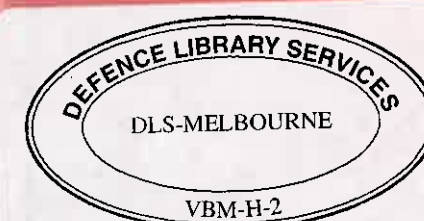


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PAR ONERI

ISSUE 33



2001
Official Journal of the
Royal Australian Corps of Transport

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FROM THE EDITOR

By LTCOL M.J. Grimshaw



Much has happened in the last few months, both on the world and local stages. If nothing else, the volatility of our environment should reinforce the fact that the only constant in our world is change.

The RACT has been heavily involved in recent events in our region, and continues to be so. We have all seen footage of our 'boaties' shuttling 'Unauthorised Boat Arrivals' from HMAS Manoora to the wharf at Nauru, we all know that our Corps is still supporting commitments to Timor and Bougainville and many RACT personnel continue to serve overseas in individual appointments.

It now seems that new and uncharted waters lie ahead, but I believe we can look to the future with confidence, knowing that our personnel are well trained, increasingly well equipped and are gaining invaluable experience in their trades in operational (or near to operational) environments.

But not all change is for the worse, and in his article in this edition, the Corps RSM describes some of the organisational rebuilding that is to occur within RACT units in the near future. For those of us who experienced the disappointment of the Force Structure Review in 1991/1992, this rebuilding is particularly satisfying, as it restores most of the RACT subunits disbanded at that time.

I would like to thank all those who contributed to the 2001 issue of your magazine. We received a large number of very good submissions, but unfortunately there were still some that we were not able to print due to quality problems. Please remember to provide relevant captioned photographs (in hard copy if possible) with your written story. A well illustrated article is always going to grab peoples' attention faster than a few columns of words!

Enough from me. I trust that you enjoy the 2001 issue of 'PAR ONERI'.

A MESSAGE FROM THE HEAD OF CORPS

Brigadier D.I. Tyers



Welcome to the 2001 issue of PAR ONERI.

I am delighted to have been appointed as Head of Corps to follow on the excellent work of Brigadier Jeff Wilkinson who has retired. From the Corps perspective, we face a challenging future which will demand professionalism of the highest order.

In my travels I have been very pleased to see the strong desire to succeed shown by our soldiers and junior leaders as they undergo training, prepare for deployment and undertake the ongoing support tasking that is fundamental to the Army's ability to maintain the current operational tempo.

Much is being asked of our soldiers and their families at the moment, and I thank them for their dedication and their families for their forbearance.

2001 has also seen the re-establishment of a Head of Corps organisation.

A small Corps staff including full time and part-time personnel will be appointed and based in Bandiana, working to a Deputy Head of Corps, who will be one of the LTCOL posted ALTC.

Details of the Head of Corps staff and the tasks of the Head of Corps are available on the Corps website which I recommend to you as an excellent source of information on Corps matters.

One of the principal roles of the HOC organisation will be to foster Corps capability.

This is a significant move forward, and allows issues important to our Corps to be represented at the highest levels of the Army command and staff structures.

I look forward to your involvement in the development issues of importance to the Corps.

In closing, I would like to wish all members of the RACT and their families all the best for the New Year.

I am sure that we will build on previous successes in 2002 and that the RACT will remain, as ever, 'PAR ONERI'.

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LTCOL M.J. Grimshaw
WO1 K Golden OAM
WO2 Brown

Cover Photo

DAWN BREAKS OVER TRANSPORT COMPANY 1CSSB DEPLOYMENT DURING EX. TANDEM THRUST

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CHANGING OF THE GUARD

During this year, the RACT has farewelled a number of Colonels Commandant and our Head of Corps, Brigadier F.B. Wilkinson. We wish them a happy and fruitful retirement and thank them for their many years of service to our Corps. In the next few pages, we have provided you with an overview of our Corps current leadership.

RACT Head of Corps - Brigadier D.I. Tyers



Biographical Details

Brigadier Doug Tyers was born in Ballarat, Victoria in 1952, and joined the Australian Army as a Staff Cadet from Queensland in 1970. After graduating from the Royal Military College - Duntroon, he was allocated to the Royal Australian Corps of Transport and served in a wide variety of regimental appointments in the fields of air dispatch, movements, and road transport. Highlights of his staff postings up to the rank of Colonel include being Aide-de-Camp to the General Officer Commanding Logistic Command, Staff Officer to the Assistant Chief of the General Staff - Material, Officer Commander 85th Transport Troop (Semi-Trailer), Officer Commanding the 5th Transport and Movement Group, Commanding Officer of the Army School of Transport and Director of Movements and Transport - Army. He was selected to attend the West German Command Academy in 1984, attended Joint Services Staff College in 1991 and was a member of the inaugural course of the Australian College of Defence and Strategic Studies in 1995. Following his appointment as Director of Preparedness and Mobilisation in 1996, he was appointed Co-Chairman of the Logistics and Regional Support Sub-Review Team of the Defence Efficiency Review, for which he received a Ministerial Commendation. He subsequently returned to the Australian College of Defence and Strategic Studies in 1998 as a Deputy Director of Studies.

On promotion to Brigadier in November 1998, he took up the position of Director General National Support Mobilisation Planning in the Australian Defence Headquarters. In August 2000, he was appointed Commander Logistic Support Force and from June 2001 is also the Head of Corps for the Royal Australian Corps of Transport. Brigadier Tyers is a graduate of both the West German Command Academy and the Joint Services Staff College and is a Fellow of the Australian College of Defence and Strategic Studies. He has a Bachelor of Arts (Military Studies), a Graduate Diploma in Strategic Studies and a Master of Management Economics. Brigadier Tyers is married and has two children.

RACT Colonel Commandant Southern Region - Colonel R.T. Regan, CSC (Retd)



Biographical Details

Colonel Rob Regan graduated from the Officer Cadet School, Portsea in December 1966 and was allocated to the Royal Australian Army Service Corps. Following post graduate training he completed a range of regimental appointments including a posting with Headquarters 26th Transport Company RAASC in South Vietnam in 1969/70. This was followed by promotion to Captain and command of the 1st Transport Platoon RAASC.

In 1971, Colonel Regan was posted as the Staff Captain RAASC on Headquarters 6 Task Force, including a detachment as Quartermaster of the 1st Battalion, The Royal Australian Regiment in Papua New Guinea in 1972. Following this overseas tour, Colonel Regan was posted as an Instructor and later Adjutant at the Officer Cadet School, during which time the Royal Australian Corps of Transport was formed. His next appointment was as the Second-in-Command of the 5th Transport Company, Brisbane, in 1975. In 1976, Colonel Regan attended the British Army's Advanced Transport Course, which was followed by a detachment with the British Army of the Rhine. On return to Australia he was promoted to Major and posted to the RACT Centre, Puckapunyal as the Training Major. In 1980 he attended the Australian Staff College at Fort Queenscliff, which was followed with a posting as the Staff Officer Logistic Operations on Headquarters 1st Division. In 1982, Colonel Regan attended the US Army's Logistic Executive Development Course, which was followed up with a two-year exchange posting on the staff of the US Army Logistic Center.

In 1985, he was promoted to Lieutenant Colonel and for the next three years filled Staff Officer Grade One appointments within the Directorate of Movements and in Army Office. Colonel Regan attended Joint Services Staff College in 1987 and was subsequently posted as the Commanding Officer/Chief Instructor of the Army School of Transport, Puckapunyal. He held this position until promotion to Colonel in December 1989. As a Colonel, he served in Headquarters Logistics Command as the Colonel Movements and Transport, Colonel Operations and Colonel Development. In January 1995, he was appointed as the Director Movements and Transport-Army and remained in this position until December 1997, retiring in January 1998. Colonel Regan was awarded the Conspicuous Service Cross in the 1995 New Year's Honours List and a Deputy Chief of Army Commendation in 1997. Colonel Regan is married, has two adult children and has settled in Melbourne with his wife.

In 1999, he was appointed by the Minister for Veteran's Affairs as a Services Member on the Veterans' Review Board. He is also an active member of Melbourne Legacy.

RACT Colonel Commandant Tasmania Region - Colonel D.M. Wyatt, RFD (Retd)



Biographical Details

Lieutenant Colonel Douglas Wyatt completed his secondary education at Devonport High School prior to embarking on a civilian career with Post Master General's Department (PMG), as a Technician in Training. He was employed in the telecommunications industry with Telecom Australia & Telstra for 38 years and is currently in semi-retirement. Enlisting in the Citizen Military Forces with 44th Transport Company, Royal Australian Army Service Corps, in 1966, he was subsequently promoted to the rank of Corporal before being selected to attend the Officer Cadet Training Unit, from which he graduated as a 2nd Lieutenant in 1971. Serving with Army Reserve at Devonport, Lieutenant Colonel Wyatt progressed through the various officer postings until he was appointed as the Officer Commanding of his first unit, 44th Transport Squadron, from 1983 until 1986. He was then posted for two years to the Doctrine and Training Team of the Army School of Transport, Puckapunyal, where he initiated many changes in driver training for the Army Reserve. With an interest in local history, Lieutenant Colonel Wyatt has written two books ('With the Volunteers' and 'A Lion in the Colony') and has published a number of papers relating to the history of Military Forces in Tasmania. In 1993, Lieutenant Colonel Wyatt was awarded a Commendation by the Chief of the Defence Force for contributions to driver training and associated quality management cost savings for the Australian General Reserve. He was promoted to Lieutenant Colonel in 1992 and was posted as the Chief Instructor of the Regimental Training Wing, 6th Training Group at Brighton Barracks, Hobart, from 1992 to 1997. During this period he also held the appointment of the President of the 6th Training Group Officers Mess.

Lieutenant Colonel Wyatt transferred to the Inactive Reserve in 1998 and he currently holds the following appointments:

- Member of the Defence Reserves Support Committee (DRSC) Tasmania.
- Chairman of the Reserve Forces Day Committee (Tasmania).
- State Vice President (Army) of the Defence Reserve Association (DRA).
- Board Member of the Military Museum of Tasmania

RACT Representative Colonel Commandant and Colonel Commandant Queensland and Northern Territory Region - Colonel W.L. Fowles (Retd)



Biographical Details

Colonel Win Fowles graduated from the Royal Military College Duntroon in 1966, and was allocated to the Royal Australian Army Service Corps. In his years as a junior officer, he held various positions in Transport, Supply and Training units. This included postings to Adelaide as Officer Commanding 4th Supply Depot and Officer Commanding Central Command Trade Training Centre; Brisbane as Officer Commanding 24th Transport Platoon; and Townsville as Officer Commanding 2nd Transport Platoon. Colonel Fowles also served a nine month tour in South Vietnam in command of the 2nd Transport Platoon. As a Captain, he served as both an Instructor and Adjutant at the Officer Training Unit, Scheyville.

In 1973-74, Colonel Fowles attended the UK Royal Military College of Science, and was promoted to Major. On return to Australia, he was appointed as Officer Commanding Monegeeta Proving Ground, and was responsible for the testing and trials of Army's vehicles. In 1977, he was posted as the Operations Officer at 1 Div Tpt Regt in Brisbane.

In 1980, Colonel Fowles attended the Australian Staff College at Fort Queenscliff. He followed this with promotion to Lieutenant Colonel and posting to Canberra as the Staff Officer Grade One at the Directorate of Transport. In late 1981, Colonel Fowles was appointed Commanding Officer/Chief Instructor of the Army School of Transport in Puckapunyal. In July 1983, Colonel Fowles again represented Australia as a student at the United States Logistics Management College at Fort Lee, Virginia, subsequently taking up a position as a faculty member.

Upon return to Australia, Colonel Fowles was promoted to Colonel, and from 1986 to 1989 was based in Canberra. He held positions as the Director of Joint Supply Studies, Director of Administrative Development and as Internal Consultant to the Defence Minister's special advisor. In 1990, Colonel Fowles was appointed as the Director of Movement and Transport-Army.

Colonel Fowles retired from the Army in 1991, after which he commenced civilian employment as the Director Southern Region, Brisbane Transport. Since 1996, Colonel Fowles has been a self employed Management Consultant, working with Government and industry clients.

RACT Colonel Commandant Eastern (NSW) Region - Colonel E. Love (Retd)



Biographical Details

Colonel Ted Love graduated from the Officer Cadet School, Portsea in December 1960 and was allocated to the Royal Australian Army Service Corps. His first posting was as a Platoon Commander at the 1st Recruit Training Battalion, Kapooka. In 1963, Colonel Love was appointed to raise and command the new 86th Transport Platoon at Bandiana. Following this, he was posted as the Officer Commanding 42nd Transport Platoon (Amphibious) in Sydney, which included service with the Australian National Antarctic Research Expedition. In 1966, he was posted as the Second-in-Command of 16th Transport Company (Amphibious).

In 1967-68, Colonel Love served a tour of duty in South Vietnam as the Second-in-Command 5th Transport Company, and on return to Australia took up a Staff Officer position as GSO3 Maritime Headquarters Operations Branch.

Following this, he was appointed as the Staff Officer Grade Two Directorate of the RAASC. 1972 saw him appointed as the Officer Commanding ANZUK Base Transport Unit in Singapore.

In 1975, Col Love attended the Australian Staff College Fort Queenscliff, and on graduation was appointed as an instructor at Tactics Wing of the Land Warfare Centre, Canungra. He then returned to the Australian Staff College as an Instructor before attending Joint Services Staff College in 1980.

Colonel Love's next appointment, in 1981-82, was as the Commanding Officer of the 9th Transport Regiment, which he regards as the highlight of his career. Colonel Love was promoted to Colonel in 1983 and appointed as Commander Field Force Movements and Transport, a command which comprised 9th Transport Regiment, 10th Terminal Regiment, 1st Air Transport Support Regiment, 11th Movement Control Group and the Ship's Army Detachment HMAS Tobruk.

Colonel Love retired from the Army in 1985. From his retirement from the Army until 1994, Colonel Love was the Secretary of the Police Board of NSW. He is currently self employed and, in addition to his position as Colonel Commandant Eastern Region, is the Regimental Colonel 9th Force Support Battalion.

RACT Colonel Commandant Western (WA) Region - Colonel W.G. Tarr, RFD, ED (Retd)



Biographical Details

Wayne Gordon Tarr enlisted into the Citizen Military Forces on 19th July 1959, and served in 10 Coy Tpt RAASC. He was promoted to Corporal and qualified as an MT Testing Officer at the RAASC Centre Puckapunyal in 1962. After serving as Sergeant, he was commissioned as 2LT RAASC in 1966, serving as Tpt Pl Comd, Supply Pl Comd and Admin Officer. In 1969, he was commissioned as 1 Coy Tpt RAASC on a familiarisation tour of South Vietnam.

When the Crown Law Department transferred him to country W.A. in 1971, he transferred to 28 RWAR in order to continue his CMF service. 28 RWAR was a special conditions unit, catering for country National Service deferees. His first posting was as Tpt Offr, then Inf Pl Comd.

A change of corps followed as did promotion to Captain, then Major, with service in 16 RWAR, 28 RWAR and HQ 5MD as Company Comd, SO2 OPS (ARES), 2IC 11/28 RWAR and Brigade Major 13 Bde.

In 1984, Major Tarr was nominated to undertake TAC 5 (Senior Course) for promotion to Lieutenant Colonel. Unfortunately, he had to defer a number of times due to his heavy workload associated with the Stipendiary Magistrates' Court and the opportunity was lost. He was appointed a Stipendiary Magistrate in 1987 and went onto the inactive list until he retired from the ARES in 1989.

In 1993 he was elected President of the RACT RAASC RAE(Tn) Association of W.A. and served in that position for three years.

He was appointed Colonel Commandant Western Region in November 1997.

Major Tarr is Married with 3 adult children and is a Stipendiary Magistrate at Central Law Courts, Perth. He is a member of Highgate RSL Sub Branch, The Naval, Military and Air Forces Club of W.A. (Inc.) and the Western Australian Club.

NEW DEVELOPMENTS FOR RACT

From the Corps Regimental Sergeant Major Warrant Officer
Class One Ken Golden, OAM



I hear every year that next year is going to be a quiet one.

Well I, like you, am still waiting for the quiet year; it seems we are getting busier by the year. The

entire Army has been very busy this year and this of course includes our Corps members.

At the Army 100th birthday parade held in Canberra Saturday March 10th, the Corps was very well represented on the parade ground, behind the scenes with movement of stores, vehicles and personnel and the Corps Banner was paraded as part of the massed Colours.

This is the first time our Banner has been paraded in this manner as the only other time the Army has paraded massed Colours was in 1977 for the Queen's Silver Jubilee parade.

A unique opportunity for our Corps members involved and one they should be proud of as they contributed to an outstandingly successful activity.

On the operational side we continue to provide excellent service in UN activities around the world and in both Bougainville and East Timor. The experience gained in these operations will stand us in very good stead for the future.

In July 2001, the Chief of Army directive 05/01 reinstating the Heads of Corps and this is indeed a positive step for all Corps. The Corps appointments are:

Head of Corps – BRIG Doug Tyers

Deputy Head of Corps – LTCOL Graham Clarke (LTCOL Adrian Overall 2002)

Staff Officer Corps – LTCOL Craig Mills and LTCOL Max Grimshaw

I have seen a resurgence of Corps pride over the last couple of years, which is very pleasing indeed. A couple of reasons could be that we are teaching the Corps history at ALTC again and our NCO is encouraging an interest in it.

Or, the level of communications around the Corps is increasing. I am finding Corps members are contacting each other more often these days and maybe the electronic age/technology is helping make it easier here, but what ever the reason I believe it

should be encouraged.

I recently had the opportunity to visit Darwin and took the opportunity to talk with the RACT personnel posted to the area. I was very pleased to hear how well they are doing in the north and that the Corps has a fine reputation for getting the job done.

By the time we go to print 10 FSB, 36 Water Tpt Tp will have occupied their new facilities at the Darwin Naval Base at Larrakeyah Barracks. With an increase in personnel, more boats due in the unit and these facilities the water truckies are doing well in Darwin.

I note that 1 CSSB heavy operators are showing that 274 qualified personnel employed in a 2nd line unit can deploy off road and participate in unit defensive operations.

This is a skill that the operators at Force Level rarely get the opportunity to practice and it demonstrates that even the 'big truckies' are very good at the basic soldier skills.

Well done, it's a lesson for us all that unlike our 'warrior Corps brothers' we need to be very good at being both a soldier and a tradesman. The soldier skills ensure we can survive in the battle operating space long enough to apply our trade to support our warrior brothers achieve their missions.

We apply our trade skills daily so it is vitally important we take every opportunity to hone our basic soldier skills. To this end, 15 Tpt Sqn represented the LSF when they participated in the RSL Charity Military Skills Competition held in late August along the Sydney City coastline.

They all learned a lot and did themselves proud with their efforts and should be congratulated for completing the event. Two of their team were fresh from basic training and they showed that they were willing to do their best for the team and willing to learn new skills.

The RACT Pipes and Drums are in the process of rebuilding their numbers and have been very supportive of Corps activities this year.

To date they have supported ANZAC Day parade in Sydney, Freedom of Entry to Bendigo for 15 Tpt Sqn, Reserve Forces Day Sydney in support of 9 FSB who paraded the Corps Banner and the RSL Charity Military Skills Competition held in

Sydney. If Corps units want their support contact the OC Major John Spruce at the Adamstown MUD Newcastle.

Corps Growth

Over the past few months Army has been conducting SED reviews and the Corps has seen many new positions open up especially within the LSF. In doing the SED review for the LSF in particular a conscious effort was made to increase the number of junior commanders in the trades so we will in time have many more JNCO in the Corps.

The growth will take sometime as we have to first grow recruits and JNCO accordingly. Each trade will grow at different rates however over the next few years we will see the growth in the following areas:

Terminal Trade:

The increase in the trade with ARA positions 2 x Sgt, 10 x Cpl, 7 x LCpl, 23 x Pte and GRes 4 x Cpl, 2 x LCpl and 13 Pte will see 30 Tml Sqn (10 FSB Tsv) re-raise.

We now have three Ships' Army Detachments HMAS TOBRUK, HMAS KANIMBLA and HMAS MANOORA. The SAD now have their own Unit Colour Patch.

WO1 Terminal Spvr – new position created at 10 FSB.

Water Trade:

Water Tpt Trade will get an increase in personnel 1 x WO2 Spv Marine, 1 x WO2 SSM, 4 x Sgt Marine, 4 x Cpl, 3 x LCpl and 10 Pte and see 35 Water Tpt Sqn (10 FSB Tsv) stand-alone as a sqn.

Road Trade:

•85 Tpt Tp (26 Tpt Sqn) all Force level heavy fleet (274-1 & 2).

•86 Tpt Tp (26 Tpt Sqn) will be Mack vehicles only.

•87 Tpt Tp (26 Tpt Sqn Puckapunyal) re-raised. Will be equipped with Mack vehicles.

•88 Tpt Tp (26 Tpt Sqn Puckapunyal) re-raised on OLOC status.

•158 Tank Tpt Tp has been removed officially from the ORBAT.

•WO1 Tpt Spv Ops – new position created at HQ LSF.

cont. from p4

•26 Tpt Sqn will have new ops WO2 as of Jan 02.

Some other unit changes are:

145 Sig Sqn will get a Cpl 381 and 7 driver. 3 Recovery Coy will get an ARA Cpl 381. We also now hold all the 381 Spv Tpt and driver positions in the Infantry battalions.

Air Dispatch Trade:

•176 AD Sqn will now have:

•1 AD Tp – re-raised.

•2 AD Tp ARA

•8 AD Tp – GRes

Growth in this trade is 2 x WO2, 2 x Sgt, 13 x Cpl, 8 x LCpl and 15 x Pte.

This increase will take some time to grow as the trade is so small however there are opportunities for keen soldiers to get promotion now.

Postal Trade:

The AFPO has been re-named Deployed Forces Post Office and is a sub unit of 10 FSB Tsv. We have 10 new positions (5 x ARA and 5 x GRes) in the unit.

Movements Trade:

The following information is the figures for the Mov Trade

Four Cpls are employed outside their trade - ARTC, DFRO, 86 Tpt Tp

Three Sgts are employed outside their trade - RMC, CATDC, DOCM

Four WO2s are employed outside their trade - APTC, DPE, CSM 2/14 LHR (QMI), DESTB.

Next year six Cpl Movers will be employed at ARTC as Recruit Instructors

There are 5 WO1 positions in the trade located at the following units:

HQ JMOV Gp x 2, JMCC x 1, JMCO Darwin x 1 and JMCO Tsv x 1.

In January 2002 ALTC Movements Wing will be located in Ross Island Barracks Townsville. This provides the instructors the opportunity to access a variety of transport nodes in close proximity to the classroom, thus increasing the learning outputs and maximising the teaching time

Unit	PTE	LCPL	CPL	SGT	WO2	WO1
MinorUnits	6	16	12	13	2	
JMOV GP	22	2	11	18	13	2
DFPO (ARA)	6		3	2	1	
DFPO (GRes)	8		3	3		

available to the students.

Key OR Jobs for the Corps:

As a Corps currently we have 1 x CPL Mover, 1 x CPL 381 and 2 x PTE 109 posted to the Federation Guard Canberra. For 2002 we will have 1 x CPL Mover, 2 x CPL 381 and 4 x PTE 109. We also have JNCO and WO/SNCO posted as instructors at ARTC Kapooka, WO/SNCO posted as instructors at APTC Canungra, and SNCO posted to RMC/ADFA.

These key postings in a non-Corps environment provide us with great exposure across Army and to the very impressionable young officers and soldiers entering the Army. These jobs also allow the incumbent to gain valuable experience to bring back into the Corps, which improves our competitiveness for All Corps positions.

Currently RACT WO1 hold the following key jobs:

RSM 3 CSSB – WO1 Mark Barber
RSM 7 CSSB – WO1 Carl Edwards
RSM 8 CSSB – WO1 Peter Kelly (WEF Jan 02)

RSM 9 CSSB – WO1 Tony Irwin
RSM 9 FSB- WO1 Garry Mc Grath
RSM 10 FSB – WO1 Greg Oakley
RSM ALTC – WO1 Danny Wolfe
RSM HQ LSF – WO1 Ken Golden
CM RACT – WO1 Jodie Clark
CDI ADF – WO1 Lionel Rose

Key trade advisers:

WO1 Marine Trade – WO1 Michael Joyce
WO1 Terminal Trade – TBA
WO1 AD Trade – WO1 Gary Massey
WO1 Postal Trade – WO2 Dayel Kerley (on promotion Jan 02)
WO1 Movements Trade – WO2 Cheryl Frawley (on promotion Jan 02)
WO1 Road Tpt Trade – WO1 Stafford (Ned) Kelly
DSMA Road Safety – WO2 Phil Nybo

New Equipment:

Over the last 18 months we have seen or will shortly see the introduction into service the following equipment:

Road transport fleet:

•Mack CH Fleetliner Cargo x 25

•Mack CH Fleetliner Crane x 15

•Mack CH Fleetliner TTW x 9

•Mack CH Fleetliner TTF x 6

•Haulmark 20 Tonne Trailers x 45

•Hino Ranger 8 Z Long Cargo x 19

•Hino Ranger 8 Z Long Crane x 13

•Trailer Medium Plant Transporter MC3 x 110

•Trailer Cargo Medium MC3 x 405

•Mack CH Fleet Liners Fuel Spec Prime Movers x 3

•Mack CH Fleet Liners Prime Movers x 6

•Dolly Converters Haulmark x 32

•Tiemman Fuel Tankers x 6

Corps History:

The first 27 years of the Corps history has been written and makes great reading. I commend it to you all. If you missed out on ordering a copy please contact COL Ted Love (02) 96658691 (Colonel Commandant ER). In July this year, 176 AD Sqn were approved to wear the Airborne Dull Cherry Beret in recognition of their airborne activities. The official parade to present the berets was held on October 5th.

Future Corps Activities:

The Corps will celebrate its 30th birthday on 1st June 2003 and whilst you may consider this is some time away, we all know how quickly it will be upon us. What we do or how we celebrate this special milestone in the Corps history will be decided soon, more to follow.

This article provides you with a snap shot of things going on in the Corps at present and I believe an exciting time to be in the Corps. To assist you keep up with the happenings in the Corps we now have a web page which can be accessed through the Intranet at:
<http://defweb.cbr.defence.gov.au/armyltc/>

Keep in contact with your fellow Corps members on a regular basis so we can all keep up with the current information and further strengthen our Corps affiliations. Where possible get involved with your RACT Associations.

As a reminder, our Colonel-in Chief, HRH Princess Alice, Duchess of Gloucester, GCB, CI, GCVO, GBE, Grand Cordon of Al Kamal - celebrates her 100th birthday on 25th December 2001.

If I am able to assist you in anyway please call.

As always be – Par Oneri.
Good soldiering. RSM

cont. on p5

1st JOINT SUPPORT UNIT AND RACT TAKE THE ECO-ADVENTURE CHALLENGE

by Lieutenant Tim Keefe



1 JSU's first Adventure Training Activity for 2001 saw RACT represented by PTE Renee Nichols.

The activity was the sanity-testing Eco-Adventure Race held in the Atherton Tablelands 20-22 Jun 01. The 260km course consisted of legs involving walking/running, mountain bike riding, abseiling and kayaking.

To add to the adventure aspect of the race, competitors did not know the length or discipline involved in each leg until they reached each checkpoint. 1 JSU sent three teams totalling seven athletes and a small support crew, consisting of a medic and two drivers. It was an early start on the first morning of the three day race, with the first leg commencing in the main street in Dimbulah, 100km NW of Cairns. The first day saw the competitors riding mountain bikes for the first 20km, then switching to foot for the next 50 km.

Just prior to last light on the first day was

the novelty leg of the race, being a small abseil just to test the nerves of competitors. The event is designed to be the ultimate test for athletes' endurance, and as such no rest breaks are programmed for the three days of the event. The lead teams pushed the limits of human endurance and remained on the move constantly to finish the event in just over 48 hours. For the 1 JSU teams, however, finishing was the main goal.

The first night saw the competitors having to contend not only with their draining energy, but also some small scrub fires which were burning throughout the race area.

For some though, the biggest challenge was their ability to navigate by day and night. This, embarrassingly, proved to be the biggest handicap to two of 1 JSU's three teams. Renee, and her race partner, SIG Phil Sporton proved their superior skill in navigation to be placed in the top 10 by the early hours of the second

morning. Supporting the competitors for this race presented its own challenges, despite the fact that the athletes were completely self-sufficient whilst on the course. With no communication between competitors on the course and support crews at the designated transition areas, crews had to be prepared to receive competitors at any time during a 12-hour period.

When the exhausted competitors came in to transition, they required everything from food and drink to first aid and sleep. One of the greatest challenges was waking the competitors up to get them moving again out of transition. Unfortunately, the event took its toll on all competitors, with 60% of teams not completing the three days. Two of 1 JSU's teams were part of this attrition statistic, with just the team of LT Stirling Keen and his brother Marshal being the only 1 JSU team to complete the challenge.

Confronted by their navigational errors, Stirling and Marshal ended up completing an extra 50km on top of the planned 200km. Despite only one team finishing out of three, the activity must be considered a success, if for no other reason, that the competitors were able to accept the challenge of such a demanding event.

Photo:
PTE Renee Nichols (centre) with the 1 JSU Eco Challenge team.

7 CSSB 2 PLATOON - LT Joanne Blair

2 Platoon, Transport Company, 7th Combat Service Support Battalion, formerly known as Bravo Troop, comprises people from various walks of life.

From students to teachers, from salespeople to business owners, 2 Platoon members have various skills to offer.

2 Platoon demonstrates the dedication required to be a part time soldier, many of its members using their annual leave to attend training courses.

Recently members of the Platoon attended a drivers course, licensing members in Landrover and Unimog.

The cross country driving proved to be the highlight of the course giving recent Kapooka graduates getting their first real

taste of life as a driver (their Platoon Commander didn't mind it either!).

In addition, members of the Platoon are also to attend Fuel and Mack courses within the next few months.

Tuesday nights and weekends have made for some memorable moments.....should you hear "guns go" resounding from the transport compound in the late hours of a winters Tuesday night, never fear it is just 2 Platoon conducting a section attack on an enemy position at the end of the compound!

Nor should you be surprised if you happened to be at Fernvale during a hailstorm to see 2 Platoon taking cover under a Unimog after having conducted a wading and fording activity!

The Platoon has taken all opportunities to participate in Battalion activities; Anzac Day, Continuous Military Training periods, drivers courses, promotion courses, Reserves Forces Day, with members also attending Tandem Thrust 2001 with their full time counterparts (these members are still haunted by the frequent cries of "air red"!).

I would like to take this opportunity to thank each member for their dedication and commitment to the Platoon, and to encourage all to continue to improve both their soldiering and driving skills.

The rest of the year promises to offer many more chances to enhance the operation of the Platoon, and to be true to the Corp motto 'Par Oneri'.

FREEDOM OF ENTRY TO THE CITY OF BENGIGO AWARDED TO THE 15TH TRANSPORT SQUADRON 16 APRIL 2001



15 Transport Squadron, a Reserve Unit based in Central Victoria, was bestowed the honour of Freedom of Entry to the City of Bendigo on Easter Monday this year.

The Squadron was being recognised for its long standing connection with the community and its recent service in East Timor.

The Squadron was granted the Freedom of the City by the Mayor of Bendigo in a ceremony held outside the council chambers.



After receiving the Freedom of Entry the RACT Corps banner was marched on and the Squadron proceeded to exercise its right through the streets of Bendigo.

The RACT Pipes and Drums and members of 9 FSB supported the parade. John Landy, The Governor of Victoria was in attendance and received the eyes left from the Squadron as they marched past the saluting dais and the War Memorial.

The ceremony was conducted as part of the Bendigo Easter Fair, with an estimated crowd of 90,000 viewing the Squadron parade through the streets of the CBD.



MARITIME WING ALTC CARGO SPECIALIST BASIC COURSE (Baby Termites)



On the sixteenth of August 01 the 1-01/02 Cargo Specialist Course conducted the water survival phase of their course. We started off our day with an introduction to pyrotechnics, after our slide show, it was time to board an LCM8 to put our theory into practice.

Upon arrival at Cleveland Bay we set off a range of flares including parachute, floating smoke and hand held smoke flares prior to returning to Ross Island.

After a great BBQ lunch cooked by SGT Mouse Cockburn held on the banks of Ross River, we jumped into the water, dressed in DPCUs and commenced our flotation stage.

Using improvised flotation methods we filled our shirts and pants up with air remaining afloat for approximately forty-five minutes.

During this time Pte Pat Malone managed to remove his boot right off to the bottom of the river. Luckily Pte Clarke Kent found it.

We then split into two groups to use the self-inflating life jackets and the rescue flotation device. Hopefully we'll never have to capsize and then right another RFD as many times in a row as we did that day.

All in all a good day was had by all.



CARGO SPECIALIST NEW AQUISITIONS

The Cargo Specialist Training Section of Maritime Wing ALTC has just acquired a Merlo and three Manitou forklifts (the legal way not the Termite way) for use on our courses. This will mean that we no longer have to beg steal or borrow forklifts in order to run the courses.



Merlo 3t Rough Terrain Telescopic Forklift

The role of the Merlo is to lift, transport, stack loads and to load/unload 20t ISO containers both on and off pavement. One major disadvantage of this machine is it has a fording depth of only 40cm.



Manitou MC-4 3t Rough Terrain Forklift

The role of the manitou is to provide a material handling capability for the Ships Army Detachment (SAD) on board HMAS Ships. Of the three at the wing one is one line as a replacement for the SAD

Cheers from Rob, Gio and Mouse. (WO2 Rob Hyde, SGT Mick Giampino and SGT Mark Cockburn)

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7 CSSB AND EXERCISE TANDEM THRUST 2001

by LT Clinton Ross

5 Platoon, Transport Company, 7th Combat Service Support Battalion occupied the month of May 2001 by deploying on Exercise Tandem Thrust 2001. The Platoon deployed as a part of the 7 CSSB, which provided support to 6 Battalion, The Royal Australian Regiment, a part of OPFOR (comprising of 1 and 7 Brigade assets). We occupied a defensive position in the vicinity of the Plains Airfield, Shoalwater Bay Training Area, along with the other 1 Brigade units in the Brigade Support Group.

The exercise scenario witnessed two joint forces, comprised of United States Marines and the Australian Navy, Army and Air Force. The exercise was based on conventional warfare, situated in medium level conflict. The game play started with an amphibious landing, prior to the commencement of the land battle itself.

The majority of 5 Platoon members had recently marched out of Initial Employment Training. This meant that the Section Commanders had a heftier than normal duty commanding these 'jubes'. However, the unfamiliar surrounds and lack of experience did not prevent them from tackling every task as best they could. All too soon, they were well and truly settling into the routine of being in the field, digging pits, carrying loads, and most importantly establishing their sacred brew areas. The exercise was not unlike most others in terms of tasking. It was a case of 'the usual support for the usual units'. Pallets upon pallets of defence stores, ration runs, vast quantities of fuel and water, troop carrying, et cetera, et cetera. However, the abundance of foreign equipment about was enough to keep everyone interested, above the tasking itself.



Without a doubt, the highlight of the exercise was the driver exchange program that the platoon established with the Combat Service Support element of the US Marines. Conducted over a three-day period, during the first week of the exercise, each section of the platoon rotated through the US position on a daily basis for a few hours. The purpose of this exchange was two-fold. Firstly, to give our drivers an appreciation for the equipment and vehicles that the US forces maintain and operate. Secondly, to

maintain morale within the platoon at a very high level by promoting good international relations.



The program for each day was essentially the same. We arrived in the Marines location, received briefs on their vehicles and then briefed the Americans on our vehicles. After the formalities were done with, the excitement started. The agreement with the Marines Commanding Officer was that we could operate their vehicles provided that they were not taken on the Main Supply Route. This arrangement was very much to our liking, as we were able to drive solo around the paddock at the rear of their position.

It was evident to all that the soldiers wanted to drive everything in site. A massive dust cloud was very quickly produced, as 5 Platoon's drivers sped off in (...sorry, I meant 'carefully operated!') every vehicle and variant they could find. The Marine's Humvees, LVS's and 5 T Trucks took a battering on each of these three days. Concurrently, the platoon's Driver Testing Officers were putting on a display that will not be forgotten in the short term. Who could forget Corporal Johnston showing off the Unimog's ability to be driven in reverse, whilst continuing to change gears. The typified reaction from the Marines was "Did you see that, Man! No way, you can't do that!"



In addition, as many of the soldiers in the platoon had only recently joined the Army, I tried to provide them with as broad an overview of the units and equipment that is available within the Australian Army. Every unit that the platoon approached were more than willing to brief the platoon on the role and capability of that unit. It was encouraging to see so many units willing to improve the soldiers' knowledge of the wider Army.

Exercise Tandem Thrust provided an excellent opportunity to see the equipment that the both the Australian and US forces possess. It was an amazing sight to see an F111 fly in low or to watch an AMTRAX sped past the position, with its 40mm grenade launcher trained on the strong points. (What do you do when one of those enters your position?) The driver exchange allowed us to get a better appreciation of the general considerations associated with providing logistic support.

For the entire duration of the exercise, the morale of the platoon remained at a high level, even when the odds were against us. A couple of the guys thought that we should throw rocks at the Abrams (since our 5.56 wouldn't even be felt inside the tank!). This line of thought was quickly altered when it was pointed out that nothing that our position possessed was going to penetrate the Abram's armour. The alternate plan was to all charge out of the pits en masse, and tip the tank on its side, thus achieving a mobility kill. (Well, like I said, it was an alternative!)

There were many sights witnessed on the exercise that provided a great deal of amusement for us all. Like watching an F111 fly overhead while washing your hair with soap and hearing "Air Red" screamed out from a couple of meters away! Imagine the site of a soldier running out from behind a hessian screen, with a towel around his waist, unlaced boots, all held together by webbing...as he dashes to the nearest pit. Or even if I could be permitted to inform the pilot of the Cobra gunship that came in to blow up our fuel trucks, of his vital mistake. He fired from a distance 80 m. Although I would not be here today, had this scenario been for real, at least I would have the satisfaction of knowing that neither would he!

Exercise Tandem Thrust 2001 was a memorable exercise, not only for the good soldiering and good times, but also for providing a great overview of the capabilities of our own defence force, and that of the US Marines.



THE PITCH AND YAW OF WATER TRANSPORT

by Major Trevor Davies RACT

There is an old joke told by RACT amphibious officers, about the arms corps staff officer who rang up the water transport unit and asked to have 35,000 litre's delivered to his exercise area! The truth is that dawning awareness is spreading through the modern army, tinged in those that really know with relief, that the army has retained a capable and dynamic water transport capability.



The modern Australian Army is the inheritor of a hard working and pragmatic water transport service that started operating Tugs and Lighters in Tobruk harbour under German bombs. The rapidly expanding small ships companies worked throughout the pacific theatre with Luggers, Trawlers, Barges and small (300Ton) Transport Ships.

They participated in and lost lives in battles such as that at Porton Plantation Bougainville, and skirmishes such as that involving the ROSEMARY and her encounter with a heavily armed and manned Japanese barge on a river bend in Dutch New Guinea. By wars end the (then RAJE) small ships had over 300 vessels on operations, ranging from sailing launches, right up to the 200 foot, 6 propeller Heavy Lift Ship "CRUSADER".



After the war, the water transport service contracted and downsized. During the Vietnam years, they again operated with distinction, proving again to commanders the value of both water borne strategic and tactical mobility. Lessons hard learned are all too often forgotten or ignored by hard nosed economic rationalists, and in the late 80's and early 90's this was again the case in a contracting army. In a Land Force staring at manning reductions across the board, water transport and assets providing a link with the Navy, were seen as a soft target. In 1997, 10 Terminal

Regiment was disbanded, 35 Water Transport Squadron downsized to a troop (plus 2 craft in Darwin) and combined with the remnants of 30 Terminal Squadron. The new Water Transport/Terminal Squadron was moved to Townsville and put under the newly created 10 Force Support Battalion. Ever-decreasing numbers of new IET's feeding into the trade had many concerned that the end of the trade was only a matter of time.

Fortunately the RACT Water Transport capability had a couple of points in its favour. The introduction of the HMAS MANOORA and eventually her sister ship the KANIMBLA was forcing the relearning of some old "amphibious lessons". In 1998 it was realised that there was an increasing role to be played by Army Amphibious Beach Teams. These ABT had a need for an amphibious transport capability and, to many a quiet chuckle from those in the trade, the LARC V was reintroduced to service. This versatile workhorse had been withdrawn some 8 years previous, to the grave concerns and resistance of those that knew just what these valuable craft could do.



In a region dominated by islands, both those in the archipelago to our north and Australia's "mainland islands" (we all know, but tend to ignore the fact that huge tracts of Australia's north become inundated and cut off by land each wet season, with coastal towns and whole regions becoming in effect islands, only supportable by air or sea) the thinking was again turning to the army's mobility in the littoral.

Operation Belisi in Bougainville saw the deployment of LCM8 Army barges back to Bougainville, a classic example of the Military History wheel turning back to the areas where army barges operated so essentially during WW2. The activities in Timor saw the further deployment of Water Transport assets on operations, and old lessons on the value of having water based alternate supply routes were being relearned by staff officers at all levels.

By this stage, both MANOORA and KANIMBLA were operational and the TOBRUK was being retained as a heavy lift ship. More and more water transport

assets were being called for and the combined Squadron was being stretched to the breaking point. The system (as one hopes it always will) responded and a steady stream of new IETs started to flow into the trade. Well-maintained training standards saw young soldiers quickly but effectively taking the step from deck hands to vessel masters. The civilian marine authorities watched and audited, confirming the high army standards with civilian accreditation. The Maritime Wing of ALTC was recognised as a true national standard training organisation, and accredited at similar levels as the Australian Maritime College in Launceston and the Australian Fisheries Academy in Adelaide.

A review of the capability in late 2000 revealed that indeed, the trade was under established and undermanned and to meet future expected tasking levels, a boost was required. January of 2002 will now see the reformation of both 30 Terminal Squadron and 35 Water Transport Squadrons, in their own right as sub units of 10 FSB. JP2048 is now considering the options for buying new, faster, improved barges; purpose designed to work with MANOORA and KANIMBLA.

The LCM8 are going strong and with the retention of the TOBRUK, will be with us for many years yet. The LARC V have been re-engined, have new cranes and are being used for ever increasing tasking. There are presently Army watercraft on operations in Bougainville, Timor and standing by off the Solomon Islands. All Australians watched as the Tampa refugees were being brought ashore in Nauru by Army watercraft. The expansion involved with the reformation of 35 Water Transport Squadron will see even more craft available and further tasking able to be undertaken.



Humble and pragmatic beginnings, a struggle to survive, followed by a busy and burgeoning future. The men and women involved, the operators and marine engineers and the craft that make up the army's water transport capability have been, remain and will continue to be, PAR ONERI.



TRUCK STOP NEWS

TRANSPORT WING in 2001

2001 for Transport Wing has proven to be a year containing a vast and varied array of activities, above and beyond our corps business of driver training and RACT promotion courses.

All members of the Wing have shown themselves to be dedicated and highly professional in the delivery of our training to ensure an extraordinary throughput of trainees and extreme productivity.

All of Transport Wing's Basic Driver Troops have been conducting almost continuous back to back drivers courses and are the single contributing factor to the large influx of fully qualified RACT drivers into Land Command.

They have also completed a seemingly endless stream of Land Rover, Land Rover/Unimog and Mack courses. Support is also given to the RACT Field Phase of the LOBC, Exercise Wandering Wheels, in the form of a Transport Troop made up of the newly qualified IETs.

This exercise is always bound to be an eye opening experience for all concerned; the drivers, instructors and newly graduated LTs alike.

Advanced Training Troop throughout the year have successfully imparted their knowledge and 'subject matter expertise' to myriad trainees, in the quest to create those personnel qualified in the art of transport.

These courses include Transport Management, Driver Testing Officers, VIP Drivers Courses and Subject Four Courses (RACT) for both Corporals and Sergeants.

Advanced Troop have also proved themselves to be the pioneers of heavy B vehicle training, including Operator Specialist Courses and Operator Specialist Advanced Courses.

The goal of these trainees is to aspire to become what is known in the world of big trucks, as 'barp, barps', which is likened to the honking of the horn in an Army S-liner.

I would also like to take this opportunity to thank and commend SGT Craig 'Gerry' Smith whose courage and quick thinking was instrumental in saving a lady's life after a serious car accident that occurred whilst his Operator Specialist Advanced Course was on its trek phase. SGT Smith is a credit to both himself and Transport Wing.

Beyond driver training and promotion courses, Transport Wing have also conducted and been involved in a plethora of other activities.

A unit run motorcycle course was a roaring success, thanks largely to the dedication and enthusiasm of SGT Peter 'Smudge' Smith, with broken bones, spills and thrills ensuring many stories for years to come.

Tpt Wg members have also been involved in two Adventure Training Activities, including rock climbing and abseiling, and a snow survival and cross country skiing activity.

Interwoven between our variety of activities, we have managed to get a number of people away to a vast variety of courses, to ensure that personnel continue to maintain and improved their personal and professional development.

Some of the qualifications that have been gained by members of the Wing include merlo operator, Equity Adviser, OH & S supervisor, Resource Manager, 1st/reverse MBT and plant, Unit Security Officer and a unit photographer.

All of these activities show that life in the Wing is never dull!

Sporting activities have also feature prominently this year. Congratulations must be extended in particular to the following personnel: LT McRae, LT Domin and CPL Cross for their excellent performances in both the Albury/Wodonga and Puckapunyal Cross Country Championships.

LT Troy from Advanced Training Troop also gained third place success in the Pucka Cross Country. LT Troy also played Interservice

Netball and was selected for the Combined Services Netball Team and was a member of the ADF National Netball Team that competed at the Arafura Games in Darwin earlier this year.

She is also a member of the VIC ADF Basketball Team, competing at the National Championships in Perth in September. LT Lacey from Delta Troop competed at the ADF Squash Association National Championships, participated in both of the Interservice teams for netball and basketball, and was selected for the Combined Services Netball Team.

CPL Stanford, CPL Carbery and CPL Barrett have also been active players and credits to the illustrious Pucka Boars Rugby Club. Congratulations to all members.

All of the instructors in Transport Wing have proven to possess almost superhuman powers of intellect and stamina.

They simultaneously instruct on courses with panel sizes ranging from 18 - 26, prepare for their next course which will invariably commence one weekend after the completion of another, re-write course programmes, TMPs and Drivers Handbooks, all whilst looking after their families and maintaining a healthy social life.

They consistently fit work into a day that mere mortals would need 28 hours in a day to complete.

I would like to thank all members of the Wing for their ongoing sense of humour which in the hustle and bustle of everyday life and the occurrence of IET pers issues that make the mind boggle, keep everyone highly amused, especially myself.

Perhaps our sense of humour is what is keeping us sane.....

CAPT Anita Smith
OPSO Tpt Wg
ALTC PKL

SCMA

The SCMA RACT cell has undergone a few changes since the last edition of PAR ONERI.

The year started with the march out of WO1 Jim Armstrong and the march in (for a retest) of WO1 Jodie Clark. Jodie returned to the SCMA RACT cell after completing two years as SSM 26 Tpt Sqn.

The benefits of Jodie returning to the cell with her previous CM background was a bonus for the cell and allowed for a smoother transition period as preparations began for the 01 Personnel Advisory Committee (PAC).

All should now be aware that the results from the PAC have changed from previous years with more information being provided to facilitate career feedback and soldier development.

The new results obtainable from the PAC have previously been published in the Army newspaper however are also available from the SCMA web page or alternatively from respective Corp CM's.

In May CAPT Donohue departed the cell on promotion to OC 176 AD Sqn.

While DOCM was unable to backfill his position until Jan 02, WO2 Milne was available to march into the cell 7 months early from AMTDU to ensure that three CM's remained within the RACT cell.

JMCO MEL PKL DET

As the needs of the Defence force grow so do the units within that force.

We would like to introduce to you a new detachment of JMCO MEL located at sunny downtown Puckapunyal, the PKL DET.

The PKL DET was raised in January 2000 and was initially housed in Bld 148 at the old 3rd TRG GP area, the staff at that time where, LT Pitman, SGT B. Lewis and LCPL D. Mc Carthy.

We then moved into another old building and the next task was to refurbish once again with stores and

Current brake down of responsibilities within the cell is as follows:

WO1 Clarke All ranks
ECN 099 (Air Dispatch)
SGT and above
ECN 381 (Tpt Spv)

WO2 Kerley All ranks
ECN 035 (Op Mov)

All ranks
ECN 171 (Op Terminal)
All ranks
ECN 218 (Marine Spec)

WO2 Milne CPL and below
ECN 109

CPL
ECN 381

Contact numbers for SCMA pers are:

WO1 Clarke (03) 9282 3760
WO2 Kerley (03) 9282 6623
WO2 Milne (03) 9282 6369

Responsibilities will remain the same for 02 however WO2 Kerley will be leaving the cell at the end of the year with the incoming CAPT assuming her responsibilities.

It is important to note that while a CM will find the time to speak with any soldier on their respective career issues, the soldiers' chain of command must be aware and endorse the soldier having direct contact with their CM.

There will be areas of concern that SCMA handles in relation to a soldier's career that a CM will not

equipment that is required for operation.

With that objective reached we where then moved to the Guardroom in the same area (some might remember it as JMCO/JMCU) opposite the PKL golf club (formerly 21CONST's The Red Rooster bar).

Once we had moved in we then acquired the rest of our equipment, like our photocopier etc.

The old cells have come in handy as storerooms. At present we have lost some personnel and gained a few. We now have WO2 P. Oblak (yes he is still alive and kicking), WO2 L. Jorgensen, SGT B. Lewis, CPL E.

have immediate visibility of. To further explain SCMA is broken into four Personnel Management (PM) groups.

PM1 is responsible for voluntary and involuntary discharge, the Medical Employment Category Review Board (MECRB), illegal absentees, show causes, administrative warnings and transfers from the ARA to the Gres.

PM 2 is the Career management area where the respective CM's work from providing advice and comment to the other PM groups.

PM3 is responsible for compassionate postings, repostings, retentions, trade pay issues, LWOP and long service leave.

PM 4 is responsible for re-enlistments, recruit allocation, trade and Corp transfer, NIPA and issues concerning with ROSO.

Issues being considered by either PM 1, 3 or 4 may therefore not be immediately apparent to CM's. Units should contact the respective PM group to resolve issues or seek advice if unsure on how to proceed with a course of action.

If units are unable to contact the specified PM group then CM's will attempt to find information on the units behalf.

Tuddenham, LCPL D. Mc Carthy and more recruiting planned.

PKL DET can be contacted on Ph: 03 57357523 or Fax: 03 57357528 Tuesday night's between 1900 - 2200 hrs.

PKL DET is looking forward to a more active involvement with exercises and operations in the future, with OP HAMEL (a 4BDE EX) starting in the later months of 2001.

I am sure that we will be kept busy as we intend to offer our Movement Services even to the smallest of units. PAR ONERI.

JMCO MELBOURNE - HOBART DETACHMENT

JMCO Melbourne Hobart Detachment has had a hectic 18 months.

In February 2000 Joint Movement Control Troop Hobart became part of JMCO Melbourne and was reduced from a Troop to a Detachment.

This meant the Detachment would now rely on 2nd Force Support Battalion (2FSB) for administrative issues. Shortly there after JMCO MEL HBA DET was relocated within Derwent Barracks from Southern Logistic Group's compound to 2FSB Headquarters.

With the changes came exciting opportunities for the detachment, now able to participate on exercises

in Victoria with JMCO MEL.

To date the detachment has travelled to JMCO MEL to participate in combined unit training on six occasions. Travel to Melbourne is generally by a RAAF B200 aircraft.

This opportunity gives members experience out of their area of responsibility and the experience of dealing with units much larger than those in Tasmania.

In NOV 01 members of JMCO MEL, including the Puckapunyal Detachment, will travel to Hobart to participate in EX KING PIN II, a sub-unit collective training exercise conducted over four days.

JMCO MEL HBA DET looks to

have an exciting future within movements, and members are now consistently offered more opportunities to participate on the larger exercises such as Tandem Thrust 2001.

JMCO MEL HBA DET consists of two Officers and seven Ro's.



CENTRAL REGION RACT BALL

By MAJ R. KENNY
Assistant Instructor RTC-SA

The Central Region Royal Australian Corps of Transport Association held their Ball on 2 June at Keswick Barracks in Adelaide.

The Ball was for all ranks, and is held every three years.

In the intervening years, a dinner is held for Officers, while the Warrant Officers and Sergeants hold a separate dinner: the next year a combined Officers, Warrant Officers and Sergeants dinner is held; and in the third year, the all ranks ball is programmed.

The year, about 100 people attended. The Ball was opened by Colonel Brian King, who is the colonel-commandant for the RACT in Central Region, while participants were entertained by the Adelaide Universities Regiment Pipes and Drums.

Although the Pipes and Drums are predominantly Bagpipes, with other instruments, they were able to play every thing fro Rock 'n' Roll to Deep Purple.

The hi-light from AUR's Pipes and Drums, was the RACT Corps March.

Other entertainment during the ball, was an historical light-pro montage of the Corps in Central Region.

Presented by Captain Esther Jaffer, who is currently mid way through a 3 year short term commission at 16 Air Defence Regiment, the presentation was enhanced by Sergeant Mick Hudson from 10/27th Battalion, who photographed people as they arrived, then included them in the presentation later in the night.

A presentation was made to Captain Rod Sandercock, who is approaching his retirement. Travelling from the 9 CSSB depot at Port Lincoln with Rod, was Warrant Officer Tony Stockham.

Tony was able to share with us some of the more memorable times Rod had at 8 Transport Squadron, and later in the Transport Company of 9 BASB, which has now become 9 CSSB.

A raffle and Door Prize was organised b Major Beryl Rowe, who

is the Officer Commanding 9 CSSB Transport Company, and Warrant Officer Sandy Winterford from JMCO-ADL.

One of the prizes was a copy of 'Convoys up the track,' signed by the author.

'Convoys up the track' details the history of the 8th Motor Transport Company, which became 121 General Motor Transport Company (AIF), on the Alice Springs to Larrimah route, from 1942 - 1946.

These units were antecedents of 9 CSSB Transport Company. 'convoys up the track' is compulsory reading for vehicle transport and movement control members of the Corps.

Limited copies are available from the author, Alan Smith at only \$44 each, plus postage and handling.

To get your copy, simply: Ring Alan Smith on (08) 82933098, or Write to Alan at 360 Marion Road Plympton SA 5038, or E-mail Alan at acsmith@senat.com.au.



9 CSSB AND THE SOURCE TO SEA

During May this year, Transport Company 9 CSSB was very busy assisting the community, in support of the South Australia Centenary of Federation event 'Source to Sea'. The Source to Sea is an event in retracing the history of paddle steamer boats, used on the Murray River prior to the Federation of Australia.

The paddle steamers will enter South Australian Waters in late July, on route to Goolwa.

The paddle steamers require wood fuel, so Para Wirra National Park donated the wood in the form of Sugar Gums, which are not native to South Australia. There is an old homestead ruin in the Park, where the Sugar Gums were located. They were originally planted to be used as fence posts, but now choke the native species.

The Department of Correctional Services donated prisoner labour to cut down these unwanted trees into 4-foot lengths. This is where TPT

Coy came in. The wood was located in Mack Creek, which required the use of all terrain vehicles to get in and get the wood loaded.

The Mack Dumps and Cargos, along with the new Hino, were just the tickets to get the task done.

The Merlo forklift was also used, which was transported into location on the back of a 20 ton trailer. In support, 3rd Field Squadron provided the drivers and Mack Dump trucks, Workshop Company provided an FRT and crew, Health Company provided a Medic and Admin Company provided the cook. In total there were 23 personnel in support of this task.

The exercise went very well, with a total of approximately 250 tons of wood transported to Cadell Prison, Mannum and Swan Reach. Any of the logs that were over 8 inches in diameter were taken to Cadell prison for further splitting by the prisoners.

The exercise also gained media attention with articles been run on both channel Seven and Ten. The drivers really enjoyed the opportunity to be a part of an exercise that gave them the chance to extend their skills in road transport. Working with difficult loads in difficult terrain was a challenging experience. To have a task that was a part of a Centenary of Federation event was also a big bonus.

SGT K. Teusner
TPT Coy
9 BASB
TP SGT



DINING-IN DELIGHT FOR NEWLY NAMED COMPANY

by 2LT Lucy Eykamp

The formally known Transport Squadron, 7 Combat Support Services Battalion, had a big change in 2001 being renamed a Transport Company.

The change from a Squadron has had some other big name changes with Alpha and Bravo troops now called 5 and 2 platoons respectively. The significance of these names comes from the previous 2 and 5 Transport Squadrons, which were the Company's foundation units.

As a new Company, an All Ranks Dining-In Night was held on Saturday the 16th June 2001 and all members of the Company were invited to attend the evening. Despite the chilly night it was a great evening and provided a good chance to socialize in a relaxed atmosphere and enjoy the food and beverages supplied.

One of the highlights of the night was the guest attendance of past OC's and SSM's and their presence was greatly appreciated. Their

company provided a unique opportunity for soldiers and officers alike to meet new and old faces and discover more about the units history. We were also fortunate to have Commanding Officer, Lieutenant Colonel D.C Cousins,



AM, CSC, and Regimental Sergeant Major, Warrant Officer Class One C. Edwards of 7 Combat Support Services Battalion attend the evening as well. On behalf of the Company, I wish to thank these people for their attendance at the All Ranks Dining-In night.

There were a number of speeches given, with the most memorable

being the address by retired Captain Taylor, an ex-Squadron Sergeant Major of 5 Transport Squadron from 1986-1987. He provided many interesting stories of past unit personnel.

The biggest highlight of the evening was the presentation of a print of the painting of the "HRH Princess Alice's Banner" to the Company from past serving members. The more observant will recognise the Lieutenant receiving the banner to be Major MacKay, the current 2IC of 7 Combat Support Services Battalion.

With the completion of the formal component of the evening everyone returned to the Borlace Club where the most popular spot was around the two fire drums, where frozen bodies perfected the 'rotisserie turn'.

In all the evening was a success, no doubt the source for many tales and the cause of a number of sore heads the next day.

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MORE BRAINS

AUSTRALIAN DEFENCE FORCE LINE HAUL SERVICE (ADFLHS)

"The End of an Era"

Joint Mode Coordination Centre
The ADFLHS was established on 24 June 1985, after it was agreed that the Army, under the auspices of the Defence Force Load Coordination Centre DFLCC, would become the primary single service logistic manager for road distribution.

The first line haul service (LHS) commenced on the 1st December 1996 utilising an assortment of vehicles and drivers. The vehicles ranged from Diamond Reo's, Atkinson's, Kenworths and International T-liners. Initially drivers were sourced from all three services and included civilians. This establishment and mixture of vehicles remained until posting tenures and natural attrition released positions. Initially the ADFLHS operated from existing units located within the military districts. The original vehicles allocation was as follows:

Sydney	Liverpool Tpt Unit 15 combinations
Melbourne	Melbourne Tpt Unit 12 "
Brisbane	Brisbane Tpt Unit 2 "
Albury	Albury Movements & Tpt Unit 2 "
Adelaide	Adelaide Tpt Unit 2 "
Perth	Perth Tpt Unit 1 "

The staffing of the ADFLHS consisted primarily of Army ECN 274 operators, with four positions allocated to Defence civilians.

Those personnel from the RAN & RAAF were posted or elected discharge.

To maintain vehicle continuity and reliability, it was considered a priority to source a single vehicle for the fleet. Leasing was the preferred option and tenders were sought. Numerous companies expressed an interest and vehicles were made available for utilisation on scheduled services for evaluation. The vehicles provided for evaluation included three Mack variants, a Ford and a Kenworth. All were coupled to Haulmark trailers. Volvo was originally selected.

Since its establishment the ADFLHS has operated the following variants:

Volvo FH12	385 hp
Volvo FH12	387 hp
Volvo FH12	408 hp
(road train rated)	
International 'S' Liner	400 hp
(road train rated)	
Kenworth K100G	430 hp (B-Double)

Over the years the fleet remained under lease management through various agencies.

In 1998 operational control of the ADFLHS changed from DFLCC to JMODE DOORD. This provided greater visibility for tasking and therefore improved the distribution

support provided to the ADF. The ADFLHS are currently operating from the following locations:

Sydney DNSDC 12 B-doubles
Albury BLG
9 B-doubles & 1 tank/plant t'porter
Brisbane SQLD 4 B-doubles

In one form or another, the ADFLHS has operated scheduled services between nodal terminal sand supported all major exercises and operations for the past 14 years. However, all of this is about to change.

In November 2001 the ADFLHS will be commercialised under the Defence Integrated Distribution System (DIDS). The current lease agreement will not be renewed and drivers will be reallocated. The closure of the ADFLHS will come as a great disappointment to many within the ECN 274 trade. The ADFLHS is considered a career pinnacle for the ECN 274 operators. The ADFLHS drivers have been selected primarily from 26 Tpt Sqn personnel and is considered and acknowledgment for their career achievements and dedication of duty.

In closing I would like to take this opportunity to thank all ADFLHS personnel, both past and present and wish you all well in the future.

parade marked the size increase and Her Royal Highness Princess Alice's Banner was brought from Puckapunyal for the occasion.

In late 1992 a terminal troop was added after the closure of 36 water Transport Squadron and the facilities were upgraded to fit our new brothers. 10 Transport Squadron was an independent unit of 13 Brigade until the formation of 13 BASB in March 1995.

After the formation of 13 BASB the squadron was down sized to consist of two troops and a reduced headquarters element (small command, ops and quartermaster cells). RAEME elements remain but are now controlled by Workshop Company.

The name was changed early in 2001 from BASB to CSSB, so we are now 13 CSSB Transport Company.

Our Transport Company remains a key element of 13 Brigade in Western Australia conducting live tasking in support of elements of 13th BDE, including 10th Light Horse and 7 Field Battery, as well as recruiting, support to other units and displays, and maintaining a realistic and challenging training program

The Esprit de corps exhibited by the members of the Transport Company is to their credit and the spirit of their forefathers lives on within them.

of the war. The present company originated from 10 Transport Company, Royal Australian Army Service Corps in July 1948. The number 10 was simply allotted as the 10th company and christened accordingly. 10 Transport Company was originally a training unit and was located at Karrakatta.

The company expanded over the years and was relocated to Artillery barracks in Fremantle. March 1963 saw it moved to Leighton where it remained until 1983.

In 1973 there was a change of corps from RAASC to RACT. A parade at SASR marked the occasion and about 1974 the first female soldiers joined the unit.

From 1975 to 1978 the unit found many names, 26 Transport Platoon, 26 Independent Transport Platoon and 26th Independent Transport Troop until in 1978 the unit gained the title 26 Transport Troop.

In 1984 a purpose built facility found 26th Transport Troop moving to Helena Valley located in Perth's outer eastern suburbs. In the same year the then new R series Macks arrived.

On 1st February 1988 the 10th Transport Squadron was formed. It consisted of a medium troop (Alpha Troop), a Heavy Troop (Bravo Troop) and a Workshop (RAEME) Troop. A

Taking in the magnificent gardens and soaking up the atmosphere on I stopped and begun reading head stones, an entire row I think I read before I felt great sadness come over me and it was at that point I realized these were my military ancestors.

Row after row of head stones of not infantrymen but drivers, cooks, clerks, medics and sigs with inscriptions like "in a mass grave near here" and "resting place unknown", the lump got larger in my throat. It's not only the highly trained infantryman thrown into the trenches but on his right or left flank could be driver, cook or steward.

When I was asked to write a brief history of 13th Combat Service Support Battalion's Transport Company I remembered these head stones and the fact that were not only drivers but soldiers bound by a simple creed par oneri and that we are.

The first 10th Transport Company was raised in 1912 and serving with the 1st AIF as part of 5th Division. In 1921 it was disbanded but reformed in 1942 serving with the 9th Division, probably against Rommel at Tubruk. Again they were disbanded at the end

3CSSB

by LT Viv Law

Transport Squadron (Tpt Sqn) 3rd Combat Service Support Battalion (3 CSSB) has participated in many activities since Jul 2000 to Aug 2001. These activities have made the past year very busy and highly rewarding.

This article will summarise the activities that the Sqn has conducted over the Jul 00 - Aug 01 period.

The Sqn has been busy preparing and supporting members committed to EM deployments. 37 Sqn members deployed to EM with 1 BSG over the Oct 00 - Apr 01 period. Another 37 members have been selected to deploy with 2 BSG in Oct 01.

The Sqn will also support commitments to 1 CSST (supporting the 1 RAR Ready Bn Group) and 3 CSST (deploying to EM in Apr 02 to support 3 RAR). The Sqn finds itself in a position where close to 90% of its personnel have been, are, or will be selected for a BSG/CSST commitment.

EM deployments incur a significant training obligation and the Sqn has been busy sponsoring trade courses for drivers and operators. Courses have included Macks, Palfinger, 8T and 20T trailer, driver NINOX, 6 x 6 conversions and motorcycles. Soldiers on Mack courses are considered fortunate as they also receive water, dump and M codes. The Sqn will conduct 25 courses in 2001, most are directly related to qualifying drivers for codes required in EM.

It should be noted that Sqn courses are not only for its own personnel but also for other 3 Bde units. 3 Bde soldiers will obtain over 100 licences and codes from Sqn sponsored courses by Dec 01.

The Sqn has also dispatched personnel to various areas around Australia to obtain necessary qualifications. Personnel have been sent to Bandiana, Brisbane, Wagga and Sydney for all kinds of endorsements. The Sqn has been well supported by ALTC and it had the opportunity to qualify seven of its members on fuel codes when a

fuel course was conducted in Townsville.

The Sqn has experienced a high turnover of personnel in the year 2001, having 35% of its members posted out. In turn, at least half of the new drivers have been IET soldiers.

This occurrence has partially affected our experience base and has placed the onus on the JNCOs to have the new drivers affiliated with the rigours of being a Sqn driver.

With the East Timor commitment and the large percentage of new drivers, the Sqn has been working very hard to effectively maintain its capabilities and continue to provide formation line transport to the Bde and its deployed forces.

The Sqn's operational capability was practiced when it deployed with 3 BASB (now 3 CSSB) for the period 26 Feb - 16 Mar 01. The exercise comprised a Battalion deployment, four days of IMT and a Combined Arms Training Activity (CATA 01).

The Sqn was exercised in a realistic scenario during the CATA when it was required to conduct distribution, replenishment and troop lift tasks at High Range Training Area (HRTA). The Sqn's drivers found the night time 3 RAR Battalion lifts challenging yet very rewarding.

The Sqn has also changed its structure. Prior to 1 Jun 01, it had a Sqn HQ, liquid Section and a single Tp. On the Corps Birthday, it was changed back to its former structure of Sqn HQ, Alpha Tp (Animal), Bravo Tp (Bear) and HQ Tp (Bulldog). This structure has improved Sqn operations in addition to promoting friendly rivalry between the Tps.

This rivalry has opened the door for Sqn and inter Tp competitions, with B Tp leading the way in winning the Obs Course and Cross country competitions.

The Sqn has also been active on the sports field. Over half of the Rugby

and Australian Rules teams for 3 CSSB comprise Tpt Sqn personnel. Some of these personnel have played representative football and have received various accolades. LCPL Green was selected in the Army side that played combined universities in the curtain raiser to the Lions and Qld Rugby President's XV and LT Law was selected in the ADF women's Rugby side. PTE Yeo also featured as best player for 3 CSSB in the local netball competition.

The Sqn was also victorious in winning the Battalion Obstacle Course Competition. The team was ably lead by CPL Mann with the winning time of 20.52.

The Sqn will endeavour to win the orienteering and swimming competitions in order to secure the Bn cup at the end of year.

There are some Sqn individuals who deserve mention: CPL Coad received the Australia Day medallion, CPL Quirk was awarded the Soldier's Medallion, CPL Tronson obtained the Student of Merit for the sub 4 CPL Course, PTE Cadd received the Student of Merit for the Bulk Fuel Course, CPL Goodwin was awarded Sqn NCO of the year and PTE Kroezen was awarded Most Professional Soldier of the Year.

The Sqn looks forward to a busy finish to 2001. It will conduct a Sqn Dining In on 30 Aug 01. This will be the only opportunity for Sqn members to dine together for two years due to BSG/CSST commitments. A one week Sqn deployment is also planned in early Sep to hone our skills prior to the two week Bn deployment in mid Sep.

The Sqn will finish the year by conducting its last course (8T/20T) in late Nov. At the completion of this course, the Sqn would have qualified (from Jan - Nov 01) over 300 personnel in various RACT related codes, deployed 74 people to EM, promoted seven people within the Sqn, conducted over 500 tasks and provided all forms of support to 3 CSSB and 3 Bde.



176 AIR DISPATCH SQUADRON

With the completion of major deployments to East Timor during INTERFET and UNTAET, followed by support to Operation Gold, the Sqn has spent most of 2001 returning to the primary role of Air Logistics. Although continued support is provided to the Force Logistic Squadron (FLS) in East Timor, the priority of effort has reorientated to the Parachute Battalion Group (PBG), Special Operations and RAAF Training.

The year commenced with a number of consecutive tasks to comply with an intense training program. The 36 Squadron Tactical Airborne Operations Course demanded of the Air Dispatchers the use of their entire repertoire of air drop rigging techniques, including the construction of loads ranging from 150 pound compacts to 16 foot platforms.

The next course to appear on the training program was the Squadron Infantry Minor Tactics Exercise that was conducted at Majura Range, Canberra. During the exercise all members became conversant with soldiering skills and the more junior soldiers managed to discover the true meaning of operating in a field environment.

This enjoyable and diverse exercise concluded and most were pleased to return to a host of MHE and driver courses. Some of the more junior soldiers within the Sqn participated in a Mack Truck Course conducted by 15 Transport Squadron in Bendigo and Puckapunyal. Concurrently, the Sqn prepared another Air Dispatch contingent of seven soldiers to deploy to East Timor with FLS-3.

At the completion of the MHE and Mack Courses 2 AD Tp, with elements of 39 ADE Maint Pl, deployed to Western Australia to support the SASR during Ex Emu Moon. The Air Dispatch soldiers were located at RAAF Base Pearce with the Parachute Riggers located at Swanborne.

The Sqn was required to rig Zodiac Boat Bundles and Zodiac Boat Platforms to assist the SASR with water operations training. When this exercise was nearing completion, 2 AD Tp was put on notice that they may be required to perform a DACC Task at Hallmark, to drop A22

containers of 44 gallon drums to provide fuel to an isolated township during flooding. In the end this was not required as the RAAF managed to find an airfield large enough to land a C130 close enough to Hallmark to deliver the fuel without the aid of 2 Tp.

On return from Western Australia, the Air Dispatchers had 6 days in which to prepare themselves for a deployment to RAAF Base Amberley in order to support the 38 Squadron Caribou Tactical Operations Course.

An additional objective was achieved with the Air Dispatch Troop conducting a troop deployment.

The soldiers upgraded their field deployment skills, refreshed their convoy driving techniques and maintained parachuting drills. The rigging bill for this exercise included over 80 compact loads, more than 30 A22 loads and 13 Low Altitude Parachute Extraction Systems (LAPES). This exercise concluded in time for the soldiers to return home and spend Easter Weekend with their families.

During the four-month period of high intensity operations, the Parachute Riggers were packing all the parachutes, which had been used by the Air Dispatchers and other airborne units of Land Command. This included support to Ex Tandem Thrust, which involved a parachute insertion by the PBG and American Forces.

The loads required for the exercise included three Hamel Guns for A Field Battery, three Land Rovers and a number of combat offload platforms.

The soldiers were required to conduct shift work during the loading and unloading phase of the insertion to ensure that loads were rigged on time.

Shortly following the conclusion of Ex Tandem Thrust the Sqn OC, MAJ Paul Bruce, received a posting order to 'Command and Staff College' India. His departure prompted the arrival of CAPT Craig Donohue, who was posted on promotion to fulfil the OC's position.

MAJ Donohue arrived around the same time as the finishing touches were being placed on the revised Single Entitlement Document (SED) for 9th Force Support Battalion (9FSB). The increases of personnel to the trade were dramatic as they changed the entire structure of the Air Dispatch Squadron. The most significant change within the SED for the Air Dispatchers, was the re-raising of another AD Troop. Similarly, 39 ADE Main Pl and HQ Tp were subject to an increase in their number of personnel.

The 36 Squadron Tactical Airborne Operations Course 02/01 which commenced on 01 July 01 incorporating similar components of the first course as well as a number of enjoyable static line and free fall descents onto Rickabys and Husbands DZ.

The Parachute Riggers have worked hard to supply the parachutes for both cargo and personnel on the course, as well as conducting an internal stocktake of all of the Squadrons parachute and Aerial Delivery Equipment (ADE) holdings.

To round out this interesting and diverse year, the Squadron will be deploying on Ex Pelicans Roost, in October / November.

This will be the culmination of a year's training and will involve assistance from units within 9 FSB and various aircraft, ensuring that all troops skills are practised and refined.

The Sqn will also be preparing to dispatch another seven soldiers to East Timor as part of FLS-4 for the December rotation. The Squadron itself will then depart for East Timor in June 02, as FLS 5.

With such a large number of soldiers already recipients of UN and AASM Medals, it has been difficult to find replacements for FLS rotations who have not yet conducted a tour.

The deployment to East Timor will once again provide the Sqn with the opportunity to prove its prowess in general logistic operations, as well as air logistic operations.

As always the Squadron remains equal to the task.



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01/01-02 MARINE SPEC GRADE 2 CSE

The trainees of the 1/01-02 Marine Specialist Two course have been employed in various positions throughout the army prior to attending the course.

They have a wide range of experience both in and out of the marine trade. Some of which include Parachute Riggers, Road Transport, Infantry, Signals, Artillery, and Catering Corps.



PTE Andy Powell (from 36 Water TPT TP Darwin) is the oldest member of the course. PTE's Darren

Jones and Adam Keenahan Corps transferred from RAAOC. Both members were previously posted to 30/35 Water TPT and TML SQN.

They have been in Water Transport since 1999, along with LCPL Chook Roubicek, PTE Jason Robinson and PTE Jay Higgins, leaving PTE Mathew Genders. Mat is currently serving with Special Forces in Sydney and has been in the trade for 6 years.

They have already completed the craft handling phase of the course and it was quite amusing. They suspect it's called bumps and grinds for a reason.

All members are rather glad to see how much in depth the coxswain course actually goes into the nitty gritty of running a boat.

There are still six weeks remaining of the course and the course feels

confident that the instructors will jam plenty more information in to their already struggling heads. The trainees from this course will (on completion) be qualified as Master V and will return to their units (for some of them new units) to operate a variety of watercraft.

These may include the Coral Snake or Red Viper, which are large cruisers. Some will operate the Army's Shark Cats, Rigid Hull Inflatable Boats or the work horse of the Army's fleet, the LCM8.

If fortune should shine their way, they may become the craft coxswain of the NLE (Naval Lighterage Equipment).

Many of the course will continue their career in the water craft trade for years to come, and extend their experience, which between them all comes to a grand total of 82 years service in the Australian Army.

TRAINING THE BASIC SOLDIER AT ARTC

The basic structure of a year's training at ARTC is a steady flow of recruits throughout the year with a 'surge' in the Christmas period. It was not unusual for a Recruit Instructor (RI) to conduct up to three consecutive platoons with only two or three days off between each raise. This was something every RI was happy to do, as they knew the 'non-surge' period would be reward enough for their hard work.

Unfortunately, this year, someone has forgotten to turn off the tap. Since the surge started in November 2000, ARTC has marched in and out more than 3500 recruits. With several RI's raising up to five recruit platoons in a row. The current Recruit Course consists of training everyday, for 47 days. The Saturday afternoon after the platoon's recruits depart, the staff will also go on post-platoon stand down until the next Tuesday when they will return to start all over again. Therefore, with five platoons consecutively marched in and out, some RI's have complete up to 235 ten-hour days with only 12 days off scattered amongst all of them.

The RACT members of Recruit Training Wing (RTW) have all been hard at work trying to get the newest members of the Army to either march in step, or sh**, shower, shave, shampoo in under 15 minutes. All RACT trades have been represented here at ARTC over the past year. The Boaties have even had a couple of week's representation in the form of CPL Martin who came here on temporary detachment.

Even though the workload has been huge this year at RTW, all staff would still say that the benefits of being a RI equal or even out-weigh this adversity. RTW has had big manning problems this year as a result of being only manned at 75 percent, then coupled with the giant increased workload. Despite this all staff have been taken care of and have attended all their panelled promotional courses. This attitude by our Headquarters, combine with the professional skills and all-corps knowledge gained by the staff of RTW, I believe, gives the RI an edge when they leave ARTC back into the wider Army.

The members of ARTC currently include:

MAJ R. O'Brien
LT N. McIntosh
WO2 M. Lenicka
CPL D. Bills
CPL D. Clark
CPL A. Hahn
CPL S. Mitchell
CPL S. Woodhouse

CAPT C. Bassett
LT E. O'Mahoney
SGT J. Stewart
CPL V. Block
CPL A. Eddie
CPL J. Inglis
CPL S. Moore
LCPL S. Neal

LT C. Clapton
LT A. Sneddon
SGT R. Boyce
CPL A. Cherry
CPL D. Gunby
CPL S. Jacobs
CPL J. Secker
PTE J. Frankcombe

The National Industrial Skills Training Centre has developed a specialised section capable of providing training and a wide range of services to suit the enterprises and individuals working within the Transport and Distribution Industry. These services include:

- *Heavy Vehicle Licence Endorsements VIC/NSW
- *Transport of Bulk Dangerous Goods (Licence)
- *Heavy Vehicle Driver Training
 - *Medium & Heavy Rigid
 - *Heavy & Multi Combination
- *Heavy Vehicle Skills Upgrade
- *Emergency Vehicle Training
 - *Fatigue Management
 - *Load Restraint Training
 - *Hazardous Substances
- *Cert I, II, III & IV in Transport and Distribution
 - *Road Transport
 - *Bus & Coach
 - *Warehousing
- *Forklift Training and Licencing
- *Livestock Loading Course
- *Class 1 Explosives
- *Vehicle Loading Cranes/Mobile Cranes
 - *Dogging
- *Elevating Work Platforms
- *Chainsaw Operations
- *Pre-Employment Training designed for the Transport Industry

The National Industrial Skills Training Centre is a quality endorsed organisation providing nationally accredited programs designed and customised to meet the needs of individuals and organisations.

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The national industrial Skills Training centre has developed a specialised section capable of providing training and a wide range of services to suit the enterprises and individuals working within the Transport and Distribution Industry. These services include:

- Heavy Vehicle Licence Endorsements
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- Heavy Vehicle Driver Training
 - * Medium & Heavy Rigid
 - * Heavy & Multi Combination
 - * Heavy Vehicle Skills Upgrade
- Emergency Vehicle Training
- Fatigue Management
- Load Restraint Training
- Hazardous Substances
- Pre-Employment Training designed for the Transport Industry
- Cert I, II, III & IV in Transport and Distribution
 - * Road Transport
 - * Bus & Coach
 - * Warehousing
- Forklift Training and Licencing
- Livestock Loading Course
- Class 1 Explosives
- Vehicle Loading Cranes/Mobile Cranes
- Dogging
- Elevating Work Platforms
- Chainsaw Operations

The National Industrial Skills Training Centre is a quality endorsed organisation providing nationally accredited programs designed and customised to meet the needs of individuals and organisations.

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AMTDU



Tucked away in a hangar at RAAF Base Richmond, 21 RACT members work tirelessly to develop and maintain the ADF's air logistic capability.

The RACT soldiers posted to the Air Movements Training and Development Unit (AMTDU), a unit of the RAAF, are ECN 099, Air Dispatches.

Split between three sub units, Development Flight, Air Worthiness Flight and Training Flight (a Flight being Air Force lingo for a platoon equivalent) the Air Dispatchers concentrate on developing and maintaining procedures for the rigging of air drop and external lift loads and the training of RACT air dispatchers and ADF air movements personnel.

Training.

Army Training Flight achieves its mission with only six personnel, Capt Joe Power, WO2 Red Barron, SGT's Adrian South and Ian Murphy and CPL's Darren Rubie and Peter Weir. Training Command have directed that Training Flight complete the equivalent of 380 training days in TY 01 / 02, this being achieved only by overlapping and running courses concurrently.

Courses are completed at RAAF Richmond as well as Darwin, Oakey and Townsville. In addition to the mandated courses, Training Flight provide currency training to various other ADF units and conducts pre course training to foreign students. As a result 2001 is booked out with only three weeks left to complete everything else.

Development

The latest addition to the ADF's air lift capability is the C130J-30 Hercules

aircraft and RACT Air Dispatchers have been doing there bit to bring this aircraft into service. The twelve J's replaced the ageing E models which have been retired from service.

From the outside very little appears to have changed except for the length and number of blades on the propeller, however nothing could be further from the truth. 80% of the aircrafts systems are either completely new or significantly modified making the C130J-30 really a new aircraft.

As a result significant development work is required to confirm that the existing air logistic capabilities of the H models are available with the J Model. Broadly this involves; personnel free fall and static line parachuting, airdrop of containers and platforms, and Special operations. Phase 1, free-fall parachuting and an examination of the airflow characteristics is nearly complete. Already the contributions of the Air Dispatchers at AMTDU has been significant at this early stage.

To test the airflows, dummies were dispatched from the aircraft at various heights and aircraft states to simulate paratroopers.

The test dummies were developed and rigged at AMTDU and involved modifying the maxi box system to represent human paratroopers. Dubbed 'Max' and 'Son of Max' these dummies were weighted to 140kg (Max) and 65 kg (Son of Max).

To date 108 successful descents of a planned 132 have been completed. Phase 2 is scheduled for late in 2001 with the remainder of the test program to be completed in 2002. Once complete the availability of tactical aircraft for air logistic support will increase significantly, a benefit to all the ADF.

Air Dispatch Trade Courses	IET to Supervisor Aerial delivery and Officer Basic
Airportability Team Leaders (APTL)	- CPL to SGT
Unit Emplaning Officer (ueo)	WO2 to MAJ
Landing Point Commander Specialist (LPCS)	APTL, UEO and Crew Comd
Aircrewman Dangerous Goods and External Lift (adgel)	AAA vn Loadmasters
Dangerous Goods Pack/Accept - Air	All ADF and civilians

C130J-30 Differences

- 15 feet longer than the H model
- 6 bladed propeller and new engines
- No navigator
- New cockpit with HUD and digital instrumentation
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- All new electronics
- Space for two additional cargo pallets
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ARMY LOGISTIC TRAINING CENTRE Movement Operations Platoon

The more things change the more they stay the same. The word on the street is that Movement Operations Platoon are moving from Bandiana and relocating to sunny, tropical, Townsville in November this year. Yes, back with the maritime and terminal trades like back in the days of the Transportation Centre.

It was good while it lasted but Bandiana just doesn't do it for us any more and so it was decided that we should see other people. We realise that Supply Wing just won't be the same without us but it is all for the greater good.

The move itself was based on the fact that the training facilities in Townsville suited our purposes more adequately. Movement



Platoon delivers training to all rank levels from IET to officer. The nature of the training requires students to plan movement including the allocation of loads to various types of aircraft, vehicles and watercraft.

The Townsville area provides an environment of realism to training that is unavailable anywhere in southern Australia, so it was the obvious choice as a training establishment.

The platoon conducted a

reconnaissance of Laverack Barracks and Ross Island earlier this year and the outcomes were favourable. The move itself is scheduled for November 2001.

In the meantime, the Platoon is involved in a movement doctrine writing project and a TMP review. By the end of 2001 we will have produced two LWP; Unit Movement Operations Handbook and Movement Operator Handbook and revised Training Management Packages, in conjunction with TDG, for the entire suite of movement courses. Sadly, not all Platoon staff will be moving to Townsville. CAPT Paul Barker, WO2 Tony Ogar, WO2 Sandy Wilson and SGT Gene Graham are moving on so it will be left up to the ever-capable SGT Kerry Pashen to steer the ship.

Commencing on 18 Aug 01 is the new Subj 4 (CPL) Movements course followed closely by the Movement Officer, Subj 4 (SGT) and Operator Movement Basic courses. The Basic course is completed just in time for the relocation.

'A' FIELD BATTERY AIRBORNE TRUCKIES

Since the raising of Australia's first and oldest Army unit 'A' Field Battery in 1871, drivers have played an integral role in the transportation of field Artillery.

'A' Field Battery has served in many campaigns during the past 130 years. From Sudan in 1885, through the Great War of 1914 - 1918, to World War II and recently East Timor, to mention just a few.

Through out these conflicts a total of 72 'A' Field Battery Members paid the supreme sacrifice serving Australia on operations, 15 of those members were drivers.

The drivers of 'A' Field Battery have come a long way from the days of carting Artillery Guns by horse; however, their role is essentially the same in the 21st century as it was in the 19th century.

That is, to transport Artillery equipment and personnel on the battlefield and more often then not,

this includes being part of an Artillery Gun Detachment and 'punching bombs down range.'

In 1986 the Battery became part of the parachute Battalion Group as the direct support battery to the 3rd battalion royal Australian Regiment.

Therefore, it is a requirement for all Battery members to be parachute qualified and the drivers are certainly not exempt.

Although being a driver in an airborne gun battery is an extremely demanding job, there is no doubt that those who endure reap the rewards.



SGT M. Valencia, PTE P. Scott, PTE D. Swer, PTE G. Atkins, PTE S. Baggett, PTE J. Manning, CPL M. Merton. (absent PTE K. McMurrich)

This is a unique job in a unique unit that at times stretches 'Par Oneri' to new personal boundaries, but then how would we know what our personal boundaries were if we didn't push ourselves to find them.

By Sergeant Mark Valencia

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9 FSB by CAPT Nathan Esposito

Battalion Headquarters

2001 has proved to be an eventful year for 9 FSB. Under the new leadership of LTCOL Greg Jackson, CSC, 9 FSB entered the year in the wake of continual deployments to East Timor and support to the Olympics. On the whole, operational deployments, commitments to Exercise Tandum Thrust and daily tasking for all Squadrons outlined a very busy year ahead. 2001 began well with the Bn seminar held in Puckapunyal hosted by 26 Tpt Sqn. The seminar provided the opportunity for the new members of the Bn to interact on both a working and social scale. LTCOL Jackson made his intentions clear for the year and the way ahead for 9 FSB. Following the Bn conference, each sub unit went their separate ways and began paving their way through the work ahead. Apart from their busy work schedule, BHQ were able to earn some much needed adventurous training time with a Sydney Harbour Bridge abseil. Coordinated by CAPT Esposito, the Sydney Harbour Bridge abseil was able to take members of BHQ outside their comfort zones whilst enjoying the beautiful sites of Sydney Harbour.



Battalion Headquarters abseiling activity at Sydney Harbour Bridge

Back to work and BHQ begun the arduous task of preparing the Bn's involvement in exercise Tandum Thrust 01. The Bn's main involvement was through 26 Tpt Sqn and 176 AD Sqn, however, BHQ provided a small team to work as the OC of the Force Maintenance Area (FMA). Led by MAJ Dave Buller, the team provided the much needed safety coordination for all units within the FMA.

In August 2001, 9 FSB underwent a change in command with LTCOL

Jackson leaving the Army to undergo a new and exciting life in Civilian Street. LTCOL Jackson will be sorely missed, however, under the new command of LTCOL Andrew Condon, the battalion will be working to end the year off strongly.

For the remainder of the year, HQ 9 FSB will be deploying to Queensland with 176 AD Sqn as part of Ex Pelican's Roost in an attempt to shake out BHQ in the field. Once completed, BHQ will be getting ready for a much needed Christmas vacation and will get ready for the new challenges in 2002.

176 Air Dispatch Squadron
by LT Mick Virtue

176 Air Dispatch Squadron occupies a very unique position within the Army's order of battle in that it is the only unit of its kind fulfilling a very demanding mission statement. The Squadron's twelve officers and one hundred and sixty six other ranks are committed to the provision of 'air logistic and terminal support to the ADF'.

Following the successes experienced with the deployment to East Timor and the commitment to Operation Gold, the Squadron has continued to maintain the intense work effort.

Exercise Tandem Thrust 2001 (Ex TT01) provided the opportunity to display much of the Squadron's capability with several platform, wedge and container loads rigged for air drop in support of the Parachute Company plus Group (PCG +). Air Dispatchers and Parachute Riggers applied considerable effort to achieve the mission required satisfying a growing demand from the parachute fraternity.

Overall a great time had by all with the officers and soldiers embracing with considerable enthusiasm and energy the activities focusing at first on all corps and subsequently technical skills pursuant to the air dispatch and parachute rigging trades.

The squadron took full advantage of the abnormal reduction in tasking intensity throughout the early months of 2001 to fulfil long needed respite and conduct the all corps and trade specific training necessary to maintain the soldiers at the desired

standard. Overall, a very intense twelve months.

26 Transport Squadron
by Kelly Muller

2001 has proved to be an eventful year for the Squadron. After Induction Training, the Squadron's first main challenge was supporting the Army Centenary Parade in Canberra. This involved the collection of military display vehicles from all over Australia, concentrating them in Canberra, inserting them into their designated places during the early morning along Anzac Parade and then retrieving them later in the day. This also involved 26 Tpt Sqn members participating in the Parade itself, both in the LSF Guard and by three of our members carrying and escorting the RACT Banner. They were particularly happy to be televised live around Australia for about 15 seconds – much to the amusement of family and friends.

The Sqn has supported the two other major activities during the year, being the return movement of 17 Construction Sqn from Sydney to Tindal and supporting Exercise Tandem Thrust and Exercise Predator's Gallop. After Easter the majority of the Sqn transferred to the Force Logistic Squadron Rotation 3 (FLS 3), being based on 26 Tpt Sqn, and commenced pre-deployment training.

Pre-deployment training involved six weeks of preparation for members of FLS 3. The training involved military skills such as urban patrolling skills, ready reaction force, F89 and F88 live fire shoots and significant use of the Puckapunyal WTSS facility. During pre-deployment training, the Squadron also completed a St John's Advanced First Aid Certificate, adventure training and, ROE and OFOF training.



FLS 3 pre deployment parade in Puckapunyal

Cont. on p26



Cont. from p25

TRUCK STOP NEWS

While in East Timor, FLS 3 is located in Camel Barracks, about 8km to the west of Dili. The accommodation and facilities are excellent and no doubt FLS 3 will seek to improve the barracks for future rotations. FLS 3 will be providing designated force level logistic support to the PeaceKeeping Force in East Timor. This involves the key tasks of water and fuel distribution conducted by road, air or water transport assets. Also of note is the willingness of Squadron members to give something back to the East Timorese people through the language lessons started by earlier FLS rotations and construction works.



Members of FLS 3

In many ways, 26 Tpt Sqn is building on the reputation it established in Camel Barracks as the first occupants back in early 2000. Just over one year later, many people are back for a second tour and have been able to renew friendships and language skills. For anyone driving the roads of East Timor, it is a challenging experience. Force protection is the number one priority, and accidents pose one of the most significant risks.

Next year, 26 Tpt Sqn will return from a well earned Christmas break ready for the challenges of 2002. With new faces and new ideas, the first six months can be expected to be a period of consolidation of the basic skills required of soldiers, drivers and the Sqn itself. We may also start to see the results of the SED review also conducted during 2001, which is the subject of another article. There will probably be an FLS 5 in late 2002 and this may well require members of 26 Tpt Sqn to support its deployment and continue the good work. We certainly live in interesting times....

4 RAR TPT PL

by CPL Boniface

Time has come around quickly and continues to roll forward at a blistering pace. Members of 4 RAR (Cdo) Transport Platoon know only too well the meaning of the term "flat out" after completing 12 months of rigorous pre-deployment training, a Mission Readiness Exercise in SWBTA and finally, deployment on Operations in East Timor (EM) as part of the 4 RAR (Cdo) Battalion Group.

Advance party elements, numbering 7 in total arrived in Balibo on 16 Apr 01, and undertook a full hand over and relief in place with the remaining elements of 1 RAR Transport Platoon.

The remainder of the 4 RAR truckies arriving a week later brining the total strength to 17 members.

Primarily, the bulk of this number remains in the Echelon Area to conduct support in the form of permanent tasking such as water re-supply, rubbish disposal, troop lifting and fuel re-supply.

When not allocated to tasking, members are conducting vehicle maintenance, security piquet's and patrolling of the TAOR.

Security of the area takes priority and can at times, prove to be a Nightmare for tasking allocation as up to seven members could be away at any one time conducting Vehicle Check-Points, Listening Posts or Fighting Patrols.

An additional line of support is provided via the CSS Transport Node at Tonobibi.

A total of 6 drivers are co-located with 2 CER and 2/14/Cav elements at this location and provide direct re-supply of water and fuel to the seven patrol bases and forts within the AO.

Hours are long and the driving is challenging but, like their counterparts in Balibo, the days go quick as there is minimal time for rest and relaxation.

In all it can be stated quite adamantly that all the truckies over here are earning their dollars and eventually, a well-earned rest.

Driving conditions in EM prove to be the biggest issue, from not only transports point of view but also from all road users including Military, UN, and the local population.

The Vehicles have now been in country for almost 2 years and are now showing their age, requiring increasing levels of driver maintenance and RAEME action in order to keep them taskworthy.

The roads are narrow with winding mountain paths and varying levels of gradients enforce that the drivers are conducting the most dangerous and demanding job within the AO.

Not to take anything away from the infantry or other Corp's but the likelihood of an accident seems to be far greater for the truckies who encounter these conditions on a day to day basis.

It only further personifies the dedication and professional nature of all Transport Corp Drivers in the battalion Group.

In closing, 4 RAR (Cdo) Transport Platoon is honored to have been given the opportunity to represent not only our Country and Defence Force but also the CORP we are so proud off, especially on an Operation Environment such as East Timor.



BOR MARSHALL, PTE KNIGHT, LCPL TAME, CPL BONIFACE, PTE WILSON, PTE GERRARD, PTE HUNN, PTE ANNEKE, PTE RICHMOND, PTE JONES, PTE WILLIAMS, PTE GUNN, PTE JONES, CPL KOCAR, PTE CONDON, PTE HEINRICH, PTE MILLER

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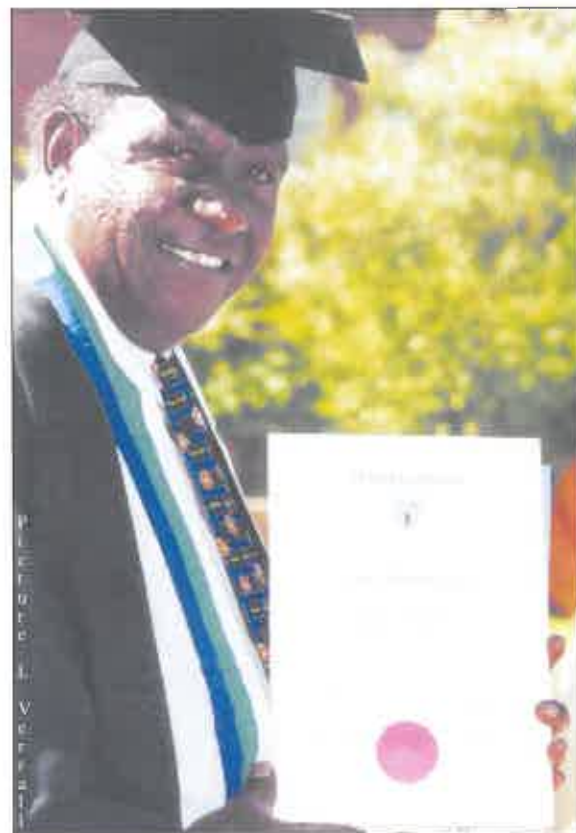
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MANY EX MEMBERS OF 10 TML WILL REMEMBER THE FACE BELOW. READ ON



The first group of Community Health Aboriginal students graduated from the only mental health course of its kind in Australia at CSU's Faculty of Health Studies graduation ceremony on 6 April.

It was a day of double celebration for the Adidi family, as Henry's wife, Maree, also graduated with a Diploma of Mental Health at the same ceremony.

Among the five graduates of the Bachelor of Health Science (Mental Health) degree for indigenous people was Henry Adidi, pictured, who works as a drug and alcohol and mental health worker at the Hoxton Park drugs.

Community Health Centre in Sydney.

It was a day of double celebration for the Adidi family, as Henry's wife, Maree, also graduated with a Diploma of Mental Health at the same ceremony.

Henry said his greatest achievement since he began working with Aboriginal communities three years ago was helping five people quit hard drugs.

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MILCOM

4th FIELD REGIMENT TRANSPORT

by LCPL A. Jones



TRUCK
STOP
NEWS

Since the invention of the wheel RAA has had their own drivers, who before becoming drivers where experienced gunners, but now drivers posted to RAA units are straight from IET training and or from other units. But after a short period of time and the completion of a gun course the drivers have shown that they can hold their own. In some cases a few of the drivers have been full time gun numbers on exercises due to the regiment's manning.

As a driver in 4FD you are part of a gun detachment. Being the detachments' driver is no easy task having two jobs, a driver and a gun number.

Night and day the pace in which the gun batteries move and relocate is a test of the driver's skills; uncaring the vehicle, loading of the gun stores and moving off the location within minutes, and at the same time carrying at least 100 plus kg's of high explosives and 6 men in the back of the vehicle.

But the fast pace of exercises doesn't finish with the end of EX it continues also in barracks, with the post EX maintenance followed by a thorough inspection.

The regiment puts a large emphasis on readiness and with this the drivers are constantly taking part in gun deployments, IMT training and soldier skills.

The drivers' also experience a large amount of day and night air moves and naval beach deployments.

And in our spare time we are continually conducting courses for unit members, and attempting to improve the driver skills, particularly recovery and night driving.



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2nd FORCE SUPPORT BATTALION 44 TRANSPORT SQUADRON



Greeting from down under, Tasi. 44 Transport Squadron is still both alive and kicking. Although our unit emblem, the Thylacine (Tasmanian Tiger) is presumed extinct, the Squadron is thriving on the future promise of a more efficient and operationally orientated LSF structure and an outstanding relationship and civilian attitude towards the reserves in Tasmania.

The opportunities available for unit personnel to enhance their careers through combined unit training within LSF and overseas service have never been better. We all talk of the one Army concept but I believe the LSF has truly come to the foreground in this area by enhancing the integrated FT/PT training and opportunities for FTS for reserves within our logistic empire.

The Squadron is now under a well structure Bn umbrella, 2nd Force Support Battalion (2 FSB). 2 FSB is predominantly located at Derwent Barracks, Dowsing Point in Hobart's northern suburbs. The Squadron has 160 Transport Troop at Derwent Barracks in upgraded but state of the art work facilities. Both 172 Transport Troop and Squadron Headquarters are based at Kokoda Barracks, Davenport, in the north western region of Tasmania.

The Squadron in its training and exercise program operates on the yearly cycle of initially developing individual skills and follows this up throughout the year with the development of collective Troop and Squadron training.

One aspect we are very mindful of is that even though we are a Force Line unit, we must never lose the capabilities to operate at a Formation level and our training program reflects this. The uniqueness of the Bn is our locality. Being the only CSS element on the island we end up inundated with both Formation level tasking but train predominantly for Force level tasking.

All corps soldier skills are integrated throughout all training phases and, at the end of each year, we believe that we have very well developed soldiers who are able to fit equally into a Force or Formation position, achieving a very effective cross training outcome.

While not wanting to divert from what is quite a well structured training directive, exceptional circumstances do arise to take us in a new direction and last year one did. In common with many other areas of the country, South eastern Tasmania was in the grip of an extremely severe drought.

Through the Derwent Valley area it had reached crisis point and the all too familiar scenes of starving animals and dustbowl paddocks were unfortunately a common sight. Farmers in other areas of the island were offering fodder to their counterparts in the Derwent Valley, but transport of this bulky commodity then became the problem. Through the efforts of the OC MAJ Tony Dowling, contact was initiated between the Tasmanian Farmers and Graziers Association and the Squadron to use the



Squadron in a DACC tasking role. An appreciation and subsequent planning was done and in late Jun 2000 Exercise SUSTAIN took place. Vehicles were tasked to load fodder from widespread areas in the far north east. All vehicles were then Directed into the affected areas of the Derwent Valley where the donated fodder was gratefully received.

Individual driver skills were certainly practiced, especially loads and lashings where the large round



bales were concerned. Over a thirty six hour period the Squadron vehicles covered over 25,000 kilometres and moved nearly 1000 bales of fodder ranging in size up to three tonne. From a training point of view, a very successful exercise as it demonstrated that the Squadron was able to very quickly adapt to changing situations. The PR coverage was extensive and extremely positive.

However, the ultimate was that a group within the community who through circumstances beyond their control had become desperate were able to be assisted by the Squadron.

As a result of exercise SUSTAIN, the Squadron was able to gain permission from both DCSC and rural property owners to conduct training in areas unfamiliar to the soldiers. One property owner in particular had no hesitation in allowing the Squadron to conduct exercise EXODUS on his land. He made it quite clear that it was his way of saying thanks to the Squadron for what had been previously assist the rural community. This allowed the Squadron to conduct an MT NAVEX in very challenging and previously unseen country around the old mining areas of Rossarden and Mathinna.

Although we have an RTC down here, driver courses are frequently conducted at a Bn level. Currently the Squadron is sponsoring an MR2 course at Buckland training area. Our Trg WO, WO2 Steve Kersnovske, has put together an outstanding course program. Hard work and long hours but the students are thoroughly enjoying the training.

Steve is about to leave us and we would like to take this opportunity to say thanks very much for the guidance and dedication towards the Squadron and we all hope you and your's have a safe and prosperous future in your next posting.

Still to come this year are long distance driving exercises, (and yes, this certainly is possible in Tasmania) a combined Sub-unit staging post exercise involving all elements of 2 FSB, adventure training and a courses camp which is intended to give the soldiers more skills on Minimi, Raven and Wagtail, Ninox, and additional vehicle C codes.

The future for 44 Transport Squadron is looking extremely positive and we are very confident that at all times we can uphold both the honour and traditions of the Corps.

PAR ONERI.



1 RAR TRANSPORT PLATOON

by Sgt Rod Nair, TPT PL SGT

The 1st Battalion Royal Australian Regiment which is steeped in tradition of the most purest infanteering form has now been infiltrated by another Corps from within its confines.

As of Jan 01 Transport Platoon 1 RAR, has been transformed to employ only RACT personnel. This will be of great benefit for both the Battalion and the



Members from TPT PL, 1 RAR

Corps, as driver's who are posted into the PL, will experience the life and rigours of being part of an On-Line Battalion. Life can at times can be very demanding with the formidable standards set by the Battalion such as, 25km CFA's in full marching order, BFA's, BFT's and a swim test, all conducted in the beautiful tropical surrounds of Lavarack Barracks, Townsville.

Apart from all the good times in barracks the TPT PL has recently returned from a successful deployment with UNTAET as part of the 1 RAR BN GP. The TPT PL wasted no time in assuming the tasks given to us from our predecessors TPT PL 6 RAR. KRP operations, rubbish runs, water resupply and patrols and piquets both day & night.

One task which couldn't be overlooked or delayed was the reconstruction of our accommodation lines and anything else which would not float when the oval became a lake in the wet season.

A challenge was set to the PL, to return from deployment without serious accident or injury. Besides a couple of vehicles falling over and a few mirrors getting the external re-adjustment, the PL fulfilled its goal and returned home



TPT PL Office and Accommodation in Balibo

justly proud of their achievements. For those of you who have deployed to EM and driven the roads know of the dangers which can lurk around the every corner, whether it be 5 locals on a mo-ped or 50 people hanging off the side of a vengabus.

Finally to all past members good luck. To the present, keep on trucking and to the future member, good luck and PAR ONERI.

Hails

WO2 W. Le Lieve ARTC to 1 RAR LCPL D. McBain RAINF to RACT PTE P.B. Crossingham RAINF to RACT PTE K.N. Peisley RAINF to RACT PTE A.R. Hawkins RE-ENLIST PTE B.J. Kajewski RE-ENLIST PTE R.J. Williams RE-ENLIST

Farewells

WO2 J Carthew RAR to 2 CAV SGT M. Fuerste 1 RAR to 4 FLD LCPL B.G Haar 1 RAR to ARTC

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TRANSPORT COY, 1 CSSB



1st Combat Services Support Battalion has been very busy within the last 12 months with the provision of a CSST to East Timor, two major exercises, training and ongoing support to 1 Brigade.

Transport Company has been an integral part of this commitment and has risen to meet many new and interesting challenges.

Recent changes to the organisation sees the Company comprised of a HQ, two Medium Platoons (Mack) and Heavy Platoon (S-line).

1 Platoon is deployed to East Timor with 4 CSST and from all reports doing a sterling job. 2 Platoon, in the meantime, has doubled in size with the arrival of nearly 30 new march-ins (from IETs). In the past 12 months the first activity of note was a trip to Broome, during which a number of courses were completed. The trip was largely successful and enjoyed by all who participated.

The start of 2001 saw a number of new faces, as part of the normal posting cycle, and the requirement to conduct all corps and trade training. A Mack and 20T trailer course saw the majority of pers qualified to fulfil their primary driving responsibilities and IMTs and a Company shakeout rounded out the training in preparation for the major exercise period.

Of note the concept of 'heavy trucks under trees' was experimented and after a few problems it was determined the Company's S-Lines could be deployed in the field environment.

ANZAC Day came around and to the dismay of most was celebrated between Katherine and Tennant Creek, as the Company commenced its deployment to Shoal Water Bay Training Area for Exercises Tandem Thrust and Predators Gallop.

On arrival at the Bay there was a period of settling in prior to the war with the Yanks commencing and a significant increase in tasking. Throughout both exercises the Company worked hard to meet a very demanding workload, given the absence of 1 Platoon in East Timor, in addition to honing individual and collective skills in defending the BSG location and providing support to the Brigade.

During Exercise Tandem Thrust, in which 1 BDE represented the Blue Force, 1 CSSB was sited in the BSG location vicinity The Plains Airfield.

The Enemy for the exercise was primarily the US Marine Expeditionary unit and their mission was essentially to capture the Shoal Water Bay Training Area.



Transport Company's tasking included providing vehicles and personnel to CSSTs in order to support the Brigade's Deployable Battle Groups. It was also responsible for the security of its sector (including digging in) and the requirement to operate with 'free playing' enemy provided valuable training.



Exercise Predators Gallop was the annual 1 BDE major exercise and with the down sizing of force assets in the area, the Company's support to the BDE units increased significantly, particularly fuel and water. 1 CSSB and the Company also aimed to meet a number of training objectives, such as

formulating 'actions ons' and practising these in order to corroborate SOPs.

Predators Gallop concluded in an attack on the BSG location by a SQN of American 'Storm Troopers' from the 4th Light Armoured Regt - Ironhorse Marines, attached to 2 Cav Regt and mounted in ASLAVs. It provided a fitting end to the exercise and despite being overrun for training purposes, the general feeling was the Company would have given the 'enemy' a run for their money.

The end of ex did not see a reduction in tasking, but quite the opposite, with huge amounts of defence stores requiring movement around the Bay and a need to refurbish the training area.

1st Armoured Regt also required tanks to be transported to Gladstone Port and Heavy Platoon worked with 85 Tp to accomplish this task.

The Company returned to Darwin for two weeks (much needed) leave after what was a very successful major exercise period. As a result of 1 BDE units maximising training during the dry season, the coming months see a number of activities in which Transport Company support is required. These include support to 1 Armoured Regt's inter-squadron competition, which requires A vehicles to be moved to and from Mount Bundy Training Area; movement of 1 CER plant equipment to Broome; and movement of 8/12 Mdm Regt's guns and equipment to South Australia.

In addition there are a number of courses being run to allow new personnel to gain codes, so they may be more employable within the Company.

1 Platoon returns from Timor in October and the Company will again commence training for next year's major exercise and the provision of another CSST for operations.

NEW UNIT FOR ARMY - BORN IN TERRITORY



On 15 May 2001 the Army welcomed the birth of the 1st Command Support Regiment.

The Unit was raised after a four-year trial, providing sophisticated communications, first-line logistics and combat services support to the Headquarters of the 1st Brigade.

The trial tested the provision of specialist signals, combat service support, military police, intelligence and electronic warfare.

Beginning in 1997, the trial has been so successful that the Townsville and Brisbane-based 3rd and 7th Brigades are also raising CSR organisations.



Military police and intelligence functions have since been consolidated with the raising of individual Battalions for the two Corps organisations.

The Unit is able to deliver computer-based geographical and situational awareness information through the implementation of the Battlefield Command Support System (BCSS).

Communications systems are provided using a range of bearers from VHF and HF radio, satellites and combat-net radios, carried within the Army's fleet of M113 Armoured Personnel Carriers.

Integral to the success of the trial was

the work of the combat service support personnel who provided essential capabilities such as transport, catering, and stores and supply. This logistics function, as part of Support Squadron, also proved vital for delivering and sustaining the Brigade headquarters and the CSR while it was in the field.

The Transport Section within 1 CSR comprises of 15 members and holds Unimogs, Land Rovers, trailer variants and a small white fleet.

Under the command of LT Greg Blycha and SGT Anthony Sommer along with the ever-reliable CPL Tracey Golding, the section is always in good spirits. The soldiers have struck a delicate balance of performing all tasks while at the same time providing entertainment for themselves.

With likeable characters such as PTE Andrew (Baldy) Baldwin, PTE Andrew (Sticks) Wardrope and PTE Cameron Page (Pagey), the section is never short of a laugh. We have welcomed the arrival of PTE Michelle Turner and wish the very best for the likely postings of PTE

Michael Forrest and PTE Sheryl O'Brien. PTE Julie Wnuk is looking forward to a new born and winding down her Army career whereas PTEs Scott Shimmom, Jonathon Ross

and Amy Barnes are just starting out in their profession. PTE Amanda Kaplan has proven to be an admin



guru and PTE Jack Brouff has deservedly been panelled for the Sub 1 for CPL. The section had a very successful Tandem Thrust providing water, fuel, stores, and removal of rubbish and daily shuttles into Rockhampton for 1 CSR and 1 Bde HQ personnel. When in barracks the section is responsible for maintaining the fleet and providing transport for 1 CSR and 1 Bde HQ. Whether it's driving the Bde Comd or resupplying a field exercise, 1 CSR Transport is up to the task. The Unit will be recognised as a Regiment when it is awarded its crest and flag in October, later this year.



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ROYAL AUSTRALIAN CORPS of TRANSPORT CORPS BIRTHDAY CELEBRATIONS TOWNSVILLE 2001

Friday 1 Jun 2001 was a significant day for the Transport Squadron of the 3rd Combat Service Support Battalion. It was the 28th birthday of the Royal Australian Corps of Transport and also the day selected for the restructuring of the Squadron. The Squadron hosted Corps birthday celebrations for Townsville based units at Lavarack Barracks.

Restructure of 3 CSSB Tpt Sqn

In late 2000, the Tpt Sqn changed from the doctrinal two-troop structure into a single troop named "Charlie troop". This was due to the 1st Battalion Group deployment to East Timor.

The Corps birthday was chosen as the day to reform the Sqn into the doctrinal two-troop structure. This significant occasion was marked by a parade in the Transport Compound. The Commanding Officer of 3 CSSB, LTCOL D.H.M. Saul, attended the parade and promoted two Sqn members: LCPL Coad to CPL and PTE Watling to LCPL. The Officer Commanding Tpt Sqn, MAJ S.J. Galjaard presented the troop commanders with their troop flags.

RACT Birthday Celebrations

After lunch the Sqn hosted the RACT birthday celebrations for Townsville. This took the shape of a sporting competition followed by the cutting of the birthday

cake. Touch football and volleyball were the two sports contested on the day. Attending units included 3 CSSB, 10 FSB, JMCO - TSV, HQ 3 BDE, DCSC-NQ, 5 AVN REGT, MW ALTC, 1 RAR, 2 RAR and NLG-T.

There were three teams in the touch football competition. Two teams from 3 CSSB and a combined 1 and 2 RAR team. The combined effort of 1 and 2 RAR dominated, defeating the two 3 CSSB teams. Volleyball was the most popular sport on the day with 6 teams entering the competition. 5 Avn Regt, JMCO-TSV, 1 RAR, 2 RAR and 3 CSSB were represented. The competition went down to the wire with JMCO-TSV just defeating the combined 1 and 2 RAR team.

The premier event of the day was the RACT skills competition. This competition involved tyre changing, centre seating, cam net erection and an 8T trailer reversing activity. The event was timed and penalties were given for faults. 1 RAR, 2 RAR, 5 Avn Regt and 3 CSSB (who entered 3 teams, 2 male and 1 female team) all duelled for the award.

The Tpt Sqn team of CPL Mann and CPL Goodwin took out this prestigious event. Officiating at the celebrations was the Colonel Commandant Northern Region and Representative Colonel Commandant COL

Win L. Fowles (Retd). The winning teams were awarded with medals as a memento of the day. To conclude the afternoon, the 28th birthday cake of the RACT was cut. PTE Pink, the youngest member present assisted Col Fowles with the cutting of the cake.

For the officers and SNCOs, the celebrations continued into the night with a dining-in at the Chauvel Officers' Mess.

COL Fowles was the guest of honour at the dinner. Other guests of note were the CO 3 CSSB LTCOL D.H.M. Saul, CO 10 FSB LTCOL A.K.T. Faithful, CSC and representing the Commander 3rd Brigade, the COFS, LTCOL A. Nobes. Fifty two people attended the dinner. The night proved to be a great opportunity for those attending to discuss the history, current situation and the future of the Corps.

In conclusion, the RACT Corps Birthday was a great success. It provided an opportunity for all members present to meet new people and catch up with old friends. This certainly developed esprit de corps and camaraderie amongst all participants.

The Sqn looks forward to participating in next year's event and is keen to retain the RACT Skills Cup for 2002.

LT Craig Smith

Australia Day Awards 2001 Order of Australia (AM):

COL Stephen Jones (HQLSF) for exceptional service to the Australian Army as the CO Army School of Transport and Colonel Operations Support Land HQ.

Medal of the Order of Australia (OAM):

WO1 Walter Gilbert (4 BASB) For meritorious service to the Australian Army as the CSM B Company 1 CSSB and as RSM 4 BASB.

Conspicuous Service Medal (CSM):

LTCOL Melva Crouch (DCSC NQ) for outstanding service as the CO DCSC NQ and in support of Op Warden.

Queen's Birthday 2001 Order of Australia (AM):

COL Jeffrey Davie (AHQ) For exceptional service to the Australian Defence Force as the commander of the Force Logistics Support Group East Timor.

Commendation for Distinguished Service:

MAJ Victor Shane Doust for distinguished performance of duty as the officer commanding Battalion Support Group 6th Battalion RAR, during Op Tanager East Timor.

SGT Ian Patrick Sojan for distinguished performance of duty as the supervisor terminal operations, managing the stevedoring functions at Dili wharf, East Timor during Op Tanager.

JMCO MELBOURNE - EXERCISE ALTOGETHER 01 (TOET AND CORPS BIRTHDAY WEEKEND)

Compiled, researched and survived by: LCPL Deb Coutts (aka 'Mag Filler') Pte Georgia Katahiotis (aka 'Cam Stud') and Pte Susan Varga (aka 'Instant')

It was a cold winters morning back in June 2001 when we self deployed to sunny Puckapunyal. Although medically fit, we were cold, we were hungry, we were ready to fight... however, we were NOT AIRN qualified!

The weekend objective was for JMCO Melbourne to become compliant, being Movers - we conducted this operation in phases.

Phase One - TOETs

The convoy advanced to its release point at JMCO Melbourne Puckapunyal Detachment. Upon disembarking from our military vehicles we proceeded to demonstrate our weapons prowess, in particular, our marksmanship principles - naturally all passing TOETs on the first attempt.

Having completed TOETs in record time - our focus was directed to the war at hand. The bush was close, the enemy was near..... we had to take cover..... CONCEALMENT was automatic, and instinctive



Phase Two - Lunch

We heard the call of the wild - we realised it was coming from within. Food was scarce - the opportunity to forage was not available... so we went to AFCANS.

Phase Three - Museum

Historical military enlightenment was next in the sequence of events. This involved a detailed reconnaissance of the Puckapunyal Tank Museum.



Phase Four - WTSS

It was time to put our killer instincts to the ultimate test. Yes, we were headed for the Weapons Training Simulation System (WTSS) PUCKA. It was here that the fury was unleashed. After successfully completing LF3 we moved onto more advanced and skilful shooting. A battlefield was simulated

and all par-took in eliminating the enemy as they advanced. It wasn't pretty! - the system almost crashed under the bombardment, the simulated blood was flowing

Phase Five - RACT Birthday Dinner Back at Simpson Barracks later that night... Party time! The Corps

coloured balloons and streamers abounded. After chomping through our pizzas and birthday cake with our dent class one teeth, we were on the verge of singing "Wait For The Wagon"... however, we had reputations to uphold.

Phase Six - BFA

Yet another cold winters morning, a chill in the air and a seedy feeling within - something was just not right a BFA was upon us; We could weave, we could dodge, but there was no escape. Could

we do it?... Yes, accomplishments all round. Results: a few coronaries and bruises, no deaths, new muscles discovered. Pain was our brother.

Phase 7 - Detachment Competition It was early afternoon of the final day... the weather was fine, the sun was shining... and YES, the gods were smiling upon us!

Having completed all relevant AIRN requirements with flying colours, it was now time to see WHO was the best of the best. This could only be proved by a Super competition between the two JMCO MEL dets formed on the day: Det 1 (local, superior Melbournians) and Det 2 (comprised of Hobart and Pucka Pers). It was fierce, it was entertaining....but it got ugly, as both teams wanted to win. However, only one det could come out victorious in the end, and the standard was so high all round, naming the winner would at this point be irrelevant..... (no, the writers were not on the winning side. Like we said....IRRELEVANT!!)

Blood..... sweat..... anxiety..... bravery..... precision..... attitude..... commitment..... determination

So what do we have at the end of this intense training?

A professional, lethal (yet extremely attractive) - Army's Angels!!!

Need we say more...

PAR ONERI

Issue 32



2000

Official Journal of the Royal Australian Corps of Transport

PAR ONERI

Official Journal of the Royal
Australian Corps of Transport

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FROM THE EDITOR

By LTCOL M.J. Grimshaw



Welcome to (a long overdue) PAR ONERI. I have recently been appointed as editor of the Corps Journal, following my discharge from the ARA in March 2001, and my first priority has been to get material already on hand into published form.

It has been some time since PAR ONERI last appeared and you will note that the material in this issue is somewhat dated.

There are a number of reasons for this, but chief among them has been difficulty in locating a suitable publisher. Happily, this problem has been solved, and we look forward to a long and mutually beneficial association with APRS Publishers.

The decision to produce this issue using material on hand was made after considering that much of the content of this edition remains both topical and interesting.

Considerable effort was obviously made the authors who prepared the articles, and each contributes to the story of the RACT. It seemed illogical to waste this resource and so the decision to publish was made.

The Corps Committee is keen to resume the regular publication of PAR ONERI, and I have written to unit / subunit commanders seeking assistance with the provision of articles for the next edition.

There is plenty going on at present, and I am keen to see articles on operational activities, exercises, unit activities, new equipment, personalities etc.

Contributions do not have to be lengthy, but photos (with appropriate captions please) are a big winner! I trust you enjoy the magazine and I look forward to receiving your contributions for the next issue.

A MESSAGE FROM THE HEAD OF CORPS

Brigadier J.B. Wilkinson, AM



Welcome (at last) to the 2000 edition of PAR ONERI. As the editor has explained, the material contained in the following pages was intended for publication 12 months ago.

Much of this material remains of importance as an informal record of the Corps' early performance in Timor and should be published, so the decision to proceed rather than abandon the 2000 issue was an easy one to make.

I would like to take this opportunity to thank those of you who have contributed so much to the success of our peacekeeping endeavours, particularly in Timor, but also in Bougainville and elsewhere.

Members of the RACT serving overseas in these theatres and in individual appointments elsewhere have maintained a high degree of professionalism and have reflected great credit upon themselves and our Corps.

Of course those who supported our efforts from Australia deserve no less credit and I am heartened by the devotion and energy they have displayed, often without acknowledgment. Of course the peacekeeping task continues, and there is much hard work still to be done.

Many of you will have learned by now that Heads of Corps may resume a formal role in the management of the Army. A CA Directive outlining structures and manpower is anticipated shortly. Among other things, the directive is expected to

assign staff functions to the Head of Corps and re establish small directorates staffed by 'double hatted' ARA staff, reserve staff and a full time ARA Major.

I view this initiative as being a very positive step in the right direction and welcome the opportunity to provide technical RACT input to the Army's decision-making processes.

This issue contains a farewell message from WO1 Steve Hunter, who recently retired from the Army following a long and distinguished career.

Steve served as the Corps RSM for 7 years and the RACT owes him a great deal. On behalf of the RACT, I would like to wish Steve every success in civilian life and offer my thanks for the many years of devoted service he rendered to the Army.

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From the Corps Regimental Sergeant Major

Warrant Officer Class One Ken Golden, OAM

This article is penned to provide congratulations and encouragement where due, a request for greater interest and involvement in the Corps and an observation that some are letting us down.

To be appointed the Corps RSM from November 1999 was indeed an honour. It will not be easy to follow on from WO1 Steve Hunter as he has served us very well for six years in the appointment and all during a time of constant change and uncertainty. I believe we the Corps owe him a lot for holding us together during this time.

To the following soldiers of the Corps who achieved recognition in our RACT JNCO and Soldier of the Year Awards well done:

RACT JNCO of the Year (Full Time) – CPL S. M. Dorahy – 3 RAR Tpt Pl.

RACT JNCO of the Year (Part Time) – CPL D.L. Edmonds – 9 BASB

RACT Soldier of the Year (Full Time) – PTE P. De Lawrance – DCSC - SV

RACT Soldier of the Year (Part Time) – PTE J. Barbour – 13 BASB and PTE S.P. Hade – JMCO – Melb.

As the Corps ended the 1900's and started the 2000's we found many of our members deployed overseas on operations. Besides the members deployed in the Middle East and in Europe we had personnel in Bougainville on Op BEL ISI and in East Timor on Op Warden.

For the first time in many years we have all our trades deployed at one time on a single operation (Op Warden) and reports to date indicate that our Corps members are doing a great job.

I watched the news footage with keen interest over Christmas and was pleased to see drivers not only doing the All Corps tasks but also providing distribution of stores on time and in a professional manner. This indicates to me that the Officers, Warrant Officers and NCO are setting high peace time training standards thus ensuring we are ready to deploy when called.

So what of us still at home?

The operations in East Timor and in Bougainville will go on for some time, so for those still waiting to be called remember there are still jobs to be done back here and when the time comes, you will be called to do your duty. Take this opportunity to ensure your All Corps and trade skills are the best they can be as you will not get any time to revise them once you get the call.

Are you fit and have you qualified at the AIRN tests? Long hours in a very hot climate with little respite from the noise of the operation will test even the fittest soldier, so maintain your fitness training. Likewise, with the very high number of UD (Unauthorised Discharges) you could spend some extra time practicing your weapon handling, especially the unloading and clearing of the weapon.

Besides the operational focus, what else is there?

I believe we, as a Corps lack a sense of being, belonging or a Corps unity. I think we have ceased to think as a Corps since the demise of the Directorate, a permanent Head of Corps and the loss of our Regiments. With our Corps units embedded in Logistic Battalions or in other Corps units it is very hard to maintain the constant Corps contact and passage of Corps information. This has to change if we are to survive as a Corps. Individually we are seen to be doing a good job however as a Corps I believe we need to be stronger and provide the ADF or more importantly the Army with a single entity with the professional transport knowledge.

This applies to all our trades and I would expect the Warrant Officers in particular the Warrant Officer Class One to be the font of RACT trade knowledge. WO1 Steve Hunter said recently "In the past, They did this and they did that! Well; They have gone so who is going to do the work now?" He summed it up well. In years gone by the Directorate did a lot of work ensuring the many issues were addressed or tasks were completed. Since their demise these issues or tasks have been left hanging waiting for someone to take up the fight.

I like you are busy, name someone who is not these days. Warrant Officers Class One as trade heads you need to be proactive in the taking on of extra Corps tasks and with the dissemination of information. If that means you put up letters or papers to ALTC or CATDC suggesting changes and improvements then why not do it. MAJ Geurtsen at ALTC for example cannot do everything for the Corps and I am sure he would welcome your assistance and ideas.

For the Warrant Officers and Sergeants of the Corps; you need to look for training and experience in logistic/fleet and resource management as there are few opportunities left for you in a purely RACT sense. Within Land Command as we move into Force Logistic Battalions, Ops cells are being manned by several logistic Corps and you cannot just concentrate on our own Corps, you need to have a good understanding of the others as well.

At sometime in the future you can expect to be posted into Support Command Australia and you will be expected to work with these management issues and if it is your first time it can be a steep learning curve. Look wider than the Corps boundaries as RACT is but one segment in the logistic matrix.

What do I see as the biggest concern for our soldiers today?

With all the changes going on around us, the need to cut costs, the requirement to restructure yet again, my main concern is about the leadership of our 'most valuable asset – our soldiers'. I believe there are too many officers (and some Warrant Officers) who are very self-centred and only interested in getting qualified for future civil employment and not paying sufficient attention to their soldiers.

Whilst I support people getting better education, I am concerned when this is taking up time that could be spent ensuring soldiers get good leadership, career (Cont Page 4)

(Cont from Page 3)

management and training. I am still hearing from soldiers (not necessarily just RACT) that they are still waiting on their last report or that they are yet to get their initial interviews or interim counselling for this reporting period.

Corps officers, you are not entirely to blame here. I do apportion some blame on the soldier in that they need to be interested enough in their own careers also to make things happen, however I do not believe the officers of today are as focussed on the soldiers as they once were.

For the Warrant Officers, you need to get in here and help both the officer corps and our soldiers. Providing good career guidance and sound structured reports could take as little as 5 to 10 minutes per week with notes made in a Troop Commanders notebook and regular counselling sessions.

As WO1 Hunter said 'They have gone', but 'we' are left. We must take ownership of the Corps, the issues before us and our soldiers interests; get involved and make a difference instead of waiting for someone else to do it, otherwise nothing will happen.

For the RACT Associations I would like to see you more involved with the local RACT units in your States. Without new members your associations are destined to close down. Why not look for ways to offer the soldiers of today a reason for joining your associations or activities to get involved in with you, so they will eventually join and keep alive the RACT dream.

For RACT units and RACT Associations - The Army Museum at Albury is struggling to keep the wolf from its door and as our heritage is located there it is in our collective interest to assist where we can.

If your unit or association can spare a few bob to assist with the preservation, refurbishment or restoration of any of our Corps memorabilia then contact MAJ Graham Docksley, OAM (02) 60552615 or C/- Army Museum PO Box 26 MILPO BANDIANIA 3694. Donations of any amount for use on RACT property or displays would be most welcome.

Our Corps motto is **PAR ONERI - Equal to the Task**. I ask you to consider this motto from a unit, and personal point of view - is your unit and are you doing everything to be - **PAR ONERI**, every day!

Whilst in this appointment I hope to be able to assist you and the Corps in any way I can and I welcome your calls.

Good soldiering. RSM

Warrant Officer Class One - Steve Hunter

PAR ONERI

As most members of the Corps would know, on the 5 Nov 99 I stood down as the Corps RSM, a position, I had the honour of holding for 7 years. I would like to take this opportunity to thank all members of the Corps, both past and present for the tremendous support I receive.

In that time there has been a number of significant changes to not only the structure of RACT Units but the way we go about our business however non of this has altered the superior results the RACT has become renowned for, a true reflection of the members of the Corps.

I congratulate WO1 Ken Golden on his appointment as the Corps RSM and wish him well in the job, for I am confident that you will give Ken the same level of support that I enjoyed.

It is important at this point to remind all members of the Corps that no longer do we have the capability of leaving the running of the Corps to them (Head of Corps, stand alone Tpt Regt, Corps School etc) for they have gone and it must be done by us, so don't wait, let all of us take ownership of our Corps and keep it where it belongs At The Leading Edge of Logistics

In closing let me say that when given the chance let anyone and everyone know that you are a member the RACT and that we are what the Corps Motto states

EQUAL TO THE TASK

Whenever I look at the beautiful grandfather clock I received from the members of the Corps, I think of all the wonderful friends (all ranks) I have made and had the pleasure of working with, thanks again and I look forward to seeing you around the place and talking about what is happening in your area of expertise

Enjoy your careers and good soldiering

Steve Hunter

JMCC at OP Warden

By Lieutenant David Beaumont

On September 20, 1999, the first aircraft of Operation Warden arrived at Komoro Airport, East Timor.

Aboard this aircraft was FSGT Neil Huxley who was not only tasked with marshalling aircraft on the tarmac, but was also the first member of the JMCC to arrive in East Timor.

Prior to those few phone calls which confirmed to the members of the JMCC that they would be deploying on Australia's largest deployment since Vietnam, the year had been relatively quiet for the JMCC.

The unit had completed its relocation from Victoria Barracks, Paddington, to Lidcombe Barracks in Western Sydney and was preparing to deploy on Exercise Crocodile 1999.

In the flurry of activity that began in early September, the headquarters component of the unit joined DJFHQ in Brisbane to begin planning for the deployment while the remainder deployed to Darwin with 3 RAR



several days before D-Day.

Aside from FSGT Huxley, and the OPSO, Captain Dan Kerr, who arrived on D-Day (September 20), the remainder of the unit arrived on D+1 to establish a CMCC at HQ INTERFET, and a CMCO with detachments at Dili Port and Komoro

Airfield. The unit soon met with their NZ counterparts who were to later to combine with the JMCC to form the



CMCC.

Especially in the first few days, but carrying into the first few months, the members of the unit had to not only contend with a heavy flow of shipping into the port, but just short of 30 aircraft a day at the airfield, from dawn until well after dark.

Apart from the normal movement taskings and responsibilities, the CMCO members were required to assist with defensive duties, and the refurbishment of both the decrepit airport and port facilities.

Both areas had been left in disrepair after large volumes of the local population sought refuge from the militia. At the same time, both areas were partially occupied by the outgoing TNI forces.

The CMCC was established within the university library, a burnt out shell



in the central precinct of Dili. As with the CMCO, they were required to refurbish the building including their future office (a small area amounting to around five square metres in a corner of HQ INTERFET) as well as COMINTERFET's office. At one point, there were nine people working on three FS tables in their small office.

Despite the tremendous effort of all members of the CMCC, and in particular the junior soldiers who were responsible for receiving and manifesting aircraft, the unit required augmentation.

By the conclusion of OP Warden, the unit was to have members that originated from JMCO Darwin, Sydney, Brisbane and Melbourne as well as a NZ component at both the CMCC and the CMCO at Suai.

Similarly operational requirements demanded the raising of an office at Baucau airfield in the east of the island, and at times Movers assisted as required in many other areas on the island, including the enclave of Oecussi.

The commitment to the operation also included the provision of movement support to allow the concert, 'Tour of Duty', to be possible Although the workload decreased as units became established, the effort of all members was recognised by many units of the nations that comprised INTERFET.

My experiences of East Timor, firstly as the OC of the detachment located at Baucau, and later as a member of the 'B Team' along with WO1 Hodder to conduct the redeployment planning, was an experience that I

will never forget.

At Baucau I was fortunate enough to be able to visit the majority of the eastern sector of the island including Los Palos, Vicqueque and Manatuto and assist in the deployment of a Brigade (-) into the area.



In our spare time we also fought off the local rat population, SGT Milloy, PTE Lang and CPL Peacock often seen beating rats the size of house cats of an evening.

We were also able to make friends of several UN members, including several Australian Federal Police who operated in the area.

As part of the Plans staff at the headquarters, I wrote the MOVORD for the redeployment of the AS contingent, which amounted to the movement of a force greater than a Brigade in size and involving an array of civilian shipping and chartered aircraft in addition to service assets.

That in itself, although at times a trying experience, has provided me with a unique opportunity as compared with many other junior (and even medium rank) officers.

It also gave me the opportunity to understand how a headquarters operated, which in itself is an

interesting experience.

However, I, along with I daresay all members of the unit, am keen to head home after spending just short of five months in East Timor.

I know many individuals from junior to senior ranks have had hard times away from home, friends and family, and some even became sick from exhaustion and combinations of dengue fever and viral infections.

But what will remain in my mind during my following years of service in the Army will be my memories of those individuals within the unit who worked hard until the very last day of deployment despite the personal and work related problems they may have had.

Without a doubt, movements demonstrated itself to me as a high stress occupation with no respite or relief for the majority of the time.

At some times, as demonstrated on this operations, movements and movement personnel receive poor recognition of their job and effort from some of our customer units.

However, there has been much support for the effort of unit personnel displayed on the operation – particularly when it is recognised that the CMCC deployed on D-Day and remained until the transition to the UN unlike the majority of Australian units which served during Operation Warden.

I hope that those members of the unit that had doubts about their job and trade specialisation can reflect on the operation when they return home and

feel proud of their own personal commitment they made to the success of the Movement effort.

Finally, there is little doubt that without the support of the other units within 1 JMOV Gp, especially those who spent many days and nights hard at work at JMCO Darwin, that our success would not have been possible.



A particular mention goes to those members who spent time in Darwin knowing that they would not deploy over to East Timor, yet put in an effort worth commendation.

Operation Warden demonstrated the value of a deployable movements unit and the efforts of 1 JMOV Gp. It was a tremendous experience for myself, particularly in knowing that I was involved with an intensive deployment and redeployment of a large military force into a foreign country.

Nonetheless, it will be good to return home again, and to have that beer that everyone has been promising me. Best of luck to all of the Movers who will serve in the UN over the next few years.

REFLECTIONS OF EAST TIMOR: A SQUADRON ON OPERATIONS

An Article by MAJ C. Purdey

Introduction

Operational service is, for many in the Armed Services, the pinnacle; a chance to test the years of training; a test that is both personal and professional.

In this sense, Operation Warden provided a somewhat unique opportunity: for the first time since Vietnam, an RACT Squadron was to be deployed on operations.

In a further sense, it also represented a coming of age for 30/35 Water Transport and Terminal Squadron (30/35 WTTS), born from the untimely demise of 10 Terminal Regiment.

Any recounting of the events in East Timor, perhaps the recounting of any dramatic event, is one fraught with a certain danger.

Where the passage of time dims the impact of occurrence, blurring the lines between success and failure, good and bad, and allows one to remember with 'advantages'.

It is in this vein, maybe, that the reflections of a Sub-unit Commander should be read!

Deployment

Having watched the disintegration of East Timor after the independence ballot, it really came as no surprise when the decision to commit Australian troops was made.

However, rumour and expectation were rife with regard to the deployment of 10 FSB to the operation. The excitement that greeted knowledge of 10 FSB's deployment in support of INTERFET was tempered by the realisation of the seriousness of our undertaking. And the uncertainty of what awaited the Squadron.

Battle procedure was quickly commenced, however the decision to place elements such as 3 Brigade on reduced notice to move and subsequent preparations for the initial amphibious insertion into East Timor resulted in a somewhat disjointed deployment into theatre for the Squadron elements.

One Terminal section had been detached to 3 BASB, while the Amphibious Beach Team (ABT) and an LCM8 section deployed on the HMAS Tobruk.

These elements were involved in the initial operations and played a key role in the lodgement of INTERFET into East Timor on D Day, 20 Sep 99.

A further surprise awaited, with the attachment under command of 86 Transport Troop to provide force level road transport support.

Arriving in Townsville only days prior to expected departure, activity was at a high as stores and equipment were prepared for sea movement, and soldiers tried to maximise those last few moments with their families.

Having flown to Darwin and then taken the Dili express on HMAS Jervis Bay (while our vehicles, stores and equipment moved via sea on the MV Kalatagan), the Squadron disembarked at Dili Port to take up the challenge at hand.

Arrival in Dili remains one of the enduring memories. Although the media had graphically portrayed the violence and destruction endemic throughout the country, physical confrontation with the environment of Dili proved to be one step further again.

The reality of the devastation, the smoke rising in numerous points above the city, the smell of the rubbish, burning and human excreta; all these provided a stark and brutal reminder of the reason for our deployment.

The incongruous presence of Indonesian soldiers throughout the city (and within the Port itself) also reinforced the precarious nature of the situation.

The Squadron initially deployed within the Port, co-located with 10 FSB HQ, while the other elements of the battalion were scattered throughout Dili – the problems of available real estate for the battalion exacerbated the normal command and control, as well as defence arrangements. Something that would be experienced all too soon.

Organisation

The organisation of the Squadron for Operation Warden changed significantly from the standard 30/35 WTTS organisation, and by the time of relief in place with 9 FSB, represented a composite RACT Squadron. The Squadron was organised as follows:

- * Sqn HQ
- * 18 Tpt Tp; 3 x Unimog sect provided by 1 CSSB and 15 Tpt Sqn
- * 36 Water Tpt Tp; 2 x LCM8 sect and 3 x LARC V attached under command from 42 Amphib Tp
- * 42 Amphib Tp (-); the ABT, based out of Suai

- * 72 Tml Tp; 3 x tml sect and an APOE detachment
- * 86 Tpt Tp; 2 x Mack sect, 1 x Bulk Liquids sect (TTF and TTW), 1 x Rubbish/Sewage sect

Diverse in terms of it's capabilities, with a manning of 9 officers and 174 Ors, the Squadron was a mix of RACT representation: elements from 26 Tpt Sqn (85 and 86 Tp), 15 Tpt Sqn, 44 Tpt Sqn and 1 CSSB, as well as half of the terminal positions (due to a paucity of available terminals in the system) being filled by personnel from 176 AD Sqn.

Role and Tasks

The Squadron's role of providing force level road transport, water transport, amphibious and terminal support as well as providing Army aspects of logistics over the shore, resulted in diverse and challenging tasking. This included:

- * movement of passengers and cargo by road
- * distribution of fresh rations to all INTERFET elements (by road in refrigerated ISO)
- * load and unload of cargo at the Dili Port
- * operation of transit areas at the Dili port and airfield
- * movement of passengers and cargo by sea (LCM8 and LARC V)
- * ABT operations at Suai, Batugade and Oecussi
- * Distribution of bulk water and fuel
- * Collection and disposal of rubbish, sewage and sillage

Having established itself at the Port, the Squadron expanded with the redeployment of the road transport elements to the aptly named Cobra Barracks in central Dili, as well as maintaining the ABT on the southern coast at Suai in support of 3 Bde, and a small detachment at Komoro airfield to operate the air terminal.

This highlighted the ever present concerns with security and defence, the first challenge the Squadron was required to overcome in effectively providing support.

The requirements of securing locations in a threatening environment (not only due to the initial presence of Indonesian forces but also from possible action by militia elements) created considerable strain as the fine line between defence, rest and work requirements was constantly stretched.

These factors, coupled with the uncertain situation, the requirement to 'nab' possible militia in and around the port vicinity, confrontations between an increasingly confident local population and the Indonesians, and the high rate of effort combined to provide an exhausting environment but one in which the soldiers responded.

There are many high points in an operation of this duration and complexity; travelling to Baucau and having dinner with the Thai contingent, though you were better off not asking what you were eating (just enjoy the food!); the BBQ, donated by the MUA and provided on the wharf by one of the ships crews; the nervous anticipation of being part of a convoy down to the border on one of the red routes (and the belated realisation that an ambush could be just around the corner); the Dili concert.

There are also the lows; being away from home; the daily grind (groundhog day!); and none lower than the untimely death of LCPL Russell "Drac" Eisenhuth.

Throughout, despite the bitching, everyone continued to contribute and work to maximum capacity.

It was gratifying to see that despite the oppressive climate and less than perfect living conditions (for those of us who lived at the port, who will forget the sweet sound of reversing fork-lifts late in the night?) the outstanding efforts of the soldiers in completing all the tasks and challenges.

This is perhaps the 'real' story of Operation Warden – while it may have taken planning and fancy orders from up the chain of command, it was the soldiers, often working from their own initiative, who got the job done when the chips were down.

Of course, there is also a real sense of achievement. Not only in having provided a vital link in the logistic chain but also in more human terms, in having helped establish peace.

The smiles and waves of the East Timorese provided proof that we were succeeding.

The Stats

In the tradition of GEN Monash, who commented that soldiers "enter upon battle as they would enter upon a sport but no man will go on playing any game unless he can see his score placarded on the scoring board"¹, no article on 30/35 WTTs in East Timor would be complete without providing some idea of the support that was provided over a four month period.

For the record, the Squadron completed just over one thousand tasks and:

- * loaded/unloaded **123** ships
- * received **34,529t** of cargo through the SPOE
- * received **1,074t** of cargo at the APOE
- * moved **14,329t** of cargo by road
- * moved **5083t** of cargo by sea
- * distributed **8,500,000lt** of fuel
- * distributed **8,950,000lt** of water
- * dumped **3,500t** of rubbish
- * dumped **4,485,000lt** of sewage/sillage

⁽¹⁾ Pederson, P.A., *Monash As Military Commander*, Melbourne University Press, Victoria, 1985, p.222)

Conclusion

A short article does not tell the full story of course, the daily grind of a small component in a 10,000 strong force or of the story of coming home to families and friends – surely the end-state to any operation involving Australian soldiers. Nor does it do justice to the efforts of the soldiers. It does, however, provide the cornerstone of a record of achievement that, perhaps may be equalled, but not surpassed.

9TH FORCE SUPPORT BATTALION

9th Force Support Battalion was warned for deployment in support of OP Spitfire on 27 Aug 99. The warning involved a request to identify the necessary elements to operate a freight distribution hub for ADF force elements and be based in Darwin. In keeping with the OP Spitfire logistic concept 9 FSB was to deploy a light scales Force Support Group, able to receive, prepare and tranship stores for onward delivery via the Darwin Port or RAAF Darwin. In other words the FSG was to become the Australian Freight Distribution end of the Lines of Communication into East Timor.

This involved an initial group of 63 personnel, made up of Battalion Headquarters Tac, HQ 2 Air Dispatch Troop and a section of Air Dispatchers from 176 Air Dispatch Squadron.

A section of drivers from 85 Troop, 26 Transport Squadron and a section of Terminal operators from 30/35 Water Transport Squadron (part of 10 FSB) rounded out the initial deployment.

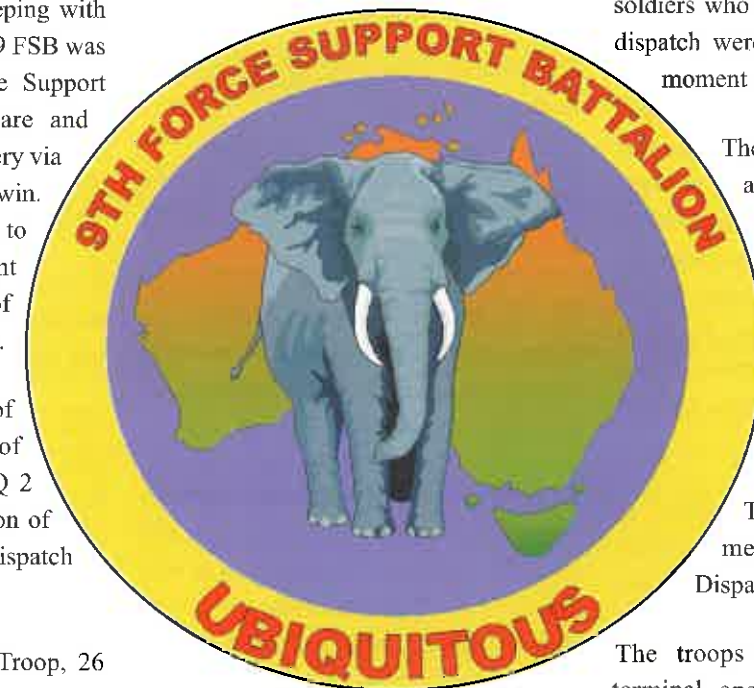
Other 9 FSB elements that joined this group included an MP Det from 41 MP Platoon, and a Finance Det from the Financial Services Unit. 10 FSB provided a Petroleum Section and a Local Purchase cell.

These personnel deployed to Darwin the next day, to begin the setup for the arrival of other ADF elements into the Darwin/Tindal region. With minimal guidance the FSG was set up and functioning in Darwin on 30 Aug and receiving tasks in support of units building up in the region.

At the same time 26 Transport Squadron began moving ADF equipment around the countryside for prepositioning in Darwin or Townsville. This continued for a week

until it was realised that OP Spitfire might need to be stepped up a gear into what eventually became OP Warden.

In early September the CO was recalled to Sydney for a subsequent planning



conference to discuss an increase in the ADFs commitment to EM as part of OP Warden. It was here that the scope of support from the Battalion increased quite markedly.

26 Transport Squadron was at the time spread from Darwin to Melbourne, with Semi trailers and Mack Trucks delivering ADF stores and unit equipment to embarkation points around Australia. It became obvious that 9 FSB would have to provide a sizeable RACT element to the deploying 10 FSB to round out its capabilities.

86 Transport Troop augmented by a section from 85 Transport Troop and a section of General Reservists from 15 Transport Squadron were prepared for and eventually deployed with 10 FSB on 19 Oct 1999 as part of 30/35 Water Transport and Terminal Squadron.

At the same time 176 Air Dispatch

personnel in Darwin began a series of drops of food aid to the people in East Timor.

These were the first operational drops by an air dispatcher since Vietnam and the soldiers who took part in the rigging and dispatch were immensely proud of their moment in history.

The planning for Op Warden also saw the numbers of 9 FSB personnel in Darwin bolstered by other RACT members.

HQ 176 Air Dispatch Squadron was deployed to Darwin along with the remainder of 2 Air Dispatch Troop and General Reserve members of 7 and 8 Air Dispatch Troops.

The troops deployed to conduct air terminal operations side by side with RAAF air load team personnel out of RAAF Darwin. This involved rigging stores for air transport, dangerous goods certification of stores and transiting unit equipment and transport in the Darwin area.

9 FSB RACT terminal personnel from HMAS Manoora and HMAS Kanimbla as well as GRES members of 69 Terminal Troop, 176 Air Dispatch Squadron deployed to operate the Darwin Freight Distribution Centre as well as provide expertise in sea freight consignment and preparation.

These personnel replaced members from 10 FSB that deployed to Darwin under OP Spitfire and had been recalled to deploy to Timor. A small postal Detachment from 10 FSB relocated to Darwin to open the Darwin end of the mail support to ADF elements deploying to East Timor.

Once 10 FSB deployed to Timor, 36 Water

Transport Troop based in Darwin was allocated under operational control of the Force Support Group Darwin until it was deployed to Timor in October 99. Essentially the sister Battalions 9 & 10 were operating either end of the lines of communications in support of the operation.

Headquarters 176 Air Dispatch Squadron provided the vital command node over what became at its peak four working platoons. An Air Dispatch Troop (2 AD), a Distribution Troop, which was based on the Terminal Operators and the drivers from 26 Transport Squadron, 36 Water Transport Troop and a warehouse troop based on Ordnance soldiers from 7 CSSB and 10 FSB.

This organisation became known as TEDS, the Top End Distribution Squadron. It was a credit to them that everyone in the ADF and local civilian contractors referred to them as TEDS and a special bond was created amongst a group of personnel who had never before worked together.

By doing this the squadron allowed Battalion Tac to focus on issues with HQ LSF, HQ FLSG, NORCOM, JLU-N, AQIS, Customs, Support Command, 1 Brigade, Defence Corporate Support Centre Darwin/Katherine, JMCO Darwin, RAAF Darwin and Defence Estate Office Darwin.

At the same time 26 Transport Squadron continued deploying stores and units to Darwin and Townsville. 9 FSB personnel from the Ships Army Detachment HMAS Tobruk also began the task of loading units and stores in Townsville and delivering them to Dili.

It then began a series of Dili to Darwin runs to in-load the supplies being prepared by the soldiers at TEDS. Likewise the SAD on HMAS Jervis Bay continued non stop deliveries of personnel and stores

from Darwin to Dili.

By early October the Battalion had elements in East Timor and spread back across the Timor Sea through Australia to Melbourne, on tasks directly related to supporting OP Warden.

The Battalion was truly living up to its motto of Ubiquitous.

The workload was intense in late September through until mid November for all elements.

The Air Dispatchers were operating 24 hours a day in rigging loads, at one stage rigging out every aircraft pallet available in the Darwin and Tindall region.

At the same time the terminal operators were receiving, repackaging and consigning stores for on movement as well as all of the forklift and crane work in the area. The drivers continued for 24 hours a day, moving stores and equipment into the FSG transit area and then out to either ships or aircraft bound for Dili.

On numerous occasions the Battalion handed over to its own in the form of the Ships Army Detachment on HMAS Tobruk and HMAS Jervis Bay for on movement to Dili.

Pressure in Timor for more RACT support grew and by mid October 17 air dispatchers and 12 additional drivers deployed as part of 10 FSB.

The air dispatchers were deployed to round out the paucity of Terminal operators in 10 FSB. By mid November there were more Air Dispatchers in 72 Terminal Troop than there were termites.

To the air dispatchers credit they quickly picked up the tasks and performed creditably. The drivers from 85 Troop were deployed to undertake the unsavoury but very necessary task of operating the

colloquially named "shit sucking trucks".

36 Water Transport Troop was also deployed at this time on board HMAS Tobruk.

The work schedule for the elements in Australia became unbearable, but fortunately GRES members from 176 Air Dispatch Squadron, 15 Transport Squadron and even 44 Transport Squadron (part of 2 Force Support Battalion), deployed to Darwin in support.

In some cases this was for their annual two-week camp and for others up to their 100 days of annual GRES service.

This allowed the support to continue at pace, particularly after the loss of the section of air dispatchers and the section of truckies to 10 FSB.

By the middle of November the back of the task was broken and elements began a very gradual redeployment home. 26 Transport Squadron deployed first having been on the road for 7 months that year. Terminal operators from HMAS Manoora deployed back to the ship to immediately begin sea trials for the ship.

At this time it became apparent that 9 FSB would have to conduct a relief in place with 10 FSB at some stage in early 2000 and remain as the ADF logistic commitment to the UN force in East Timor; UNTAET.

This became difficult to achieve because of the ongoing task in Darwin, but by mid January the Force Support Group task in Darwin had been handed over to Support Command particularly Joint Logistic Unit North.

At the same time the Force Support Group task was being wound down, the Battalion Reconnaissance Group deployed to East Timor to begin the relief in place with 10 FSB.

The Battalion had no Christmas to speak of as pre-deployment training and equipment checks began at pace in Sydney, Puckapunyal and Brisbane from mid December.

The Battalions deployment, which started on 14 Jan 2000 and finished on 25 Feb 2000, included the deployment of Headquarters 26 Transport Squadron, 85 Transport Troop and the Squadron Workshop.

Again 15 Transport Squadron GRES stepped up to the plate and provided 30 personnel to round out manning shortfalls.

These included personnel from 14 and 128 Transport Troop and key staff from 15 Transport Squadron Headquarters who rounded out vacancies in the Battalion Headquarters and in the case of OC 15 Tpt Sqn a position as a logistic staff officer on HQ UNTAET. For a GRES unit of 100 personnel, 60 percent would eventually deploy to Timor while the remainder assisted by conducting driver course upgrades and pre-deployment training for 26 Transport Squadron.

44 Transport Squadron GRES also provided a section of drivers for the deployment. 26 Transport Squadron took over the work shop and transport

functions from 30/35 Water Transport and Terminal Squadron on 4 Feb 00.

176 Air Dispatch Squadron deployed, with elements moving with the Battalion Recon Group on 14 Jan 00.

Again these personnel were deploying as terminal operators to assist in the peak expected when ADF elements redeployed home.

Deploying along with the Squadron Headquarters were 2 Air Dispatch Troop who would take over the operation of the Dili Port, a section from 69 Terminal Troop GRES and a small number of parachute riggers who held forklift or crane qualifications.

The squadron would pick up the command of 36 Water Transport Troop (again) as well as the ADF postal det (AFPO 5).

176 Air Dispatch Squadron formally took over the duties for the operation of the Dili Port from 30/35 Water Transport and Terminal Squadron on 8 Feb 00.

Again HMAS Tobruk was used and the SAD again performed brilliantly in the outload of ADF elements from Dili.

9 FSB formally took over from 10 FSB on 1 Feb 00. By the end of Feb 00 of the 350 RACT members of the Battalion (out of a peace time strength of 550), 275 RACT personnel deployed to Timor as part of INTEREFT or UNTAET, with a further 25 deploying to Darwin as part of INTERFET.

Of the other Corps within 9 FSB, 170 non-RACT members also deployed to Timor.

The Battalion will remain in Timor until 30 Jun under a letter of assist to the United Nations, for the provision of Force logistic support to UNTAET.

In this role 9 FSB will be responsible for the operation of the Points of Entry at Dili Port and Baucau Airfield, distribution of supplies to 11,000 UN troops, staff and UN Civil Police and the provision of postal, supply and military police support.

By the completion of its commitment to UNTAET the majority of the Battalion will have been deployed as part of INTERFET or UNTAET for 10 months. More to follow.....



RAASC / RACT ASSOCIATION HEADS NORTH.

Remember the duct boards, Canvas tents, Straw pelisses. Well no more there all gone, replaced with concrete paying, mattress and modern condominium style accommodation.

These are just some of the extensive changes a group of old Diggers experienced when they travelled north to Bandiana Base Camp Just out of Wodonga- Vic.

The group from the 3MD RAASC I RACT ASSOCIATION were picked up from the Huntingdale and Broadmeadows Barracks and transported in AIR CONDITIONED Toyota Mini Buses provided by 4 BASS. (What Happened to the famous MK 3 General cargo,? air conditioned via the windows and turret)

The men were lead by the fearless Col Hawson and his trusty sidekick RSM John Gilbert, both from 4 BASS, and just for good measure RSM Ken Golden, Joint Operations Support Staff Victoria was thrown in. Raasc / Ract Assoc. was represented by Col Nev Currie and his RSL mate RSM Ian Ward,

After a gruelling trip of three to four hours we found ourselves at the multi Corps Museum Bandiana.

And to our surprise we found our beloved Mk 3,s along with a brilliant display of well restored vehicle's of by gone years.

The museum is run by Major Doxie,(A Trucky) and both he and the museum are well worth a visit

After the tour of the museum we headed cast some I Ok out to LATCHFORD BARRACKS to our accommodation

As I said earlier condo type of living four down stairs four upstairs rooms with shower block and common room on each floor.

Showered and changed the advance party consisting of Col Currie, Fitzy. myself

and a couple of other or's headed off to the Sergeant's Mess.

Being the first time at Latchford it was the blind leading the blind and we found ourselves in the Officers Mess. (Not For Long one drink and we took that with us)

Both mess's are joined by a common dinning room so it was quite easy to make our way to sergeant's Mess.

Evening Meal was first class, my steak cooked to perfection, desert was great just not like the old days at site 3 Pucka, Mobile kitchen ,kitchen to mess, Dixie full of dust, a great improvement.

I am also told by one of the drivers LCPL Price that the OR's had Soup 15 choices of main meal , and eight or so choices of desert. Not bad these days.

The Sergeants Mess is fitted out very nicely, loved the decor and we fitted in quite nicely thank you.

After dinner drinks were taken in the bar area of the mess , with beer of all flavour being drank along with wine and spirits etc.

Conversation was great even though the BS got knee high.

Popeye, maggot, helded the floor in the beer garden as Essendon ko,d Nth Melbourne on the remote controlled TV well placed for every body's viewing.

By stumps you would have though every body would of had enough and most of them had, except for yours truly, Wardy Senior and Junior, Popeye Maggot Ian Mackie etc, you know the one's you ran really rely on.

We demolished a box of crownies (IT would of been VB but we wore in the sgt mess) and got back to our lines about half past, some time.

A browns cows breakfast was enjoyed apart from the Officers, RSMs as they had prior arrangements. After breaky we boarded the bus for a tour of Latchford / Bandiana South/North and back to the Sgt mess Bandanna South.

This tour was conducted by Csm Tim Fitzgerald who gave us an insight to the workings of the camps. Thanks Tim, well done.

There wore a few sick men on the buses not at leased Maggot , But he soon got over it with a Coke watered down with Bourbon,and made it to the sgts mess.

South Bandiana Sgt Mess is second to none with heated pool, pool tables and BBQ area.

Well layed out service and a nice BBQ was had by all, with Maggot doing penance by cooking for all, and Garry Abbot the Maids work for not shaving for the day.

It was time to buy the supplies for the return trip and there were plenty bought.

As the men board the Buses for the return trip it was time for us to say good bye to the Army's Riverina Camp a place every soldier should visit. I bet a lot of you have.

We would like to thank RSM John Gilbert, The Drivers from 4 BASB, Major Docksey, Corps Museum, CSM Tim Fitzgerald, Mess Staff and Garry Abbot. Our Thanks for making the weekend what it was.

Ross Weeding
RAASC / RACT ASSOCIATION VIC
Secretary RSM D C Hill
P O Box 136 Noble Park Victoria.
03 9704 9639



TRUCK STOP NEWS

5th AVIATION REGIMENT

Hello to all fellow Truckies from the Transport crew here at the 5th Aviation Regiment. Yep, that's right 5 Aviation Regiment.

Probably unbeknownst to many (including some from our own Regiment), 5 Aviation actually contains quite a large transport contingent...in vehicle assets anyway.

With only ten transport personnel in total being responsible for a total of 203 pieces of equipment, it makes for quite a hectic time in the maintenance/non-technical inspection department.

This coinciding with the running of a Bike course, Twinsteer course, a driver upgrade course and providing assistant instructors for Merlo courses has made the previous year rather busy. We have also provided personnel and logistic support on various Regiment exercises throughout the year.

The main exercises being held in Sydney and Perth and lead up training for the Olympic Games with both locations providing various logistical problems associated with operating away from the Regiment.

However with typical transport cunning and a little swindling here and there, we managed to aquire the assets needed to get the job done.

A big thank you is in order for the RAAF transport crew over at RAAF Base Pearce, whose unlimited supply of vehicles and friendly professional nature helped us out immensely.

As with most transport units settling in to the end of year wind down period, we were once again thrust into top gear with the crisis in East Timor boiling over.

5 Aviation Regiment, come "10 FSB 8 tonne loan pool," provided a total of 36 vehicles and approximately 85% of its transport personnel to the cause. Talk about a hectic end to the year.

The Christmas/New year period, like many, saw another changing of the guard with 5 Avn Regt transport losing the likes of SGT Troy Odgers and CPL's Shane Deeble and Paul Cashman.

However we gained SGT Nicky Rothwell, CPL Vic McDonald and PTE Beck Dixon, all of whom are adjusting quite well to the aviation way of life.

We are still providing a significant commitment to East Timor and are looking set for quite a busy time with the Olympic Games. All in all it is business as usual here at 5 Aviation Regiment...FLATOUT!

TRANSPORT PLATOON

The 3rd Battalion, Royal Australian Regiment
"OLD FAITHFUL"

By
SERGEANT GARRY 'JOCK' McGRAVIE

The Transport Platoon, The Third Battalion, Royal Australian Regiment (3 RAR) consists of, a Head Quarters element which comprises a Lieutenant who has recently completed a year as a Troop / Platoon Commander at 176 Air Dispatch Squadron (176 AD Sqn) prior to his posting to 3 RAR.

He is accompanied by an air dispatch Supervisor Aerial Delivery (SAD) Sergeant, who is posted to the position of Transport Manager.

The Platoon is managed by three Corporals, comprising of an air dispatch Crew Commander / servicing Corporal, a 381 Trade Testing Officer / yard Corporal and a Q Store Corporal.

The remaining members of the Transport Platoon are 15 privates of which 92% are Air Dispatchers / Drivers, with the remaining Privates being made up of infantry members that are either injured or are in the process of Corps transferring. This year the Transport had a complete turn over of the heirachy, so in some cases it was the blind leading the blind.

The year started very busy with the platoon missing three members detached to Charlie Company in Butterworth, Malaysia, which at times bit hard into the remaining members, who were working long and hard hours. The new yard NCO, Corporal 'Paddy' Dorahy had a very busy year and it took him until the two week stand down in July to actually realize that he had a wife at home. Whilst completing his DZ Bike course he was already putting the finishing touches to the 1st and 2nd DZ bike courses that were conducted by 3 RAR throughout the following two weeks. Late February saw us conduct our first aerial delivery work. We conducted some sorties (I do say some), as the dispatchers might





TRUCK STOP NEWS

have thought that it a bit strange that the Caribou's engine actually had flames belching out.

So it was time for a quick landing at Docra airfield, where the Caribou lay dormant for a number of days. Then came the first company airborne insertion which saw the remaining members of the platoon busily involved in rigging of stores at Richmond.

Throughout the month of May we conducted the 1/99 Drivers Course. Twenty members from 3 RAR were taught the easy way to get around (as apposed to footwork), and passed the course with flying colours including a driver who didn't even have his civilian drivers license before the course began.

The course went smoothly with no major accidents or injuries and all students said they had a good time, especially the three day trek to Taree and Tamworth.

Whilst the guys were having a good time doing the hard yards on the drivers course, the remaining members of the platoon had a little thing to overcome. At 0530 hr on a crisp May morning we, along with the rest of Admin Company stepped off on our 40 km jaunt.



It was an extremely long day and saw all members from Transport Platoon complete the walk. I must admit that sometimes I wonder about the irony of the infantry Battalion. How did we get home that long day in May I ask myself, in the back of a truck?

In June came our biggest test for the year and indeed for a number of years for the Battalion, a Parachute Group (PBG) insertion. The first week saw the majority of the Platoon working long hours to rig the ever-increasing number of stores for airdrop. Working hand in hand with 176 AD Sqn saw all the loads rigged with a little left over.

As per usual the Air Force and natural elements were against the Battalion and some loads had to be de-rigged and driven up to Singleton. The majority of the insertion went smoothly, although I think a lot of lessons were learnt.

After the July stand down period we thought we could catch up on a bit of work in the yard, well no such luck. There was an extra DZ Bike course penciled in for August and we tested and presented the remaining members of the Battalion with Unrestricted licenses from Restricted.

On the 16 September 1999 the Battalion moved from Holsworthy to Mascot airport and boarded two jumbo jets and landed in Darwin, we were on our way to East Timor. We spent four days at Robertson Barracks before boarding HMAS Jervis Bay to land in Dili after a long 10-hour journey.

We were one of the first units to land in East Timor and we were extremely busy from the initial insertion. After four weeks in Dili the Battalion secured the town of Maliana. We then moved the remainder by road over very rough and horrendous terrain throughout the following 10 days.

We spent four weeks in Maliana before the Battalion was assigned the task of then securing the Enclave which is located in the province of West Timor. We again moved the Battalion this time we traveled on LCM8 to get to our destination.

At the time of writing, 3 RAR were still located at the Enclave, (Okusi) and were expected to return to Sydney around the 20 February 2000.

The year 2000 will see another major turnover within the Transport Yard. LT Esposito is posted to 1st Recruit Training Battalion (1RTB), and Jock McGravie is returning to Air Movements Training and Development Unit (AMTDU), RAAF Richmond.

We have had an enjoyable 12 months and wish the two replacements, Lieutenant Tavis Campbell and Sergeant Darren Moffitt all the best for the next year.

Privates Rodet and White return to 176 Air Dispatch Squadron and Privates Harvey and Curby are posted to AMTDU. Replacements include Private Gilbert and Williamson.

Air Dispatchers are proud to serve with an elite unit within the Australian Army, and upon return to their mother unit, they wear the 3 RAR wings with great pride. They have now served and earned medals with an Infantry Battalion on operations.

A lot of friends have been made with the Air Dispatchers and 3 RAR over the years, which only further cements the strong bond between 176 Air Dispatch Squadron and Old Faithful.

Good to the Last Drop.



TRUCK STOP NEWS

TRANSPORT COMPANY, 1 CSS BN

By: LT Natasha Tuckerman, 1 CSS Bn

1999 has been a particularly busy year for the truckies in the 1st Combat Service Support Battalion, having seen us split from Distribution Company, adopt a reduced readiness notice, conduct endless driver courses, and participate in Exercise Croc West 99.

Ex Croc West: 07 May – 13 Jun 99. As has been frequently reported, Ex Croc West was conducted at Epennarra Station, approximately 90 km south of Tennant Creek. For most participants Ex Croc West 99 was very enjoyable, with seasoned Darwin dwellers revelling in the low humidity and zero mosquito count. However, there was plenty of bull dust to contend with, resulting in air filters requiring cleaning at least once a week.

The roads were generally difficult to travel on with Macks, and frequently the 20 tonne trailers had to be dropped as they were bogging in the dust.

Replenishment of classes 1, 3 and 5 to the Battle Groups was generally conducted by either one or two lane Linear Replens directly to the fighting elements. For the remaining classes replenishment was on demand. Although the exercise area was relatively small the low speed limit and poor road conditions made for lengthy return trips. Travel to Tennant Creek was a minimum seven-hour turnaround, which could sometimes be stretched out into an 'overnighter' if the MSR was reduced to one way traffic.

If anything, the exercise provided excellent off road driver training, not generally afforded to Darwin based drivers due to the wet season. It also offered an ideal opportunity for some individuals to practice their balance, or lack thereof, when distributing water jerries to the Battle Groups over the side of 8 tonne trailers.

Reformation of Transport Company. Distribution Company was formed as a result of the A21 trials conducted in 1998. The Company was essentially a Supply and Transport Company operating under the one Operations cell. Although this new structure proved to be very successful in its provision of CSS during the trials, and again during Ex Croc West 99, it was determined that a return to the familiar structure of two separate companies was required.

Essentially, 1 Bde asked the question as to what equipment and personnel would be required to support the Brigade in medium to high level operations, as opposed to operations in support of defence against attacks on Australia. After all the number crunching was completed it became apparent that two operation cells would be necessary to control the additional

personnel and equipment. Subsequently, on 17 Aug 99 the Transport Company was reformed.

Our new structure has not greatly differed at platoon level except for an increase in manning, and a second medium platoon to be raised at OLOC. Liquids Platoon has maintained its structure of fuel and water vehicles and a POL section, Heavy Platoon remains at section strength, and Medium Platoon doubled in size from 25 to 50 soldiers in the space of a month.

Increased Readiness. Clearly a great deal of work went into increasing our readiness, although most of this was achievable when still part of Distribution Company. Although the preparation of vehicles was restricted due to the slow turnover of vehicles through Trade Repair, much was achieved in a short period of time.

The most time consuming activity proved to be preparing the soldiers. Between May and November this year the Company had 34 new soldiers march in, with 27 of them requiring a Mack Code.

Training. This year has seen Transport Company conducted many drivers' courses, including a 109 Basic Drivers Course, Mack Courses, several Trailer Courses, Fuel Courses, M-Code Courses, and LR 6x6 and Ambo Conversions. We did gain some assistance in October this year from ALTC who kindly came to tropical Darwin from Puckapunyal to conduct a Mack, Trailer, and M-Code course for the bulk of the new march ins.

Our greatest challenge was training our newest drivers to a level whereby they could be considered for a waiver on the 12-month rule. As most of the new march ins had not held their Unimog licence for a minimum of 12 months, the Battalion pooled its Unimogs in Medium Platoon, and the 'Training Platoon' was established. This proved to be very successful as most members of the Training Platoon were then granted waivers to attend the Mack Course in October.

The Company also conducted a great deal of driver and general soldier skills training through September and October and we intend to conduct NINOX training in the near future.

Conclusion. In general terms, the members of Transport Company had a very productive year, and have seen and worked through many structural and manning changes to see out 1999 as a new unit. Despite the most recent upheavals associated with Op Warden, Transport Company has maintained a positive outlook and is keen to consolidate their efforts this year in the new millennium.



AMTDU

Air Movements Training and Development Unit (AMTDU) is still stuck in the same hanger on RAAF Richmond and are still working tirelessly. Here is the latest update on this units activities for the first half of the calendar year.

The working relationship between the RAAF and Army is continuing to improve after the amalgamation of the two services into one unit two years ago.

Training Flight

Training Flight has a number of courses being held both local and interstate. The month of February is being taken up with an Air Portability Team Leaders (APTL) Course and two Dangerous Goods courses, one in RAAF Richmond and one in RAAF Townsville.

The majority of the section will travel to Townsville and conduct two Landing Point Commanders Specialist courses (LPCS) back to back.

This course is conducted to teach Sergeants and above the specialist qualifications to utilise a number of different rotary wing aircraft operating simultaneously.

Once Army Training Flight have returned from Townsville they will conduct a Unit Emplaning Officers (UEO) course, the Basic Air Dispatch, the Subject 4 for Corporal (Air Dispatch) and an Air Logistic Officer Basic Course.

On completion of the above courses it all starts again with a Dangerous Goods course coupled with the second APTL for the year. So as you can see it is gearing up for a busy year for the instructors at AMTDU. The expected number of students trained will be approx 170.

The Senior Instructor for Army Training is Captain Crowley, an American exchange officer, standing in for Captain Armstrong who is currently still serving in East Timor. Captain Crowley is wearing two hats, he is also the Senior Army Projects Officer.

Corporal South has returned from East Timor and takes up a position in Training Flight along with Sergeant Figg. They replace Sergeants Moffit and Spicer.

Development Flight

Development Flight has also seen a change in staff recently, Sergeants McGravie and McPherson have taken over from Warrant Officer Barron, (the new Training WO), and Sergeant Jachne. Development Flight have a number of projects in the near future:

- 1) Introduction into service of the C130J-30 Hercules;
- 2) re-trialing the airdrop of the 110 Landrover (for easier drop zone recovery);
- 3) external lift of the Caterpillar D3C Bulldozer and ripper;
- 4) external lift of the Caterpillar 933 Tractor;
- 5) external lift of the light engineer tractor;
- 6) external lift of Parakeet-phase 4?; and
- 6) re-trialing the airdrop of the 105 Hamel Gun.

All this along with the possibility of a new Drop Zone recovery bike to be trialed for airdrop to enhance 3 RAR's airborne capability.

Support Flight

They are busy supporting the unit along with a heavy participation with Air Lift Group tactical and airdrop courses. The team see the departure of Sergeant Needham who is replaced by Corporal Baker.

They also have Privates Harvey and Curby on the books after their recent return from duty with the Third Battalion in East Timor.

So all aspects of AMTDU will be busy throughout 2000 and with the Olympics up ahead, the activities are expected to increase.

Just a quick note for all you current and ex Air Dispatchers out there, the Air Dispatch Association of Australia are hosting the Air Dispatchers from around the globe and are having a number of functions.

There will be welcoming drinks at Penrith Panthers at approx 1700 hr on Saturday 22 April 2000. A luncheon will be held in the Sydney Town Hall after the Anzac Day march, tickets are still available at \$40.00, there will also be drinks at Penrith Panthers later on the same night.

Any questions or queries please do not hesitate to contact Bob Hutton on (02) 4572 5085, Fax on (02) 4572 6622 or Email on hutton@pnc.com.au. So all you ex rock droppers get down to Panthers for a big night.

Unit Contact Numbers

CO MAJ Draheim: (02) 45873100
Projects Officer: WO1 Wahlen (02) 45873117
Air Worthiness Flight: WO1 Massey (02) 45873830
Training Warrant Officer: WO2 Barron (02) 45873807
Support Flight Corporal: CPL Baker (02) 45873121

Sergeant G. McGravie



RACT PRESENCE IN CANUNGRA - Transport Services DCSO Canungra

Greetings from all RACT members at Canungra. Well the year 2000 has finally arrived and with it has brought about a millennium of change within the Transport yard.

Such change however, has been familiar to most units around Australia and now Canungra is joining the ranks. The sad occasion at the beginning of November 99 saw the takeover of the Serco Merchant contract and with it the farewell to our domestic tasking.

This takeover also meant that defence staff numbers in transport were reduced and many fellow members were posted out. The millennium has brought with it a sense of mixed emotions and a time for re-adjustment to the new working conditions brought about by this contract.

Due to the changeover only a few drivers remain at Canungra.

Those who are left are now providing support to the Land Command Battle School and the Warrant Officer and NCO wings for these courses. The TPT SPVR, SGT Kate Kershaw leads us into 2000 and is hoping for another successful year in all areas of the Transport Services in the Kokoda Barracks area.

In addition to Transport Services, a number of other RACT members are posted to the Army Promotion Training Centre. These members are employed in positions relating to the all-corps training of Officers, Warrant Officers and NCOs.

RACT members posted to Army Promotion Training Centre (APTC) are:

MAJ John Hambridge
HQ APTC (S7 Training and Development)

MAJ Brett Reeves
Command, Staff and Operations Wing (Instructor)

MAJ Paul Simon
Command, Staff and Operations Wing (Instructor)

MAJ Allan Schmidt
WO and NCO Wing (2IC)

WO2 Steve Eldridge
WO & NCO Wing (Training Cell)

WO2 Kim Newman
HQ APTC (TRG WO)

SGT Dave Craker
WO & NCO Wing (Training Cell)

PTE Shipley

Line Haul at Albury/Wodonga By CPL M. Hooper

This is probably the last you will hear from the LineHaul section at Albury/Wodonga. Yes it is a fact that Linehaul is to be civilianised by the end of the year. The A.D.F.L.H.S (in its various forms) has been supporting the Defence Force for two decades now moving stores, equipment and machinery across Australia.

The A.D.F.L.H.S. has a total of 25 Kenworth B Doubles. Albury/ Wodonga section utilises nine of the combinations to carry out the following tasks which include 2 x Darwin, 2 x Sydney, 1 x Brisbane, 1 x Adelaide/ Perth and 2 x Puckapunyal schedules per week. As well as completing all of the regularly scheduled tasks, the section has also fitted into the year 1999 40 B Double loads of ammunition, which was distributed to many different ammunition depots across Australia.

The Kenworths have been in service for the past three years and each truck has averaged 580,000kms. The average kilometres covered by each driver in this section are approximately 180,000kms per year; weekly each driver can cover between 4,000 and 4,500 kilometres.

The Kenworth is approximately 25 metres in length whilst in B Double configuration, and 19 metres in length with a single trailer. The only major drawback of the new Kenworth is the colour scheme. It seems that nobody in Defence has warned the RTA, and they are continuously chasing our vehicles up the Highways in hot pursuit, only to find the Australian Defence Force logo on the rear (ending any hope of increasing revenue).

A driver within the Linehaul section is responsible for looking after all of his equipment, all documentation, and the serviceability of his truck and trailers. An average day is approximately 12 - 14 hours and includes loading, unloading, servicing the vehicle, changing tyres, washing and detailing the combination.

On many occasions the vehicles are required to be serviced interstate during the course of a scheduled run in a major city. Once departed on a regular schedule a driver may be diverted to another destination and may not return for 4 to 5 weeks depending on availability of backloads.

Due to the peace-keeping activities in East Timor, the last six months have been extremely hectic with scheduled services doubling to keep our forces supplied. It is estimated that 8,000 tons of freight

(Cont page 18)



TRUCK

STOP

NEWS

left the Bandiana area for Darwin and East Timor, out of a total of 20,000 tons of freight moved for the last 12 months.

Due to the hectic pace which the Linehaul section keep, the termites in the freight terminal help out the section often, by ensuring that trailers are loaded and that the freight is going to make it to its destination without delay.

Without the combined efforts of the Linehaul section and the Distribution section many loads would still be waiting for distribution. As well as the nine Kenworths, which the army currently leases, the section also has one International S-Line and one float (currently the only float left in service capable of transporting a Centurion tank).

As Southern Logistic Group is the only unit in Australia, which rebuilds, refurbish and completes all modifications to the Leopard tank, the S-Line and float are kept busy maintaining the demand for delivery of all tank variants.

As the curtain threatens to fall, and the final months of Linehaul wind up I hope that everyone with in the RACT will realise that the A.D.F.L.H.S. and the distribution section is and has always been "Equal to the Task."

26 Transport Squadron

As the largest operator of the Australian Army's fleet of semi trailers and heavy rigid vehicles, 26 TPT SQN is traditionally one the most heavily tasked units in the ADF – and the past 12 months have certainly been no exception. Because of the frequent need to operate over long distances for extended periods without external support, the Squadron spends, on average, more than half of each year away from its home locality. During 1999 alone, 85 TP spent eight months away from Moorebank and Sqn HQ and 86 TP spending eight and seven months respectively away from their home in Puckapunyal.

Over the past 12 months, the Squadron has been involved in most of the major activities conducted by the Army's Land Forces. The first task for the unit in 1999 was to continue the relocation of 5/7 RAR from Sydney to Darwin in January. Due to the nature of mechanised infantry vehicles and equipment, the 5/7 relocation was conducted using the largest one-time-lift in recent history. The third of four stages involved 30 road train combinations and 10 single semi trailers, and moved the majority of 5/7's equipment in a single haul.

Several other minor support roles followed, including providing assistance for the Tpt LOBC at Puckapunyal

and moving B Squadron 3/4 Cav from Townsville to Rockhampton for Ex Scorpion Sting. In early May, the Sqn was deployed to support the Army 21 trails (Ex Crocodile West) being conducted by 1 Bde in the Northern Territory. This two-and-a-half-month deployment saw the Squadron utilised in several roles; ranging from long distance road operations to cross country driving on the Epennarra Track, in order to both deliver equipment and to sustain the exercise with stores.

Later in the year, much time and energy went into the planning for the logistic support to Exercise Crocodile East in Townsville, which was the Army 21 trial for 3 Bde. However, at the proverbial 11th hour, the Squadron's focus was redirected to Darwin to support the lead up to Op WARDEN, East Timor. Testament to the ability of the Squadron to effectively operate over long distances was their geographical displacement when details of their involvement in Op WARDEN became apparent. On 17 Sep, the unit was well dispersed throughout the country, with Sqn HQ in Townsville, 86 Tp in Sydney and 85 Tp split between Sydney, Darwin, Townsville and Brisbane. For the purpose of the deployment, 86 TP was detached to 10 FSB on 2 Oct 99 and departed for Timor a mere eight days later. Concurrently, 85 TP relayed essential stores and equipment continuously between Townsville and Darwin, positioning them for use of in East Timor.

With a number of projects on the horizon, the year 2000 is shaping up to be every bit as challenging and hectic for 26 TPT SQN. So far the Squadron's full attention has been focussed on preparation for the deployment to East Timor of Sqn HQ on 28 January and 85 TP on 4 February. The unit, as a part of 9 FSB, took part in the relief in place of 10 FSB in country, with an approximate return date in late July. In their absence, the remainder of the Squadron will be kept busy with a possible tasking to support a Bde level exercise in Darwin, as well as readjusting to normal unit routine for those members returning from Timor. For those returning in June/July, there will scarcely be a chance for the post-deployment dust to settle before the Squadron prepares to deploy to Sydney in August to support the Olympic Games.

Once the Squadron's external commitments for the year are completed, all attention will then be focussed on preparations for a pending permanent relocation to Brisbane tentatively programmed for December. However, for the hard working and dedicated members of 26 TPT SQN, the change will have to be as good as a holiday, as unit's busy schedule throughout 2000 will not allow for much in the way of rest and relaxation between now and the end of the year. Although, having already waited for 14 years for the much-anticipated move to the Sunshine State to eventuate, no one is holding their breath.



TRUCK

STOP

NEWS

11TH BRIGADE ADMINISTRATIVE SUPPORT BATTALION DISTRIBUTION COMPANY

by Captain B. Acres

March In

At the start of the year WO2 Greg Mc Intosh was posted into the unit from 5th Aviation Regiment to eagerly take up the position of Training WO. In September CPL Steve Knagge arrived from 10 Force Support Battalion. He was promoted to Sergeant on 30 Nov.

March Out

Farewells for the year were LCPL Ricky Norman who has been with the unit since 1988 and has been accepted into the ARA where he will take up a posting with 3 BASB in early January. WO2 Trevor Smith has been accepted back into the ARA and has been posted to DNSDC as from December this year. He first joined the army in 1968 and was assigned to RAAOC. His postings have included 18th Transport Company and 111 Supply Company. Within Distribution Company he has played a key role in Supply Platoon. MAJ Warwick Hamilton has been posted to 11 Trg Gp as a Trg Development Officer. He has spent eight years with the company in roles such as, Tp Comd, 2IC and OC.

Exercise

During August and September the company participated in a scaled down Exercise Crocodile 99 in High Range Training Area. The company provided drivers and support staff for the CSSC which was raised from units within 11th Brigade.

Quote Unquote

The performance of company drivers during the exercise was mentioned in a newspaper article. The following is an excerpt from Rank & File by Dennis Quick in the Townsville Bulletin 27th September:

"In committing to much of that support, soldiers of the Army Reserve 11th Brigade have shown how vital they are in the overall scenario of providing readiness and follow on in times of need. It was the

soldiers from the Transport Company of 11 BASB who provided continuous support in ferrying gear to Garbutt, before returning to Lavarack for another load."

85th Birthday

This year marked the 85th birthday this transport unit. The unit was raised on 10 August 1914. Since then the unit has undergone a few name changes such as, 4 Transport Squadron prior to the formation of 11th Brigade Administrative Support Battalion six years ago.

Birthday wishes were sent from various people and units. A signal from the RSM of 31st Battalion sums up

"To the Commanding Officer and all ranks of 11 BASB. Congratulations and best wishes on the occasion of 4 Tpt Sqn's (Tpt Coy) 85th birthday. It is a significant milestone in your history for which your predecessors and current serving members should be justifiably proud. The sqn/coy provided an important service throughout its history and the reputation of 11 BASB as a unit will no doubt continue to be upheld by the current generation of soldiers no matter what changes occur. Best regards for what will be a somewhat different but nevertheless challenging and rewarding future. From the CO, RSM and all ranks of the 31st Battalion (The Kennedy Battalion), the Royal Queensland Regiment." (WO1 S. Doyle RSM)

Awards

This year Distribution Company fared quite well in the annual awards for 11 BASB. Two members received two of the battalion's awards.

* The Most Outstanding Soldier of the Year was awarded to CPL Jacqui Davies. Jacqui continually works towards maintaining a high level of fitness. This year she successfully completed a Trade Testing officers

course for her primary ECN 381. Whilst on Ex Reptiles Revenge she was taken out of her regular role within transport and placed into the Ops Section of the CSSC to further her knowledge.

* The Best at Trade Award was awarded to LCPL Sandra Benedetti. As a driver, Sandra carried out vehicle taskings promptly and with efficiency. As a JNCO, she organised personnel to achieve the best possible results, often taking on the role of section commander without question. Sandra continually showed her initiative and displayed enthusiasm when carrying out her duties. Her commitment to étrucksí and the Army Reserve is reflected in her dedication to the job.

* The annual 11 BASB cross country was held on the 5th of December. This year the company had ten members amongst the first twenty placegetters. Special mention must go to:

Men's
Women's
PTE A. Thetford First
SGT P. Dillon Second
PTE M. Marrinan Second
PTE R. Raicevic Third

This great effort resulted in the company winning éThe Alec Gilbride Inter Company Cross Countryí shield which will remain with the company throughout the new training year. Hopefully, it will be retained with another great performance next year.

Last Words

Although there were significant changes at the beginning of this year within Distribution Company shone within the BASB. With the changes occurring at the beginning of 2000, the reins are being handed over to the new OC, MAJ Steele and 2IC, CAPT MacDonald. Subsequently, I will be leaving the company after three years as 2IC to take up a posting as ADJT 11 BASB.

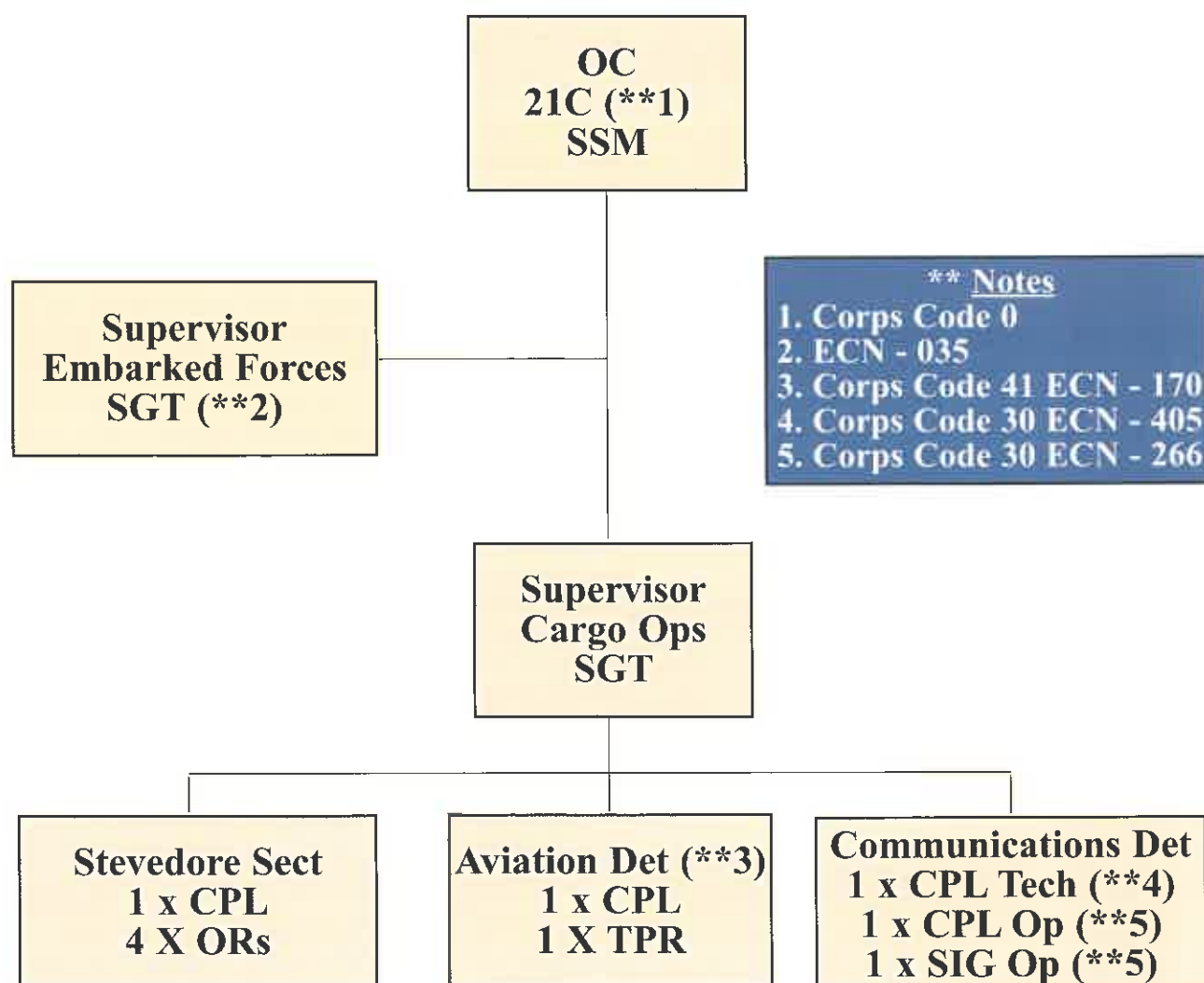


The Ship's Army Department, HMAS MANOORA

By Major Craig (Dallas) Delaney.

In 1943 the Docks Directorate formed three special units for service with RAN Ships. They were the 1st Landing Ship Detachment, for service with HMAS MANOORA(I), the 2nd Landing Ship Detachment, for service with HMAS WESTRALIA(I), and the 3rd Landing Ship Detachment, for service with HMAS KANIMBLA(I). These detachments were from the RAE corps, and were used for working the ship's gear to tactically load and unload assault equipment, and for handling the barges lowered over the side. The detachments took part in the United States 163rd Regimental Combat Team landing at Aitape, northern New Guinea, in April 1944. The Ship's Army Department (SAD), MANOORA was re-raised in January 1997.

The SAD today, primarily RACT personnel, work directly to MANOORA. The SAD consists of a HQ, two terminal sections and an Aviation and Signals Detachment. All SAD members are Corps Coded 54 and Employment Code 171 unless stated otherwise. The SAD is structured as follows.



Members of the SAD are considered part of the MANOORA's Company and fulfil duties appropriate to rank as part of the Watch and Station Bill (Duty Roster). Fire Fighting and damage control is an all ship's responsibility and regardless of rank you may be called upon. A mandatory posting prerequisite is to have undergone the Nuclear, Biological, Chemical and Damage Control course at HMAS Creswell (Jervis Bay), which includes flood, fire fighting and repair of battle damage. SAD personnel are also members of the ship's defence team, boarding parties, flight deck teams, ship's divers and ship's medical emergency team. (Cont Page 21)



(Cont from Page 20)

To be considered for the Officer Commanding SAD position, a major, as a minimum must have undertaken the Officer Terminal Operation/Water Transport Course.

SAD personnel are paid seagoing allowance, which is equivalent to \$260.61 per fortnight (0-4 years sea time, increasing scale).

They are also entitled to ten days Seagoing Leave per year and five days Extra Recreational Leave as well as their normal Basic Recreational Leave.

Single members are entitled to two free travel warrants per year to visit their nominated Next of Kin. MANOORA's homeport is Fleet Base East at Garden Island, Sydney.

Whilst on board personnel do not pay Living In Accommodation (LIA) or Living In Meals (LIM).

When the ship is in homeport, personnel, depending on availability may live ashore in barracks accommodation or be paid Rental Assistance.

The ship should average 150 days away from home port per year and destination depends on the operation or exercise scenario.

The SAD is responsible for, loading and discharge plans for cargo (Vehicle and General), and personnel including liaison between Army units and the ship.

The SAD conducts stevedore operations using both the 70t crane and the 2.5t stores crane.

The ship can load via the stern door or using the 70t crane from a fixed wharf or watercraft via the port side only.

The 2.5t stores crane can be used to load stores directly into the tank deck via the aft hatch. Whilst on route the SAD is responsible for the hotel services for the embarked forces.



SAD members using 70t Crane to unload Pacific Forklift from Forward Ramp (HMAS MANOORA, 8 Feb 00)

HMAS MANOORA is the first LPA acquired by the RAN from the United States Navy. LPA, whilst thought by some to be an acronym for Landing Platform Amphibious, is the NATO designator for Amphibious Transport Ship. HMAS MANOORA arrived in Australia in September 1994 under its former name of USS Fairfax County. USS Fairfax County was a Newport class Landing Ship Tank (LST), and saw service in the Gulf War in 1991.

The ship was commissioned into the RAN on the 25th of November 1994, and was moved to FORGACS Dockyard in Newcastle to undergo extensive modification. MANOORA sailed in December 1999 and is almost complete with only minor rectification work to be conducted prior to conducting work up training and operations evaluation exercises in the first quarter of 2000.



Ship's Characteristics
Post Modification:

- * 170 m (length)
- * 21 m (width)
- * 8534 Tons
- * 21 knots (approx max speed)

- * 6000 km range (remain on station for 14 days and return)
- * Compliment:
 - 16 Officers
 - 184 Sailor/soldiers
 - 450 Embarked Forces (EF)
- * Sustain:
 - 650 personnel for 45 days
 - Tank Deck: 120m (length), 9m (width), 4.5m (height).
 - (Typical load out 24 MBT or 48 APC or 32 Unimog or 38 ASLAV.)
 - 4 Magazines: 2 x 3 deck aft- 17m & 25 m cubed, 1 x 3 deck fwd 15m cubed, and 1 x 4 deck 68m cubed (man handle stowage only).

Both ships will have a level 3 medical facility with 8 bed High Dependency Unit and 32 bed Low Dependency Ward.

The medical facilities are manned as required by shadow posted personnel. A 70ton crane has been added capable of lifting both LCM8s onto the forward flight deck, which has been fitted with two sets of removable LCM8 carrying facilities.

The helicopter landing spots have been increased from one to three and an Aircraft Hanger capable of housing 4 Black Hawk helicopters or 3 Sea Kings has been constructed. Two seventy-metre bilge keels have been added under the waterline (port and starboard) to improve stability.

To assist embarked forces a class/briefing, planning and operations rooms have been added. The class/briefing room is equipped with a close circuit television system capable of relaying orders or briefings throughout the ship's recreational spaces.

The operations and planning rooms have been fitted fibre optic cabling for BCSS whilst the planning room has been fitted with remote communication equipment.

The embarked forces accommodation has been improved to provide purpose built steyr and minimi racks and recreational spaces with television and radio units.



The ship has 450 bunks available for embarked forces. Depending on the activity, priority allocation may be given to manning the medical facility, aircrew, LCM8 crews or headquarter elements.

The year 2000 will be a very exciting time for MANOORA as she continues to prove her critics wrong. January has seen the ship working up her mariner skills, up and down the East Coast. The bilge keels have served their purpose and stabilise the ship better than expected.

The initial helicopter landing trials have seen the approval to conduct Sea King operations. On 29 Jan 00 MANOORA ship's company exercised their Freedom of Entry to the city of Burnie in Tasmania using tri-service drill.

The remainder of 2000 appears very busy with the ship conducting first of class flight and amphibious trials. This will include visits to a number of coastal cities and hopefully overseas ports.



CO MANOORA (CMDR Frost, CSC, RAN) introduces Mayor of Burnie (Alderman Sam Samec) to Guard Commander (SBLT Sheaves) during Freedom of Entry, 29 Jan 00. SAD members in background formed half of the guard.

FROM THE SOLDIERS OF THE HMAS JERVIS BAY

By SGT G.T. Watts

The navy's new luxury troop ship HMAS Jervis Bay, with the comfort of an aircraft, the speed of a Mack truck, a view of the ocean and enough room for 500 troops, their kit and a variety of vehicles.

The Jervis Bay was commissioned into the Navy on the 10th June 1999. Her displacement is 1250 tonnes, with a length of 86 meters, a width of 26 meters and a speed of 43 knots. The ship has two rotating crews of 20, composed of 15 sailors and five army personnel. Jervis Bay is used to supplement Australia's current amphibious lift capacity. The vessel's home port is Darwin; however, due to her current operational requirements in East Timor, the ship has spent most of its commissioned life transiting to and from Dilli, the provinces capital.

Jervis Bay's Ship's Army Department (SAD) has deviated from other SADs due to the inclusion of ECN 109 Drivers. The drivers have encountered a steep learning curve as amphibious roles are not normally considered their areas of expertise; however, in true RACT tradition the team have adapted to their new responsibilities well. The SAD consists of the following:

Loadmasters - SGT Gordon Watts and SGT Brett Irwin.
Movement Clerks - CPL Peter Larner and CPL Angela Moodie.

Terminal Operators - CPL Craig Foster and PTE John Mulcahy.

109 Drivers - PTE's Kirt Beljon, Ricky Horsfall, Jason Moller and Jay Monaghan.

These members will remain with the vessel for the duration of the initial lease (May 2001)



As well as the ability to carry 500 fully kitted troops the vessel also has the capacity to deploy approximately 220 tonnes of general freight or vehicles

Life on board is hectic with irregular hours and a lack of crew sleeping space. The SAD's responsibilities are not restricted to just the vehicle decks of the ship.

They also extend to the cabin areas where upon completion of the load the Loadmaster assumes the role of Whole Ships Coordinator and the ORIs assist in the cabin management to ensure the administration and general welfare of the passengers is maintained to the highest standard.

The rewards are plenty, especially when you see the expressions on the faces of the Timorese, or Internally Displaced Persons (IDP) who are being ferried back to their coastal villages.

Not to mention the relief expressed by soldiers, sailors and airmen of all nations returning to Australia after three or four months duty in East Timor. (Cont Page 23)



(Cont from Page 22)

To date, the vessel has completed the return voyage from Darwin to Dilli 41 times. During this period the ship has deployed 9504 service personnel and non-government organisations (NGO), 404 vehicles both military and civilian and 2400 tonnes of essential stores. In support of Operations Spitfire,

Warden and Stabilise the ship has steamed 37000 nautical miles and burned some 5500 tonnes of fuel.

Prior to the vessel's commitments in Timor, the ship was required to assist with Operation Cranberry, the extraction of illegal immigrants from Ashmore Reef. Since commissioning, the vessel has set numerous speed

records and participated in four major operations.

The SAD was given a relatively small time frame to form a synchronized team. Although in roles that were initially foreign to the majority, they have, through professional dedication and hard work, adapted well to the roles associated with this new class of vessel. As the

team continues to improve and refine its operating procedures, the reputation of professionalism grows also

The SAD of Jervis Bay has truly shown that it is "Equal to the Task". "PAR ONERI"



OPERATION STABILISE 30 AUGUST - 17 NOVEMBER 1999 HMAS TOBRUK SHIP'S ARMY DEPARTMENT by Major Dave Buller

The HMAS TOBRUK Ship's Army Department (SAD) consists of 15 personnel, 10 of which are Cargo Specialists from RACT.

This posting requires that our soldiers deploy with the amphibious ship TOBRUK as an integral part of the ship's naval crew - the SAD being part of the Army orbat since the ship's construction and subsequent commissioning in 1981.

TOBRUK is a multi-purpose troop and roll-on, roll-off, heavy vehicle carrier and as such, provides the ADF (specifically ground forces) with a significant, strategic lift capability.



The main role of the SAD in this joint environment is to plan, coordinate and conduct all Army aspects of cargo and amphibious operations.

The SAD played a significant role in TOBRUK's deployment and subsequent tasking to East Timor during OP STABILISE, since sailing from Sydney on 30 Aug 99.

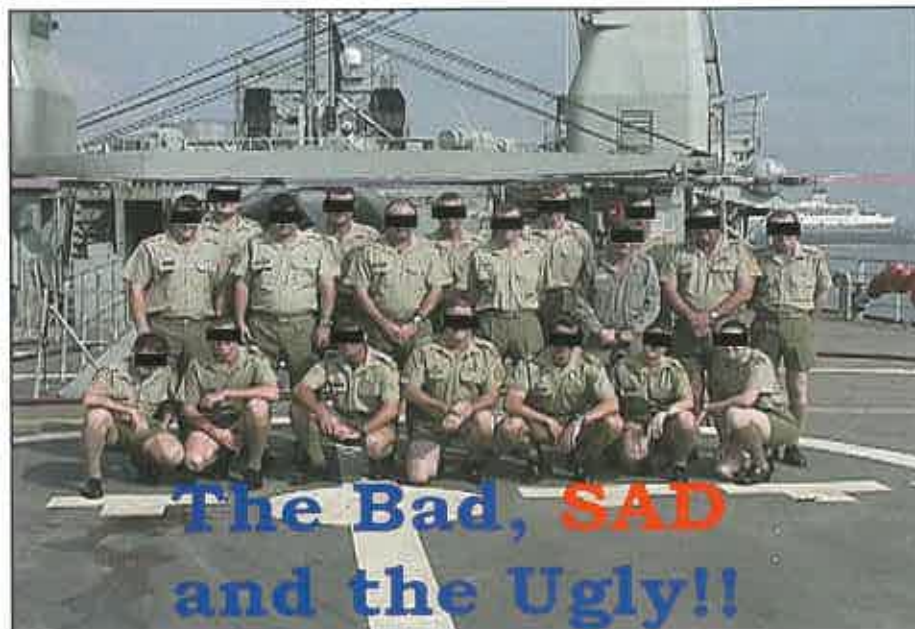
TOBRUK departed Sydney under OP SPITFIRE, but mounted from Darwin under OP WARDEN with the first voyage entering Indonesian waters at H+1 (48 hrs after the Executive Order was given to deploy Australian troops), inserting 2 Cav Regt, 3 RAR and assorted elements of 3 Bde into Dili.

This pre-empted a further two months of intense tasking prior to returning home on the 17 Nov 99.

Between the period 30 Aug - 06 Nov 99 our 'termites' processed 5120T of cargo and 1535 embarked personnel, with TOBRUK handling more cargo during OP WARDEN/STABILISE than any other full year of service for 10 years.

This includes previous operations such as MORRIS DANCE, SOLACE, LAGOON and BELISI. Our signallers and ordnance personnel from the SAD also managed the ship's continuous volumes of signal traffic and provided 'hotel' services (showers, meals, canteen services and washing) for deployed INTERFET forces ashore in both Dili and Suai.

Whilst the concentrated two month schedule offered little respite for rest or recuperation, there is no doubt that had not TOBRUK participated in STABILISE, that the operational lodgement of joint assets into East Timor would have been (Cont Page 24)



(Cont from Page 23)

significantly delayed and the establishment of troops (COMWESFOR) in Suai significantly hampered.

Consequently, many refugees and displaced persons within East Timor have been saved with our peace making/keeping role achieving it's main objective.

During the ship's operations, a significant spread of Australian, New Zealand, Canadian and Irish resources were lodged into East Timor.

Foreign units included the 1st Royal New Zealand Infantry Battalion (1RNZIR), 3rd Royal 22nd Regiment (3R22R - Canadian) and a Ranger Platoon from the Irish.

The SAD also integrated and worked alongside the NZ 10th Transport Movement Company from the Royal New Zealand Army Logistic Regiment. Australian units embarked included 2

Cav Regt (the first time deployed on operational service O/S), 3/4 Cav Regt, 1RAR, 2RAR, 3RAR, 5/7RAR and additional elms of 1 and 3 Bdes.

The following is indicative of joint nation cargo either landed into East

Timor, or back-loaded to Australia by TOBRUK:

- 6 x LCM8 loads
- 94 x A vehicles (APC's and ASLAV's)
- 160 x B vehicles (light to heavy truck variants) with 72 trailers
- 12 x C vehicles (engineer plant and MHE)
- 651 x pallets
- 47 x BMSS containers
- 101 x ISO containers

Five voyages were conducted between Darwin and Dili, with off-loading at either anchor or alongside Dili Wharf.

Under OPERATION LAVERACK, TOBRUK conducted the first 'real time' amphibious lodgement at Suai (13 Oct 99) since WWII at Balikpapan in 1945.

This premised a further four voyages between Darwin and Suai with subsequent off-loading occurring at anchor.

Cargo and embarked forces were off-loaded using a combination of

stern door marriages and velle derrick/ favco cranes onto LCH, LCM8, LCVP or LARC-V.

We were fortunate to utilise CH-53 Sea Stallion helicopters from USS BELLEAU WOOD and PELELIU to airlift ISO containers off the ship's vehicle deck, between tidal windows of landing craft inactivity.

The 'tail end' for 1999 saw TOBRUK carry LCM8's around to Dili, pick up a small back load for the last voyage between Darwin and Dili, prior to returning to Sydney shores 17 Nov 99.

Whilst a significant portion of TOBRUK's tasking had been the lodgement of military forces into East Timor, sustainment and reinforcement were also vital components to TOBRUK's overall role in the AO.

Combat supplies as well as Classes 2 (general stores), 4 (construction stores) and 8 (medical) contributed to the significant portion of pallets, BMSS containers and ISO containers lifted ashore.

TOBRUK's role towards OP STABILISE will continue well into the new millennium with the first voyage from Dili to Darwin scheduled for early March 2000.

As the involvement of Australian troops and equipment reduces to allow for the establishment of UNTAET, the ship will assist in the gradual return of ADF resources back home as well as rotating troops and equipment for subsequent tours of duty.

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