 Jul 95. MTRT was tasked to examine current movements training and to design a new suite of trade courses for the movements trade. MTRT consisted of Major John Hathaway, Major Vic Renfrew, Captain Steve Buchanan and Warrant Officer Class 2 John O'Grady. The aim for MTRT, as expressed by CO/CI AST was "to identify the most effective and efficient suite of courses to facilitate the most effective and efficient movements system for the ADF". MTRT was tasked to provide its final report to DMOV&T on 14 Dec 95. MTRT began its mission by developing a Trade Structure Model. This was used as a start point for the development of job statements.

The model had the core structure of the trade revolving around Operational Movements, with supplementary elements of passenger movement, cargo movement and removals associated with it. Postal was considered as a supplemental part of the trade, but it was acknowledged that a further study would be required to determine if postal training was, at this stage, suitable.

Using this model, MTRT developed a series of questionnaires for distribution to all personnel in the movements trade, to determine the accuracy of these job statements. The questionnaires were dispatched to units on 21 Aug 95. 429 questionnaires were dispatched to units, covering both operational and administrative movement functions. The results from these questionnaires were collated by MTRT, and presented to an Experienced Panel (EP) during the period 13-14 Sep 95. The EP was headed by LTCOL Peter Tweedie, and consisted of members from

1 J Mov Gp, DMCA, ADLS-N (OL) (RAN), AHQ (RAAF), DPS&C-A and HQ Log Comd, as well as a number of experts from the movements trade to provide a balanced view. MTRT presented its findings from the questionnaires to the EP, and the EP considered each of the proposed ADLS-N (OL) (RAN) courses in detail, and provided guidance as to the subjects that should be included at each level.

Leaving the EP, members of the MTRT set about the development of the courses: their competencies, elements, instructional, and resource planners. These were developed with the assistance of Mov Wing at AST and 11 MC Gp. The new suite of courses developed by MTRT are shown below in the diagram and in the text. Also shown is the potential students for each course.



- Op Mov Pte Course:
 - ARA/GRES IET Course.
- Op Mov Cpl Course:
 - ARA/GRES Promotion Course.
- Op Mov Conversion Course:
 - ARA/GRES Officers posted to 1 J Mov Gp.
 - RAN and RAAF Officers posted to 1 J Mov Gp.
 - RAAF other ranks (CPL and above) posted to 1 J Mov Gp.
 - ARA/GRES trade or Corps transferees of the rank of CPL and above.
- Op Mov Control Course:
 - ARA/GRES other ranks promotion course (to SGT).
 - ARA/GRES, RAN and RAAF Officers on first appointment to 1 J Mov Gp.
 - RAAF SNCO on first appointment to 1 J Mov Gp.
- Op Mov Staff Course:
 - ARA/GRES SNCO promotion course (to W02).
 - ARA/GRES, RAN and RAAF officers appointed to staff positions within 1 J Mov Gp.
 - ARA/GRES officers appointed to command positions within 1 J Mov Gp.

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- RAAF SNCO appointed to staff
- Op Removals Course:
- ARA or APS personnel appointed to positions in the Army Removal System.

These courses are generally 16 days in duration and are suitable for attendance by either ARA or GRES students. The Op Removals Course is 20 days long and covers basic removals operator skills plus those special skills needed by a removals supervisor.

In addition, the Op Mov PTE Course includes an additional 16 days unrestricted B7 driving licence course, which will be conducted prior to the movements element of the course. The requirement for all Op Mov to hold at least an unrestricted B7 licence will be introduced, and catch up training implemented for those members of the trade who do not yet fulfil this "trade" requirement. The aims and competencies for each course are shown below.

OP MOV PTE

- Aim: To qualify soldiers for employment as an Op Mov in the rank of PTE
- Competencies:
 - 1C - Operate a loaded military B Vehicle (B7)
 - 2C - Process travel in Australia
 - 3C - Process freight
 - 4C - Monitor Movement
 - 5C - Perform office services

OP MOV CPL

- Aim: To qualify soldiers for employment as an Op Mov in the rank of CPL
- Competencies:
 - 1C - Process travel overseas
 - 2C - Process freight
 - 3C - Advise Units on preparation for movement
 - 4C - Monitor Movement
 - 5C - Produce a single mode Movement Order

OP MOV CONVERSION

- Aim: To provide accelerated operational movement training to selected members of the ADF (who have no movements background) prior to their first appointment to JMOV Gp
- Competencies:
 - 1C - Monitor Movement
 - 2C - Produce a Single Mode Movement Order
 - 3C - Identify Dangerous Goods
 - 4C - Advise Units on preparation for movement

OP MOV CONTROL

- Aim: To qualify ADF junior officers, Army and RAAF NCO's as an Op Mov Controller
- Competencies:
 - 1C Produce a multi mode movement Order
 - 2C Produce a multi modal reconnaissance report

OP MOV STAFF

- Aim: To qualify selected ADF officers and SNCO for employment as Movements Staff
- Competencies:
 - 1C - Introduction to joint operational concepts
 - 2C - Produce a Joint Service movement plan and instruction
 - 3C - Conduct joint movement control office operations

There will now be field training elements for PTE, CPL, Conversion and Control Courses, to allow students to practise the conduct of operational movements under field conditions. This may include living off hard rations, living under field shelters and working out of tents.

OPERATOR REMOVALS

- Aim: To qualify selected ARA and APS members as Removal Operators within the Army Removals System
- Competencies:
 - 1C - Perform office skills
 - 2C - Process domestic travel
 - 3C - Process travel overseas
 - 4C - Process domestic removals
 - 5C - Process overseas removals
 - 6C - Provide removals advice

Pilot courses have been designed and will be conducted during 1996. All courses, with the exception of the Op Mov Staff Course, will be held in Puckapunyal. The Op Mov Staff Course is likely to be held in Sydney. Once the pilot courses have been completed, finalised Training Management Plans (TMP) will be forwarded to DMOV&T for approval. These will form the first approved suite of movements courses for a number of years. In short, a busy year is ahead to ensure this occurs. The dates for these pilot courses are:

- OP MOV PTE
 - PHASE 1 24 FEB - 10 MAR 96 (16 DAYS - TPT WING)
 - PHASE 2 16 - 31 MAR 96 (16 DAYS)
- OP MOV CONV 9 - 24 APR 96 (16 DAYS)
- OP MOV CONTR 27 APR - 12 MAY 96 (16 DAYS)
- OP MOV CPL 15 - 30 JUN 96 (16 DAYS)
- OP REMOV 15 JUL - 9 AUG 96 (20 DAYS)
- OP MOV STAFF 24 AUG - 8 SEP 96 (16 DAYS)
- OP MOV CPL 28 SEP - 13 OCT 96 (16 DAYS)
- OP MOV PTE
 - PHASE 1 2 - 17 NOV 96 (16 DAYS - TPT WING)
 - PHASE 2 23 NOV - 8 DEC 96 (16 DAYS)

The Movements Training Review is the most significant change to affect movements training since 1984. It has resulted in the production of a new, dynamic suite of courses that have been designed to meet the needs of movements principal customer - 1 JMOV Gp. The review was conducted and finalised on time, and the results achieved by the MTRT satisfied the requirements as laid down in its terms of reference.

"To identify the most effective and efficient suite of courses to facilitate the most effective and efficient movements system for the ADF"

TRUCK STOP NEWS

Mutterings from TPT COY 11 BASB

On 28 Feb 94, GRES members of the Far North adopted the Army wide trend of the 'BASB'. 4 Tpt Sqn ceased to exist but was absorbed into the creature known as 11 BASB.

Since the name change we have had numerous personnel posted in, posted out, change jobs, promoted and so on. The manning to date: OC, CAPT Warwick Hamilton; 2IC/Ops, LT Russell McDonald; CSM, SGT Alan Broomhall; Trg WO, WO2 Allan Egan; CQMS, SSGT Max Damen; Comd, WO2 Dieter Puschman; B Tp Comd, SGT Alan Ducat A Tp and Tp SGT, SGT Pam Dillon.

A Tp is the Training Tp for the Coy. It consists of our non-IET qualified personnel. It takes sometimes over a year for a member to become a fully qualified 109 driver. After recruit training members will attend a B7/B8 restricted course with the upgrade occurring at least 12 months after this course. Due to the number of members unqualified they are placed in A Tp until they can attend their upgrade course. However, there are plans afoot to conduct separate B7 and B8 courses at 11 Trg Gp. With members attending a dedicated B8 course shortly after recruit training they are able to be employed in fulfilling the BASB's role in a shorter time. Another course which is on the drawing board at 11 Trg Gp is a 21 day B7/B8 course. If our members are able to get the time to attend this course then we will benefit with a fully qualified 109 driver straight away.

Although 4 Tpt Sqn was absorbed into 11 BASB our role and tasking has not changed. 1995 was an extremely busy year with K95 being the main focus. The Coy deployed to Weipa, just south of the airport in an area of regrowth forest. Once on the ground we consisted of a Coy HQ, Tp HQ and 4 full strength sections. Like many other tpt units experienced, we had a number of hot, long, dusty days on the road. It was a great chance for us all to enjoy the art of convoy driving. We thought that once we arrived in the BASB AO we would be conducting mainly driving tasks (our job) but alas a cunning plan had been formed and we were to conduct infantry tasks as well. The shock horror of it all. Regardless of our personal discomfort we got on with the job and confirmed our Corps motto. Before we knew it, it was time for the long, hot, dusty redeployment home. We gained many skills on 'Skippy' and were pleased to have the chance to do what we had been trained for (even if we did have to do those infantry things).

Early this year Tpt Coy conducted two drivers courses during the period 3-18 Feb 96. They were B8 unrestricted and B9 unrestricted. Students from our Coy who attended this course still have to complete a 6 day B7 course to

become fully qualified 109 drivers. The trek phase of the B9 course consisted of live tasking for 35 Field Sqn in carrying stores from Townsville to Mount Isa. This was definitely one of the highlights of the course. It was a great opportunity to actually be active in our trade whilst still in training.

The remainder of the year will not be as busy as last year but it will be steady. We are continuing to conduct our training weekends and the AFX will occur in August. As a sideline to our training we are continually recruiting. We still have quite a number of positions that are yet to be filled. So if anyone is looking at taking discharge in the Townsville region and wants to keep 'their hand in' 11 BASB Tpt Coy is for you. A shameless bit of self promotion but all in a good cause.

Until next time, the GRes Truckies of North Queensland bid farewell.

3 BASB Parades in Style for the New Boss

Lavarack Barracks-based 3 BASB held its first major ceremonial parade on its new parade ground on December 1 last year to mark the unit's 3rd Birthday.

The parade also marked the handover/takeover of command of 3 BASB by LTCOL George Yacoub to LTCOL Noye.



Photo: New CO of 3 BASB, LTCOL Noye, and RSM, WO1 Alan Murdoch as LTCOL Noye officially took command of the unit.

TRUCK STOP NEWS

26 Transport Squadron

Farewell to 158 Transport Troop



Other prime movers used by the Troop have included Federal 2s, Leyland 'Contractors' and the current prime mover, the International S Line, introduced into service in 1989.

In 1970 the 35 ton Stecco low bed transporter trailer entered service, and in 1988 a Drake hydraulically expanding tank/plant trailer was trialed before the in-service Haulmark 55 tonne tank/plant trailer was

selected as the new heavy trailer.

In June 1996, 9 Transport Regiment will formally farewell one of its most famous troops when 158 Transport Troop parades for the last time as part of 26 Transport Squadron. The passing of the Troop is a consequence of the Force Structure Review and brings to a close a significant part of Corps' history.

The origins of the Troop go back to 1941, a mere eight years after motorised transport was first used in the Army. In that year 20 Reserve Motor Transport Coy was raised in Seymour, Victoria, to operate three ton lorries. Although the history of the troops is ill-defined for the period 1941 to 1960 the unit emerged in strength again on 1 July 1960 when it was renamed 158 Transport Platoon.

Since 1960 the Troop has operated four different types of prime mover and heavy trailer. The role of the Troop has been to move tanks, heavy plant and assorted over-dimensional loads such as aircraft wings, railway locomotives, naval guns and small buildings. The first combinations used 'Diamond T' prime movers towing Steelweld 60 ton tank transporter trailers. The prime movers frequently used a 'push/pull' system to haul the heavier loads. This of course required great skill and co-ordination between drivers, particularly as they operated without the luxury of modern day CB radio communications.

Drivers posted to 158 Transport Troop are among the most experienced in the Corps by virtue of the sheer size of the vehicles they operate and the expertise they need to employ in carrying loads which are unusually large or difficult to secure. The Troop has always been heavily tasked with most drivers spending between seven and nine months on the road. Over the years the Troop has certainly lived up to its motto of 'We Deliver Anywhere'.

Even though it is now time to farewell 158 Transport Troop the spirit of the transporters will live on in 26 Transport Squadron. Most of the Troop's vehicles and drivers have been absorbed into 86 Transport Troop to form a 'heavy' section. This gives 86 Troop a significant capability in general cargo and heavy lift transport, but more importantly it keeps alive the spirit of 158 Troop within the Squadron.



TRUCK STOP NEWS

The Virginia City Camel Races

by Lieutenant J-P Ouvrier



Shorty in the finals

26 Tpt Sqn is renowned for its camel mascots and each year the Squadron enters a team in the famed Alice Springs Camel Cup run in July. Last year the Sqn's chief handler, PTE Geoff ('Shorty') Smith won the Camel Cup, which is the main race at the carnival. He was subsequently sponsored by the Lions Club of Alice Springs to represent Australia in the Virginia City Camel Races held in Nevada, USA. This race is an international event which is contested annually. Both the Corps and 9 Tpt Regt also sponsored Shorty.

Shorty competed in a total of six races during the race carnival. He came first in two events, and second in three, including the eliminating finals. This gave him a spot in the final international race between Australia and America. Despite showing promise in the early stages of the race he was unplaced. In keeping with his Squadron identity, Shorty wore a Squadron T-shirt, DPCU trousers and a protective helmet in each race. In the final race, however, he swapped the helmet for the more traditional slouch hat. The crowd was quite impressed with the 'Aussie' outfit.

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"Remembering An Old Soldier"

Warrant Officer Class Two W. Syrett



Warrant Officer Class Two Wally Syrett was born on 3 Aug 26 in Lilydale, VIC but grew up in the Melbourne suburb of St. Kilda. W02 Syrett enlisted into the Army on 14 Aug 44; he completed recruit and infantry training in Cowra, N.S.W.

His first posting was to 41/2 Aust

Inf Bn as a rifleman and then to Southern Command Paymasters Office as a Filing Clerk. In early Dec 45, he received orders to report to the British Commonwealth Occupation Force Infantry Pool in Melb on 31 Dec 45. Wally embarked for Japan on 9 Apr 46 and disembarked in Kure, Japan on 26 Apr 46. On arrival he was allocated to 168 Aust Gen Tpt Coy as a driver; however, Wally quickly informed the OC that he was a machine gunner and that he did not know how to drive. During the following weeks and months Wally was employed as a general hand unloading stores as well as doing OJT as a driver before finally undergoing a driving test and gaining a licence.

Over the next five years, Wally was to serve in Japan with 6 Motor Ambulance and 119 Tpt PIRAASC (Tokyo/Kure). During this period, Wally enlisted into the ARA (12 Aug 48). In Dec 49 he was promoted to CPL and became the SECT COMD of VIP Section 119 Tpt Pl.

Wally returned to Australia on 17 Jan 52; thus ending a six year absence apart from a 28 day leave period in Australia. On his return Wally was posted to the Royal Visit Car Coy RAASC (Hamstead S.A/ Karakatta W.A.) as a CPL driver. On the death of King George VI the car company was disbanded and Wally was posted to 109 Tpt PI RAASC (Puckapunyal). During the following months he met and married his wife Eileen. Shortly after their marriage Wally was posted to Papua New Guinea Volunteer Rifles as the TPT NCO (Port Moresby), arriving 1 Feb 53. Eileen arrived three months later to set up their first home together.

In Mar 55 the Syretts arrived back in Melbourne and Wally was posted to 14 National Service Battalion, (Puckapunyal) as a CPL driver from Jun- Aug 55. August 1955 saw Wally posted to 1 Coy RAASC (Puckapunyal) on promotion to PL SGT APL. In Aug 57 Wally was posted to 109 Tpt PI RAASC (Puckapunyal) where he served until Dec 58 before being posted to 13 NS Trg Bn (Ingleburn). In Feb 60 Wally was posted to 101 Coy RAASC 88 Tpt Tp (Randwick) where he served until Sep 60 before taking up a position at Southern Command Trade Training Centre (Broadmeadows) as Assistant Instructor Driving/ Servicing.

In Oct 64, after so many southern postings Wally was finally posted north to 4 Coy RAASC (Rockhampton) as CSM. He was promoted to temporary W02 on 7 Apr 65, then to substantive W02 on 1 Apr 66. In May 1966, he took up the position of ADMIN WO SWBTA. In Aug 72 after almost eight years in Rockhampton, Wally was posted south to the RAASC Centre (Puckapunyal). Whilst at the RAASC Centre he was employed as Assistant Instructor Supply & Q, CSM Local Admin, and RQMS. Wally's final ARA posting was 34 Water Transport Squadron (Brisbane) from Sep to Dec 76.

Wally was discharged on 1 Feb 77 and enlisted into the ARES on 8 Feb 77 fulfilling the position of SSM 7 Transport Squadron RACT (Coburg) until Jan 79. In Jan 79 Wally was posted to OCTU 3 Trg Gp (Broadmeadows) as an Assistant Instructor/ RQMS. On 27 Sep 83, Wally took discharge after 37 years service.

When asked about the many changes Wally has seen within his years in RAASC/ RACT, he clearly states that the professionalism of the current soldiers in the Corps is the outstanding feature for him.

Wally Syrett is a life member of the Tobruk Barracks Sergeants Mess. He regularly attends mess functions and is always willing to chat, so if you wish to talk about Corps history or anything in general then search out Wally. He has a wealth of historical information.

On 15 Feb 96, Wally was awarded his Australian Service Medal 1945-1975. He was awarded two clasps to the medal for two tours of non operational service outside Australia. Wally now resides in Seymour with his wife Eileen. Wally and Eileen have four sons and a daughter.

Awards / Promotions / Discharges

Student of Merit Awards (Nov 95 to Apr 96)

Air Movements Training and Development Unit (Army Component)

2/95 Basic Air Dispatch (BAD) Course -
Awarded to LCPL C.R. McLeod (GRes), RACT,
176 AD Sqn.

Army Logistic Training Centre (ALTC) - Distribution Division

Basic Driver Course:

13/95 PTE McSherry, 1BASB;
14/95 PTE Woods, 26 Tpt Sqn;
16/95 PTE Britton, 6 BASB;
17/95 SPR Duncan, SME;
1/96 PTE Blondinau, 1 Fd Hosp;
2/96 PTE MacKenzie, 7 Fd Regt;
3/96 TPR Wilson, Avn School;
4/96 PTE Trost, 10 Tml Regt;
5-6/96 PTE Bate, 10 Tml Regt;
7-8/96 PTE Bryant, 1 Div Postal Unit;
9-10/96 PTE Steele, 26 Tpt Sqn; and
11-12/96 PTE Stanborough, 1 Fd Regt.

Bushranger Course:

3/96 PTE Judd, ALTC.
4/96 PTE Kirk-Lauritsen, 49 RQR.
5/96 PTE Wills, 6 RAR.

Operator Specialist Vehicle Course:

3/95 SPR Everingham, 2 CER.
1/96 SPR Harris, 21 Const Sqn.

Motorcycle Operators Course:

1/96 CPL Booker, 1 BASB.
2/96 CPL Harris, 176 AD Sqn.

Regimental Officers Basic Course:

1/96 LT G. A. Walton, 30 Tml Sqn.

Subject 4 SGT Road Transport Course (GRes):

1/96 CPL M. J. Burke, 44 Tpt Sqn.

Subject 4 CPL Road Transport Course (ARA):

1/96 PTE B. J. Dekoster, 26 Tpt Sqn.

Operator Movements Control Course:

1/96 LT C. McShane, JMCO Daewin.

Operator Movements (PTE) Course:

1/96 D. J. Malek, 11 MC Gp.

Promotions

The following RACT soldiers have been promoted:

To Warrant Officer Class One.

Wayne Reed, Kenneth Golden, Danny Wolfe,

Gregory Oakely.

To Warrant Officer Class Two.

Laurence Marturia, Glen Armstrong, Terence Channell, Christopher Hodder, Leonard Cornwall, Peter Shiers, Phillip Nybo, Arthur Coombes and Ian Cragan, 10 Tml Regt.

To Sergeant

Charles Caldwell, School of Sigs, Martin Lenicka, Lisa Bess, Julie Jackson, Peter Willis, Robert Butchart, Linda Crane, Edward Duffy, David Jachne, Matthew Westcombe, Ronald Thompson, Randall Dart, Glen Sharp, Thomas Lambert, Peter Russell and Craig Zeller.

Gone But Not Forgotten

The following is a list of members who have Corps transferred or left the service from Nov 95 to May 96:

Officers

COL Winter; LTCOLs Hinchon, Senior; MAJs Brumpton, Clark, Davis, Friend, R. Hathaway, Marane, *Niven, Pearson, Pollock, Ransome, Smith, *Whitlock; CAPTs *Ellicott, Hanlin, *Hills, *McKenzie, Scott, Willock, Zammit and *LT Chaloner.

Other Ranks

WO1 Hogden, WO2s *Bodman, Bly, Davis, Hayes, Hordern, Jessen, Reindl, Ward, SGTs Braid, *Geier, Gusanovic, Kenny, Reid and Smith.

Corporals and Privates

CPLs Baans, Bateson, Bowen, Chapman, *Chesson, Eagling, Ellis, Fulton, Giampino, Hosking, Jones, *Knight, Robbins, Schluter, Willis; LCPLs Bradford, Field, Johnstone, Kibblewhite, Little, Morrison, Pollard, Young; PTEs Allen, Beitsch, Boggitt, Campbell, Crawford, Dannatt, P. Davis, S. Davis, Delaney, Dunstan, Finemore, Fitzell, *Frame, A. Fuller, J. Fuller, D. Fuller, Hanger, Harris, Heath, Hinton, Hull, Humphreys, Hutchinson, *Jackson, Jericevich, Kay, Khan, La Frenz, Lamden, Lang, Lawrence, MacDonald, Maes, Mahon, Martin, Meredith, Morosoff, Neill, Nimmo, O'Neill, Retallick, Ruprecht, *Scully, T. Smyth, V. Smyth, Stammers, Stenhouse, Stevenson, Stewart, Stey, Surman, Tootell, Thorpe, Unterburger, Van-riswick, Walker, Wicks, Williams, Woods, Zampogna.

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