

PUR OVERI

Number 19



The Journal of The Royal Australian Corps of Transport

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VOLVO



Number 19

PAR ONERI

The Journal of The Royal Australian
Corps of Transport

Editor: CAPT Vic S. Doust
Production: Eric Reynolds
Typesetting: Dawn Graphics
Fax: (02) 387 3079
Printed by: Bridge Printing

COVER

This edition of PAR ONERI is dedicated to the memory of our forefather of our Corps, Major General D.C.J. Deighton, AO, MBE, who passed away on the 16th April 1991 after serving 38 years with RAASC and RACT.

This Magazine
is Published by

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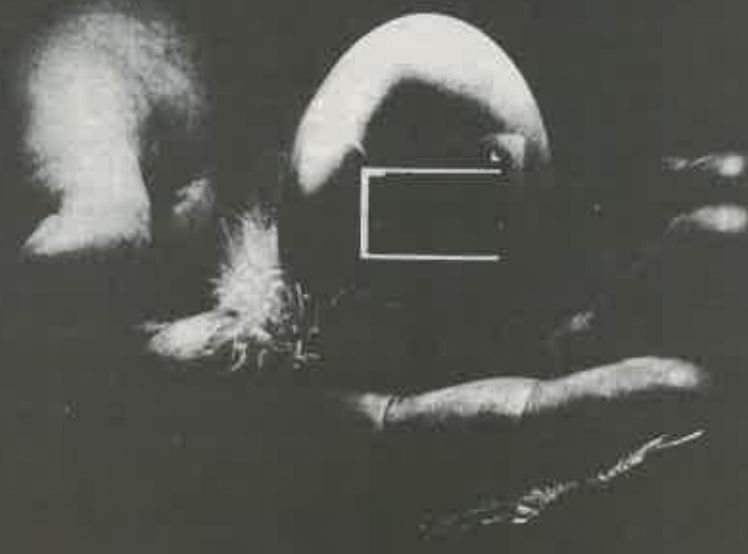
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Phone: (02) 387 3244

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Par Oneri 1991-92

FOREWORD

by Colonel G. C. Park
Director of Movements & Transport - Army

As the recently appointed Director, let me inform you how pleased I was to be given the position. I have always considered it to be the ultimate in ones Corps career, and trust that I, with all of you, can further the cause and the good name of the RACT in the difficult times ahead.

I could spend a great deal of time, and hence, space, in our Journal passing on my philosophies as they relate to the RACT, but for the sake of brevity, perhaps I should just touch on a couple of key issues instead. Firstly, the continual drive over recent years to gain positions in the Land Army. Lets face it, the very existence of our Corps and indeed many others, is to support those in Land Command and ensure that their mission is achieved - and we must never forget that. However, a large part of our activity must necessarily be spent working behind the Area of Operations, that is, within the Logistic Command environment. I would stress to all of you, that postings within Logistic Command are equally as important as those within Land Command, because without them, a total perspective and knowledge of logistics will never be achieved. And after all, we are in a Corps that must remain specialist in its ability to totally support a force, from rear to the front. In essence then, consider all postings to be part of an overall process in your logistics career development.

Secondly, be aware that there are many pressures on certain parts of our Corps as a result of Reviews such as the Force Structure Review, DRSR, the Commercial Support Programme and so on. These activities must be accepted, as they are designed to make our Defence Force leaner and meaner, so to speak, and more effective in the way we do business.

Unfortunately, some of their effects may well mean that some trades will need to be closely scrutinised if the skills are to be maintained. Rest assured, all those involved in these reviews, and particularly myself and members of the Directorate, will work as best we can to ensure the end results, whatever they may be, preserve your interests.

In conclusion, I should bring to your attention that this edition of PAR ONERI is dedicated to the late Major General D.C.J. Deighton, AO, MBE. I recommend the reading of the eulogy which sums up his brilliant career well and urge you all to support the Memorial we are attempting to establish. And by no means least, my thanks, on your behalf, to my predecessor, Colonel Win Fowles, now ensconced in sunny Queensland. His labours on behalf of all within the RACT were outstanding and we wish him well for the future.

WHO'S THE NEW DIRECTOR? COLONEL G. C. PARK

Colonel Greg Park was born 6 July 1947 and educated in Western Australia. He graduated from the Royal Military College, Duntroon, in 1970 into the Royal Australian Army Service Corps.

Following post-graduate training, he commanded 404 Tpt PI RAASC in Perth. In 1973, he was assigned to 26 Tpt Coy RAASC in Puckapunyal as a PI Commander and then as Operations Officer. He was then posted to Papua New Guinea as the Officer Commanding the PNG Defence Force Movement Agency.

On return to Australia in 1976, Colonel Park was appointed as an Instructor at the Army School of Transport but soon departed for Virginia, USA, to attend the US Army Long Transportation Course at Fort Eustis. Following that course, he served, on promotion to Major, as an Exchange Instructor at the Fort for two years.

April 1979 saw Colonel Park serving as Staff Officer Grade Two, Finance and Co-ordination in HQ Logistic Command in Melbourne, before attending the Army Command and Staff College at Queenscliff in 1981. Following graduation, he



served for three years at the Land Warfare Centre, Canungra, Queensland as an Instructor in the Junior Staff Wing and as Staff Officer Grade Two, Training on the Centre HQ. In December 1984, he was promoted to Lieutenant Colonel and once more returned to HQ Logistic Command as the Staff Officer Grade One, Transport Coordination.

In 1986-87, Colonel Park commanded the Army School of Transport in Puckapunyal. He attended the Australian Joint Services Staff College in 1988 and was subsequently assigned to the HQ of the Australian Defence Force in June of that year as the Staff Officer Grade One, Joint Logistics Plans. He was promoted to Colonel and to the appointment of Director of Joint Logistics Development within HQADF in November 1989. In 1990, he attended the Industrial Mobilisation Course, graduating in November of that year. During June to September 1991, he was assigned as Acting Director General Operational Logistics before assuming his current position.

Colonel Park is a Fellow of the Chartered Institute of Transport, and holds a Diploma of Military Studies (with merit). He is married with two daughters (18 years and 15 years). Both he and his wife Christine are keen on maintaining a high standard of fitness. He enjoys the 'Sport of Kings' and indeed, all sports, particularly football, of all codes.

RSM'S ROUNDUP

By WO1 M.C. Burke, OAM

As my term as Corps RSM draws near, I would like to state that it has been the most rewarding period in my career. I have observed many changes affecting us all within the ADF. We all waited for the Defence Regional Support Review, and Force Structure Review, so that it would become more clear which direction we must take. The Army, and our Corps, will feel some losses as we try to regroup effectively for the future.

My message to all soldiers in the Corps during this uneasy period is to sit tight and ride it out. However, as times get tougher, only the best will survive.

The competition for promotion, from Lance Corporal to Warrant Officer Class One, will get fierce. Clearly, good solid leaders will emerge. When attending "All Corps" Subject One courses, at all levels, and RSM courses, we will need to be right up there with the best and highly competitive.

Personal fitness, both physical and mental, will be paramount. The ability to lead men positively, with clear orders and purposeful direction, is what will be needed to take us into the future.

In conclusion, I would like to leave you with this famous motto, as written on (FURPHY'S CART?) which is relevant to us all.

**Good, Better, Best;
Never Let It Rest;
Till Your Good Is Better;
And Your Better Best.**

Best Wishes to you all in the future.

Par Oneri 1991-92

TRIBUTE TO MAJOR GENERAL D.C.J. DEIGHTON, AO, MBE

The General's military funeral was held at the Hawthorn Unity Church, Alburn, Victoria with the guard of honour provided by soldiers of Logistic Command and supported by the 3rd Military District Band. His life long friend and companion, General P.C. Gration, AO, OBE, Chief of the Defence Force, delivered the eulogy which best sums up this mentor of our Corps.



EULOGY

MAJOR GENERAL DEREK DEIGHTON delivered by General P.C. Gration, AC, OBE

at Hawthorn Uniting Church on the 18th April, 1991.
I tried to think of how best to encapsulate the qualities that made Major General Derek Deighton such an outstanding soldier and an outstanding Australian. The words that seemed to fit it best were some of those in Kiplings well-worn but well-loved poem "If":

*If you can keep your head when all about you
Are losing theirs and blaming it on you
If you can meet with Triumph and Disaster
And treat those two impostors just the same
If you can make one heap of all your winnings
And risk it on one turn of pitch-and-toss
And lose, and start again from your beginnings
And never breathe a word about your loss
If you can force your heart and nerve and sinew
To serve your turn long after they are gone
And to hold on when there is nothing in you
Except the will which says to them "Hold on!"
If you can talk with crowds and keep your virtue
Or walk with Kings - nor lose the common touch
If you can fill the unforgiving minute
With sixty seconds worth of distance run
Yours is the Earth and everything that's in it
And what is more - you'll be a man my son!"*

These lines could have been written for Derek Deighton.
He was a man indeed.

BEGINNINGS

I first met Derek in February 1949 when we both entered RMC as 4th class cadets. We started a close friendship that has continued unbroken for 42 years.

Derek was an impressive figure even then and he came to the College with equally impressive credentials. Although he did not have an easy start in life, he had been School Captain of Mentone Grammar in Melbourne. He retained strong links with the school throughout his life and was latterly a member of

the School Board. Deighton House is named after him and brother John.

Derek was a natural for soldiering. He looked the part. He wore the uniform easily, and he adjusted easily to the military routine - unlike the rest of us who had to have it belted into us.

He was an outstanding sportsman - one of the best the Australian Army has produced. He could turn his hand to any game that needed co-ordination between hand and eye. He excelled at all sports. At athletics he held the RMC shot putt record. At football he was a member of the great 1951 RMC team which beat the Combined Public Schools in Melbourne. At least five of us from that team are here today. After graduation he had some games with Melbourne Reserves and I believe would have made the senior side had he not been posted away. He excelled also at cricket, golf and squash.

Inasmuch as cadets can tell about these things, most of us in 1952 saw Derek as on of the few in our number clearly destined to become a General.

THE SOLDIER

He graduated from RMC in December 1952 into RAASC, and shortly after was re-allotted temporarily to Infantry for service in Korea and later Japan.

He and I came together again in 1957 as instructors at OCS Portsea. This was a sunny and enjoyable period in our lives in which we worked reasonably hard, but enjoyed life to the full. Both of us played football with the local club Sorrento. But for Derek it was an especially important time - while at Portsea he met and married Eril. He demonstrated his great powers of decision by becoming engaged in three days flat after they met, and thus began a lifetime partnership that was to be loving, full and complete - a joy to each other and to their many friends.

A posting to UK and Germany followed, with a tour in Vietnam in 1967/68 for which he was made a Member of the Order of the British Empire. He had three distinguished years on the staff at Queenscliff and developed a lasting affection for the area, later buying a home at Pt Lonsdale. Some careers wilt away in later years, but Derek's really moved into top gear. He became a Colonel in 1972 and filled a number of important Movements and Transport appointments, including a very productive period at Field Force Command.

He was Chief of Staff Logistics Command in 1978/79 and then had two very productive years as Director General of Army Development. In this appointment for the first time he was able to exercise to the full his capacity for conceptual thought and his ability to see the broad sweep of the tapestry. He introduced measures that were well ahead of their time to give the Army a solid basis for long term planning and some well thought out expansion plans - ideas which have only recently become fashionable again. One of my very pleasant memories of this period was travelling through Canada with Derek and Eril after attending a TEAL Conference in Montreal. I was a Major General and he was a Brigadier at the time, but at more than one place we visited, our Canadian hosts naturally assumed that this tall commanding figure with all those stars on his shoulders was the General.

In 1982 he became a General and served for the remainder of his career firstly as Chief of Logistics at Army Office and finally as General Officer Commanding Logistics Command in Melbourne. He was an outstanding GOC, again ahead of his time with the reforms he introduced to put the Command on a modern and efficient footing. For his work here he was appointed an Officer of the Order of Australia. I always saw him as a great reforming General - a commander who not only perceived the need for change, but had the wit, the charm, the steel and the ability to drive it through.

By any measure, his was an outstanding military career. His fellow Generals, those under his command, his Corps (the RACT) and the Army, were all proud of him.

He was an outstanding leader of men. He brought together an imposing but friendly presence, dignity in all he did, an

unquestioned integrity, a fine brain, a keen sense of humour, common sense and a good dash of human understanding. He was always willing to have a go and had a profound confidence that "he could do it" - and perhaps above all, he was a thoroughly nice bloke.

WIDER INTERESTS

But his military career does not give the full measure of the man. His interests and friendships ranged widely and well beyond the military circle. They included men and women of substance and weight in politics, in business, in the professions, in the media and in the academic world. He was a great ambassador for the Army and I saw him so often at ease and accepted in distinguished company, recognised at once for what he was - a man of intellect and charm, of mature and cultured opinions and tastes, a splendid host and one who was clearly a leader at the higher levels of society.

Talking of cultivated tastes, Derek was an excellent cook and a lover of good wines. I remember with awe his culinary efforts in his all-male cooking club in Canberra in the 70's, to which the wives were allowed to come as guests.

RETIREMENT

On retiring from the Army in November 1987, Derek was worried that he would have nothing to do. His fears were groundless because those three and a half years were intensely busy and productive. He was one of the team of three under Sir William Cole who produced the new Superannuation Scheme for the ADF, for which future generations of Servicemen and women will be grateful. He was a Board member of ADI and of Perpetual Trustees and, for the Austin Hospital, headed a Committee with the remarkable achievement of raising \$5m for a new PETSCAN machine.

Underlying all the public achievement, was the strength he drew from his family. I have spoken already of his loving, full and complete marriage with Eril, who was a tremendous support and a full partner in all they did together. Both had great pride in their sons Christopher and James and they were a tight-knit family unit. Chris recalled for me advice from his father that he has never forgotten.

*"Lord, give us the serenity to accept
what cannot be changed: the courage to change
what ought to be changed: and the wisdom to distinguish
the one from the other".*

In November last year, tragedy struck, with the start of what turned out to be Derek's final illness. He said it was the worst day of his life. But he and Eril resolved to fight back "with every nerve and sinew". He fought to the end with a totally positive outlook, fully supported by Eril and the boys. In typical style, he organised everything with great thoroughness, right to the end. I felt humbled and uplifted each time I visited him and I know that many who had contact with him during these final months gained incredible strength from the experience.

We offer Eril, Chris, James and John and their families, our deepest condolences and salute an outstanding soldier and an outstanding Australian.

*"Yours is the Earth and everything that's in it
And what is more - you'll be a man my son."*

**DEADLINE for Articles for "Par Oneri" edition 20
Should be submitted before 29th May 1992**

Articles should be sent to:

**CAPT Vic Doust,
Editor Par Oneri
DMOVT - A
Campbell Park Offices. ACT 2600**

Par Oneri 1991-92

MEMORIAL TO MAJOR GENERAL D.C.J. DEIGHTON, AO, MBE.

Recently DMOVT-A asked all Corps members for donations, in lieu of RACT Corps Fund subscriptions, to help establish a Position Emission Tomography (PET) Centre at the Austin Hospital as a memorial to Major General Deighton (DMOVT-A minute 564/91, dated 29 August 91).

PET is a recent breakthrough in medical scanning techniques which are used to give early diagnosis of coronary diseases, cancer, cerebral tumours, strokes as well as schizophrenia and Parkinson's, Huntington's and Alzheimers diseases. Currently this PET technique is not available in Australia and so your donations would be dedicated to a cause that will help save many Australian lives in the future. A fitting memorial to a great man whose life has been dedicated to helping others.

To date, the following units have kindly donated funds to the cause:

26 Transport Squadron	\$200.00
Singleton Logistic Coy.	\$ 35.00
7 Logistics Company	\$ 60.00
Bandiana Logistic Group	\$282.00
MCO Wagga	\$ 35.00
1 Div Postal Unit	\$ 50.00
5 Movement Control Unit	\$ 84.00
Army Office RACT pers	\$110.00
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HQ 2 Div Tpt	\$ 50.00
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The Corps Director recently received a card from Major General Deighton's wife, Mrs. Eril Deighton, thanking him and all members of the Corps for the donations and support to the PET Centre. An extract of the card read:

"Derek carried this poem from Vietnam in his wallet. It was written by an unnamed American soldier.

*Do not stand at my grave and weep
I am not there, I do not sleep
I am a thousand winds that blow
I am a diamond glint on snow
I am the sunlight on ripened grain
I am the autumn rain.*

*When you awake in the morning hush,
I am the swift uplifting rush
of birds circling in flight.
I am the stars that shine at night.
So do not stand at my grave and cry,
I am not there - I did not die.*

Eril, Christopher, James and Bernadette would like to thank you for your kind thoughts, understanding and friendship.



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CORPS NOTICES
THE RACT CORPS FUND

Members of the RACT should be aware that the RACT Corps Fund exists for their benefit and the benefit of the Corps. The funds can be used for many purposes ranging from wreaths and framing Certificates of Recognition, through to unit and Corps projects.

Individuals and units are invited to submit bids, through their chain of command, for loans or grants from the fund. All worthwhile proposals will be given favourable consideration, but priority must be given to expenditure that benefits the soldier.

Before expending effort in preparing a submission, unit OCs and COs are invited to speak to SO1 Corps on the justification that may need to accompany a successful submission (telephone (06) 266 4510)

OBITUARY

CORPORAL KENNETH EDWIN (SQUIZZY) TAYLOR

Born in Murwillumbah NSW on 18 September 1926 died in Brisbane Queensland, on 9th October 1990.



Squizzy began his military career in August 1946 when he enlisted in the Interim Army and was allocated to the Infantry Corps.

1947 saw Squizzy in Japan with the British Commonwealth Occupation Force, where he served for 12 months. On return to Australia, Squizzy served with the 101st General Transport Company until he elected discharge in 1954.

He re-enlisted in 1958 and was allocated to the Royal Australian Army Service Corps and posted as a Driver to the Royal Military College.

In 1959 he was posted to Northern Command where he served with 101st, 86th and 85th Transport Platoons before being posted to South Vietnam in 1965.

During his tour in Vietnam he served with Headquarters Australian Armed Forces Vietnam and the Australian Logistic Support Company.

Returning to Australia in 1966 he was posted to 85th Transport Platoon and in August 1966 promoted Corporal. Squizzy remained in South Queensland where he served in many RAASC Units before being posted to ANZUK Base Transport Unit Singapore in 1973.

He was posted to Brisbane Transport Unit in 1974 where he remained until his discharge in 1978.

Squizzy served 28 years in the Army, most of which were with the RAASC. May he be remembered for this service to his country.

OBITUARY



PRIVATE ROBERT KARMANCHUK
30 JUL 69 - 12 SEPT 91

PTE Robert Karmanchuk passed away on the evening of 12 Sep 91 in a motor vehicle accident on Tobruk Road in Puckapunyal.

'Chuck' as he was known to his mates, enlisted in the Army on 13 Aug 86. After completing his basic training he was allocated to RACT and trained as an ECN 109 driver. His first tenure was for 12 months with 5 Tpt Sqn, Enoggera. His next move was to Kapooka for three years as a driver in the Admin Coy Tpt Unit. From there he was posted to the 26 Tpt Sqn, Puckapunyal, where he spent his last eight months in 158 Tpt Tp as an Operator Specialist ECN 274-2.

'Chuck' loved life and the vigour with which he lived it was infectious. He was a loyal, trustworthy friend whose lively character and competency within his trade earned him the respect and admiration of all those who knew him.

The loss of 'Chuck' is a great one, but it is one that will be shared by his many friends and his loving family. He will be sorely missed.

OBITUARY

VALE

455239 PTE JAMIE BOUGHEN

PTE Jamie Boughen was born on 13 May 70 at Port Broughton, South Australia. He spent his childhood days in Port Broughton and in 1986, he left school to begin his working career.

He enlisted on 16 Aug 88. After basic training at 1 RTB, Jamie was allocated to the RACT and was then posted to the Army School of Transport to commence the 1/89 Basic Driver's Course. On 16 Mar 89 he was posted to 87 Tpt Tp (Tipper). When 87 Tp was disbanded on 31 Aug 89, he was then posted to 86 Tpt Tp. At the time of his death he was posted to HQ 26 Tpt Sqn.


Whilst undergoing his driver training, Jamie met his fiancée, Samantha. They set up house together once his training had been completed and on 10 Feb 90 they were blessed with the birth of their son, Kyle.

Jamie was a quiet and unobtrusive soldier. He had his fair share of ups and downs, but he was rarely heard to complain. Once given a task he would complete it and complete it well. During his time in the Army, Jamie made many good friends. Jamie's death is a stark reminder that we are all mortal and hold a very tenuous grip on life. Our deepest sympathies go out to Samantha, Kyle and the Boughen family.

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HONOURS AND AWARDS



**AUSTRALIA DAY
MEDALLION 45867
W02 D.K. WOODHART**

W02 Woodhart has been awarded the 1991 Australia Day Council Medallion for his services to the Army Reserve and the civil community in Port Lincoln S.A.

In the 24 months that he has served with 20 Tpt Tp, W02 Woodhart has applied himself tirelessly to all aspects of his position to achieve outstanding results. The morale of the troop has improved markedly as the direct result of the high standards established by W02 Woodhart, the interest that he constantly displays, and his efforts in improving the unit infrastructure. He has also contributed significantly to the rapport that exists between the troop and the community by his involvement in a wide range of activities.

Warrant Officer Woodhart enlisted into the Army in May 1973 and following recruit training was allocated to Intelligence Corps. In March 1974 he Corps transferred to the RACT and was posted to 9 Transport Company, Townsville.

He has served in a variety of postings including training and recruiting roles. He assumed his present position of Training WO at 20 Tpt Tp, Port Lincoln in January 1989.

Warrant Officer Woodhart is married; He and his wife, Denise, have two sons aged thirteen and nine.

Specific posting details are listed below:

Appointment	Unit	From/To
Driver	9 Tpt Coy	3/74 - 1/76
L/Cpl Driver	4 Camp Hosp	1/76 - 5/76
Cpl Instructor	RACT Centre	5/76 - 1/79
Tpt Spv	ATU	1/79 - 3/82
Sgt Recruiter	5 ARU	3/82 - 1/85
Sgt Admin, Tp, Ops	9 Tpt Sqn	1/85 - 1/87
W02 OIC det	DSU Perth	1/87 - 1/89
W02 Trg WO	20 Tpt Tp	1/89 -

W02 Woodhart was presented with his award by the CO 9 Tpt Regt, LTCOL P.G. White during a visit on 9 February 1991. 20 Tpt Tp is a subunit of 8 Tpt Sqn., but is located at Port Lincoln, some 670 km by road from squadron HQ in Adelaide.

APOLOGY: We apologise for the error in the previous issue of Par Oneri it should have been edition 18 not 17.

AUSTRALIA DAY MEDALLION MRS. MAUREEN WALKER

Mrs Walker commenced her employment in the Public Service as a shorthand typist in 1956. Following appointments with the Commonwealth Taxation Office in Sydney and then in Canberra, the Department of Navy and the Postmaster General's Department, Mrs Walker left the Service to meet family commitments in 1965.

In February 1977, Mrs Walker resumed work in the Public Service and began her long association with the Department of Defence. In July 1988, having worked principally in typing pools, Mrs Walker transferred to the Directorate of Movements and Transport where she was employed as word processor operator.

Mrs Walker has consistently produced outstanding results due to her professional competence and remarkable application. Always cheerful and courteous, Mrs Walker approaches her work in a diligent and conscientious manner. She is always willing to make those additional sacrifices to get the job done which offer an example to us all of dedication and commitment.

Mrs Walker has provided valuable service to Defence and continues to serve with distinction. Her contribution to the Defence of Australia has not previously been publicly recognized.

Editors Note: Mrs. Walker was presented with her award by ACLOG-A, BRIG. W. J. Crews on 25 January 1991.

LAND COMMANDER AUSTRALIA COMMENDATION 1202252 W02 ROBERT ERIC WISE



Your Commanding Officer has brought to my attention your exemplary performance of duty as the Regimental Quartermaster Sergeant for the contingent for Operation TELAMON.

I commend you for your dedication, commitment and professional approach in providing stores and equipment to the soldiers at appropriate times in diverse locations. In addition, you willingly gave your own free time and expense to repair and mount several veterans' medals between ceremonies in Greece and Crete.

Your diligence and positive manner has been a significant contribution to the success of Operation TELAMON.

Your efforts bring much credit to you, your unit and your Corps and are in keeping with the finest traditions of the Australian Army.

Signed:
Major General M.P. Blake, AO, MC
21 June 1991

Editors Note: W02 Wise is currently the SQMS of 26 Tpt Sqn.



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SILVER ANNIVERSARY FOR 5TH TRANSPORT SQUADRON

By Lieutenant Paul Milosavljevic

5th Transport Squadron, located in Gallipoli Barracks at Enoggera, recently celebrated its 25th Birthday with a mounted parade conducted on the 6 RAR parade ground.

In the 25 years that the Squadron has been in operation, it has seen many changes and has been relocated a number of times.

The Squadron was first raised on the 30 May 1966 at Ashgrove, Queensland, as part of the build up to Vietnam. The 5th Company, Royal Australian Army Service Corps (5 RAASC) as the Squadron was then known, spent time at Ingleburn NSW, prior to departing for Vietnam in April 1967. The Squadron spent five years stationed at Vung Tau, completed 4,000,000 operational miles and recorded no casualties, before returning to Enoggera in September 1971.

In June 1973, RAASC was disbanded and 5 Coy RAASC became the 5th Transport Company, Royal Australian Corps of Transport before yet another name change to the 5th Transport Squadron in 1977, when the Squadron became part of the 1st Divisional Transport Regiment.

The Squadron has remained in Enoggera since 1973 and has been allocated to 6th Brigade (formerly 6th Task Force). The Squadron provides second line transport support to the 6th Brigade so it can be seen that in its relatively short existence of 25 years, the Squadron has witnessed considerable change and as fate would have it, 1991 was not about to prove any different.

The year commenced with a new OC at the helm, Major Adrian Overell. Also new to the Squadron were the people filling the positions of SSM, 2IC, OPSO, A Tp Comd, B Tp Comd and LT Supo (52 Combat supply Platoon - 52 CSP). That only left the OC 52 CSP and a supernumery LT for continuity. Despite the problems that may have been expected from such a dramatic change in key personnel, the year commenced smoothly and it wasn't long before planning for the Squadron's birthday on the 30 May 1991 commenced.

Despite some very thorough planning for the celebration by Major Adrian Overell and the SSM, W02 Tom Kenny, Murphy's Law ensured that things wouldn't go completely to plan. The original parade plan involved a combination of vehicle mounted and dismounted soldiers. In all, there were to be 98 soldiers, two motorcycles, two 110 Series Land Rovers, six Unimogs, six Mack trucks and four additional Unimogs "holding ground", one at each corner of the parade ground.

The format for the parade was very similar to most parades in that it involved a march and drive past, followed by an advance in review order and General Salute. Music was to be provided by the Pipes and Drums of the 6th Battalion, The Royal Australian Regiment and the parade was reviewed by the Commander 6th Brigade, Brigadier R. M. Earle. The host officer was the commander 1st Divisional Transport, Lieutenant Colonel G. Kelly and the official guest, Colonel Commandant, Brigadier N.J. McGuire, AM, RL.

In all, the plan appeared well thought out and straight forward, with little reason for things to go wrong, but, as with all good plans, things do not always go quite right, or do they?

The first hurdle in this plan was to convince the RSM of 6 RAR to allow the Squadron to drive vehicles around his parade ground, leaving tyre marks and the occasional oil patch. Major Adrian Overell gave his personal assurance that any marks would wash off with the first rain. This statement proved to be a bad omen as the heavens threatened to unleash a torrential downpour for the entire lead up period to the parade. Fortunately, only intermittent rain was received and on the day, the weather was classic Queensland sunshine.

These weren't the only problems faced by W02 Tom Kenny though, as the parade required not only a march past by

dismounted soldiers, but also a drive past by vehicles from both transport troops followed by a foot and vehicle advance in review order with the RACT Banner and the 6 RAR Pipes and Drums. Sounds simple enough, but it didn't quite work out that way. During rehearsals, Murphy's Law once again played havoc, when the B Troop Mack trucks which had operated faultlessly leading up to the parade, began to suffer from minor mechanical faults, preventing them from starting on cue. As if that wasn't bad enough, the Squadron motorcycles, bless their little 250cc power plants, also proved to be less than reliable. The threat of being run over by a Mack truck on the Advance in Review Order, ensured that Sgt Paul Tyson and Sgt Greg Graham continued with some pretty persistent and vigorous "kicking" until the little Suzuki's fired up.

Once all these problems had been sorted out, Major Adrian Overell and W02 Tom Kenny sat back, confident that the parade would go ahead as planned, only to have a 6 Brigade Response Force call out the day prior to the parade, resulting in a loss of ten A Troop Unimogs and drivers.

Always "Equal to the Task", the squadron made a quick reshuffle and with few minor improvisations, went ahead with the parade using two 110 6x6 Land Rovers "holding ground" to replace two Unimogs lost to the call out and RAEME soldiers from Workshop Troop to fill gaps in the ranks.

As the old saying goes "She'll be right on the day" came through resulting in an excellent parade using vehicles which are not normally seen on the 6 RAR parade ground. The time spent by W02 Tom Kenny in rehearsal time paid off. Unfortunately, due to a shattered bone in his heel, sustained early in the year, W02 Tom Kenny was unable to participate in the parade and his position was filled by the Squadron ASM, W02 "Squeak" New. In brilliant sunshine with a large crowd of family and friends watching, the Squadron paraded HRH Princess Alice's Banner.

The ensign was LT M. Newton with Sgts Greg Smith and Bruce Aberdeen as escorts.

Following the parade, a BBQ was held at the Squadron and was attended by squadron members, past and present, as well as family, friends and official guests.

The final part of the celebrations was a dining in night held that night at the 6 RAR Sergeants Mess, which was attended by Sergeants, Warrant Officers and Officers. The night was well supported and all present ensured a good time by telling tall stories and reminiscing about days gone by.

Due to a printing error in the army Newspaper, not all people were aware of the parade, although those that did attend would certainly agree it was worth the effort. Lets hope that the next 25 years in the Squadrons history will be just as good and that it's reputation as a hard working and professional organisation continues to grow.

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THE SAIF STORY

By Lieutenant Louise Poxon

The 5th Transport Squadron was formed on 30 May 1966, then known as 5th Transport Company RAASC. The Company was raised at Frasers Paddock, (currently Gallipoli Barracks) from a Citizens Military Forces unit.

Immediately after formation, the unit was transferred to Ingleburn, NSW, to prepare for duty in South Vietnam. Within three months of being raised, the unit was away on Exercise "Barra Winga" developing skills required to operate in an operational theatre.

In April 1967, 5 Coy relieved the 1st Company and was stationed at Vung Tau for the next five years.

The operational task of the company was to support the 1st Australian Task Force (1 ATF) located at Nui Dat.



"Vehicles lined up at Nui Dat"

The Squadron in Vietnam

When the unit arrived, it was the largest Company group to have served overseas since World War 11.

The unit comprised of:

- a. HQ 5 Coy RAASC;
- b. Det 30 Tml Sqn RAE;
- c. 2 Tpt Sqn;
- d. 35 Tpt Pl;
- e. Det 86 Tpt Pl;
- f. 25 Sup Pl;
- g. Det 8 Pet Pl; and
- h. Det 1 Div S and T Wksp RAEME.

The unit had a posted strength of 350, all ranks, and was commanded by MAJ N.W.J. McVilly.

In May 1967 and October 1967, the Transport Platoons were re-equipped with the then, new, 5 ton dump and cargo vehicles. These new trucks made the task of re-supply quicker and more reliable.

To cope with the increasing demands of 1 ATF, the Coy ran packets of 6-10 vehicles, some packets doing three turn arounds per day to re-supply forward elements. Each truck

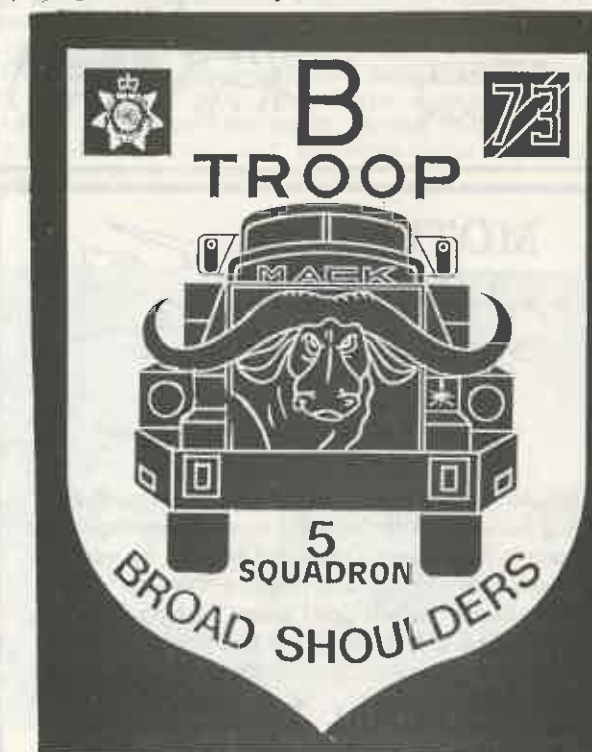


A packet preparing to move out

carried a "shotgun guard" and every packet was accompanied by a Landrover with an M60 machine gun mounted in the tray. Each "gunjeep" was in constant communications with HQ 5 Coy and 1 ATF on the Task Force Admin Net.

From July 1967 to February 1968, the unit participated in and supported 1 ATF on every taskforce operation. During these 10 months the company supported Operation "Paddington", where a total of 240 tons of ammunition was carried forward to the Fire Support Base. On two occasions, a transport platoon was deployed into the forward operational area; it dug in and defended its own perimeter. They were not infiltrated on any occasion, whilst other units in the same area were.

The Company supported operation "Ainsley" in September 1967 by moving 900 Vietnamese families, Operation "Kenmore" October 1967, involving air despatch crews, Operation "Forest" November 1967 - January 1968, the company moving a Field Battery five times into and out of Fire Support Bases and Operation "Coburg", January 1968 - February 1968 initially deploying the Task Force by road.



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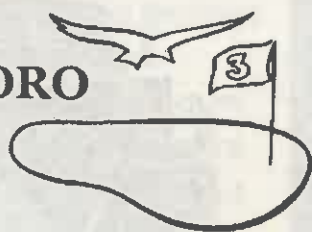
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The Vietnam Legacy

In support of 1 ATF, 5 Coy recorded 2,000,000 operational miles by September 1969 and 4,000,000 miles by September 1971. At its peak, the Coy sustained no casualties and this record was reflected in the unit motto "SAIF" (Stay Alive In Five). The unit emblem, a turtle, was drawn from the fable "The Tortoise and the Hare" and represented the unit's ability to get the job done with a minimum of fuss and in a sure and steady manner. There is also a second origin to the turtle, where Vietnamese people gave 5 Coy a turtle as a symbol of good luck.



September 1969

To mark 2,000,000 miles of operational driving in South Vietnam, 5 Transport Company, RAASC, (recently) held a day of celebration at the 1st Australian Logistic Support Group base at Vung Tau. Part of the day's activities was the presentation of a trophy, made from a steering wheel, to mark the occasion. Colonel K. S. McKenzie of Newmarket, Queensland, Deputy Commander of the 1st Australian Task Force (right) presented the trophy to Corporal Mac McLean of Cootamundra, NSW (left) and Corporal Don Sowton of Greenacres, SA.



Admin Officer Conference Day

Post Vietnam

5 Coy was stationed at Enoggera in June 1973 when the Royal Australian Army Service Corps was disbanded and its name changed to the 5th Transport Company, the Royal Australian Corps of Transport. On the 1 June 1977, the unit was re-organised as 5th Transport Squadron as part of 1 Divisional Transport Regiment.

1973 to 1981

For the first time, a division between transport and supply functions existed. To finalise the new functional organisation 5 Coy took 52 Combat Supplies Platoon under command in July 1974. The relationship between the two units remains unchanged today.

During 1977 the Divisional Transport Regiment exercised in a divisional setting, for the first time since 1963, employing 1, 5 and 9 Squadrons on Ex "Brahman Drive".

Since 1977, 5 Tpt Sqn activities have developed a pattern of direct support to 6 Brigade, as practiced on the annual Ex "Diamond Dollar".



1982 to 1984

This saw the introduction of the Regiment's first Mack trucks and the evolution of the Mack MRT (Medium Range Tanker). After evaluations on Ex "Diamond Dollar" and Operation "Anight", production began in November 1983.

In June 1983, the Mercedes Benz Unimog started to replace the last of the Squadron's International Harvester F1's. The Unimogs were a welcome addition, and proved reliable and far more comfortable for troop lifting tasks.

While all these occurrences were taking place, 5 Tpt Sqn was still committed to a variety of tasks, events and exercises. These included Commonwealth Games Foundation, Ex "Wet One", "Rum Runner" and "Diamond Dollar", all testing the characteristics of 24 hour operations.



The handing over of the first Unimog.

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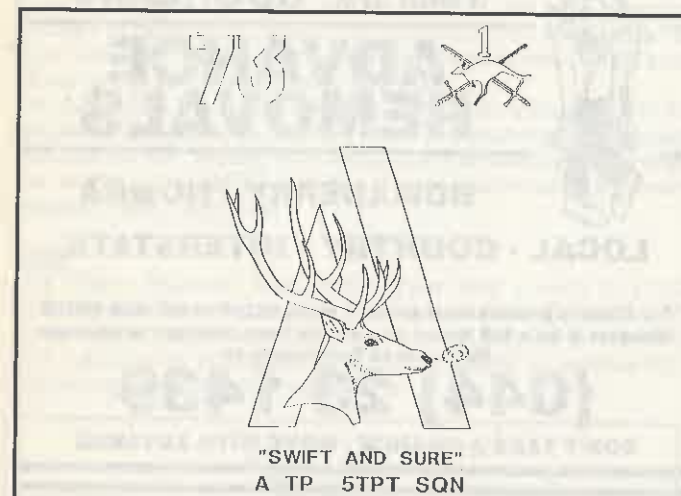
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Par Onerl 1991-92

December 1983, the Sqn became the first unit to parade the banner of HRH Princess Alice outside of the Army School of Transport.



In March 1984, the Sqn deployed on its annual exercise at SWBTA for Ex "Rum Runner". The Ex involved Tp and Sqn level training and an IMT phase, including the well established tradition of rain. The remainder of the year consisted of heavy tasking, troop training and LCH familiarisation.

August 1984, adventure training was welcomed. Forty one soldiers departed on Ex "Northern Trek" with the aim to drive to Cape York with Macks, Unimogs and Landcruisers. Many of the roads were only bush tracks and covered in sand and mud drifts. The weight of the vehicles proved too much for one bridge which the soldiers had to rebuild.

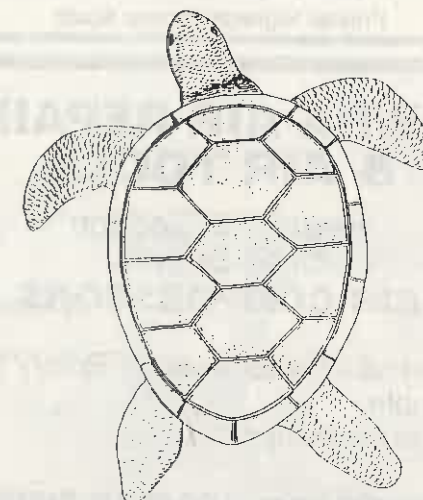


Troops hard at work rebuilding the bridge

Par Onerl 1991-92



Unimog fording one of the many rivers



5th Transport Squadron emblem "The Turtle"



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MAJ A.D. Overell (Incoming OC), WO2 A. Murdoch and MAJ Tanzer (Outgoing SSM and OC)

1991 and Beyond

1991 has proven to be very busy, with support to a number of 6 Brigade units and Logistic Command.

During the first months of the year, females were posted to Div Tpt Sqns for the first time. 5 Tpt Sqn currently has one Officer and 18 ORs employed in numerous trades throughout the unit. The integration has proven successful and the operation of the Sqn has remained high in the tradition of the past.

Par Onerl 1991-92

NCO and Officer training at Greenbank in February proved to be an essential base to begin and the unit prepared to deploy on Exercise "Bullock Wagon" which is the 1 Div Tpt annual training exercise. In 1991 "Bullock Wagon", was held at Chinchilla in far Western Queensland.

Prior to deploying a family day was held at the unit, which replaced the 6 Bde Open Day (cancelled due to a security threat). The day enabled the families and friends of members of the Sqn to look at and operate various pieces of equipment.



A Mack and M 113 APC at the Sqn Open Day.

Exercise "Bullock Wagon" replaced "Rum Runner". 5 Tpt Sqn was unable to deploy to SWBTA as cyclonic rain made it impossible to drive vehicle off road in SWBTA. The exercise involved Tp, Sqn, and Div Tpt training. 2 Tpt Sqn, 1 Tpt Sqn and Div Tpt HQ participated in the exercise which was held at Barakula State Forest near Chinchilla and will be remembered by all for the metres of dust, often losing trucks and making it virtually impossible to ride the motorbikes. Vehicle maintenance proved to be the winning element and the drivers and RAEME element worked day and night to maintain vehicle availability.

At the completion of the field phase, elements of 1, 2, and 5 Tpt Sqns moved to Bogan Gate and 5 Tpt Sqn moved 500 tonnes of ammunition to Marrangaroo, Myambat and Wallangara and saved the Army \$120,000.

Packets of five to ten trucks, medium and heavy moved the ammunition with a well practiced sequence of escort party clearing the numerous railway lines enroute! Most importantly, the entire operation was in accordance with Commonwealth Regulations and all at 60kph.

The clearance was co-ordinated by HQ 1 Div Tpt, and enabled Bogan Gate Supply Company to rationalise ammunition prior to closing in June 1991.

Upon return to Enoggera the Sqn prepared for IMT training. The preparations included ANZAC DAY which involved all 1 Div units marching through the streets of Brisbane.



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LTCOL Kelly inspecting troops

Earlier on that morning a memorable ANZAC service was held at the Squadron, attended by HQ 6 Bde, 6 Fd Sup Coy, 52 Cbt Sup Pl, 33 Fd Dental and many past members.

The 30 May 1991 certainly was the highlight of the year. With the Squadron celebrating its 25th Birthday and with a creative and successful mounted parade behind us moral was high.

Pictured above is the Sqn on its birthday. Here it needs to be pointed out that numerous Macks were on task with 2/14 QMI and even more Unimogs and drivers were supporting the SASR and the Bde Response Force, therefore unable to participate in the parade. The parade was both foot and vehicle mounted and once again the unit paraded HRH Princess Alice's Banner carried by LT M. Newton.

The next significant training activity was the annual IMT training. These preparations were intensive and provided an excellent base to develop a patrolling exercise at Mt Mee. After three weeks of infantry training, the Sqn had refined numerous skills. We must mention the efforts of the elusive enemy, that refused to die, patrolled along roads at night without shoes and continually kept both troops on their toes 24 hours a day! Special mention though to the OC, who enjoyed his coy attack on the enemy, of course positioned on the highest hill in the AO, so much so, that we were well convinced he was an infantry man in his previous life.

On 7 June 1991 the Land Commander MAJGEN Blake visited 5 Tpt Sqn. During his visit he inspected retread and radial tyres, and was concerned about their wear life. He talked to members of the restricted drivers course, 52 Combat

Supplies Platoon and Sqn Workshops. The Land Commander was impressed with CFN Lein's painting of the Workshop "Phantom." Three drivers' courses were conducted within the space of seven weeks (Mack Conversion, 109 restricted and unrestricted) leaving time for the remainder of the Sqn to conduct unit training and maintenance (including refurbishing the bitumen yard by Aust. Construction Services.)

The remainder of the year holds many activities. To further our



MAJGEN Blake, MAJ Overell, BRIG Earle and CPL Lawson inspecting tyres.



training the Sqn will support 3/4 Cav Regt on Ex "Scorpion Sting" at SWBTA with B Tp inserting and extracting the APC and A Tp, trooplifting and supporting 3/4 Cav Regt whilst deployed. This exercise will see the Sqn away for five weeks over August.

6 Bde Exercise "Diamond Dollar" will be the final occasion that



LCPL Lein, (MAJ GEN) Blake, WO2 New standing in front of 5 Tpt Sqn Wksp emblem. "The Phantom"

Bde will deploy and operate within its role. The exercise over October will prove to be intensive, highly mobile and demanding activity where the unit will provide dedicated second line support to a deployed Brigade of over 4,500 troops.

During 1992 the Ready Reserve will be introduced to 6 Bde. As a direct consequence of 5 Tpt Sqn will gradually convert to Ready Reserve. This change will dramatically effect the unit's tasks and by 1995 the Squadron will consist of approximately 30 ARA and 136 Ready Reserve members.

The Sqn has developed through many changes in 1991. 5 Tpt Sqn has continued in the professional stream, that it has for the past 25 years. All members of the Sqn are proud to be a "turtle" and will always continue to maintain their dedication and commitment to "Staying Alive In Five" or more aptly "Stay Alive Five".

Ed Note: The 1 DIV Military Skills Competition (Non Infantry) for 1991 has been won by 5 Tpt Sqn with her sister, 9 Tpt Sqn, coming second ahead of the remaining arms and services in 1 DIV.

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PUCKAPUNYAL LOGISTIC BATTALION SECOND BIRTHDAY PARADE

13 December 1990

By WO2 Barry Gracey

As 13 December drew closer, planning for the Second Birthday Parade of Puckapunyal Logistic Battalion went into overdrive.

All the myriad detail, from requesting the Banners of the Three Corps, RACT, RAAOC, and RAEME, down to the provision of cold drinks for the Band had been finalised. Rehearsals had been held, and all that was left was to conduct the parade.

CAPT Peter (Clancy) Daniels, RAAOC found, during the rehearsal, that he and the PLB Mascot, a white stallion, had developed a serious personality conflict, and deciding that discretion being the part of valour, opted to march on the Parade in preference to his normal position on the stallion's back.

The mascot was granted a No-Parade Chit.

13 December dawned to a cloudless sky, and the final preparations were made. All the parade participants were getting dressed, while SGT Graeme Maskell, RACT and his drivers jockeyed a wide range of vehicles onto the AST Parade Ground to form a backdrop to the Parade.

At 1000 hr, all was ready. The RSM of PLB, WO1 Garry Penhall, RAEME, marched out onto the Parade Ground and ordered PLB onto parade.

PLB marched onto parade from behind the backdrop of vehicles, formed up into two companies under the command of WO2 Phil King, RAEME, and WO2 Mark Wright, RAAOC. The 3rd Military District Band came onto the parade ground from between a gap in the backdrop of vehicles.

The PLB Mascot, true to his chit, did not appear even to spectate.

With the parade in position, the Banners were marched on under the control of the Banner Ensigns, LT Brenden Teusner, RACT, LT Ken Savory, RAAOC and LT Nick Stanton, RAEME.

The arrival of the Reviewing Officer, BRIG P. Davies AM, ADC, led to the inspection of the Parade by BRIG Davies, the Parade Host COL R.A. Kershaw, and the Parade Commander LT COL B.C. Whiting.

The Inspection was followed by an address to the Parade by BRIG Davies and the presentation of awards to members of PLB.

BRIG Davies presented GOC LOG COMD Commendations to SGT Jim Stephens, RACT, and CPL Stewart Thomas, RAAOC, for exemplary services in the period of the formation of PLB, and also promoted CPL Bill Pantling, RAAOC, to the rank of SGT.

MAJ Bill Coates, RAAOC, and SGT Graham Maynard, RAEME, were honoured with the presentation of the DFSM.

As with all good things, the Reviewing Officer departed, the Parade Host followed shortly after and the Banners were marched off to the Salute from the parade.

With the Parade officially over, the soldiers marched off, changed out of dress uniforms, and proved the versatility of the Australian Soldier by quickly moving into "relaxed" mode.

A barbeque luncheon for all members of PLB, guests and families, was soon underway, complete with the appropriate refreshments.

To ensure a reduced intake of liquid sustenance, an inter-company sporting event was conducted and the trophy was to be presented to the best volley ball team on the day. Local rules were applied to ensure that the maximum amount of participants were involved in the activity and the eventual winner was declared to be Maint Company.



The RACT RAAOC, and RAEME Banners are marched on to the Parade



The Reviewing Officer, BRIG.P.Davies AM, ADC, salutes the Banners.



SGT Jim Stephens is presented with a GOC, LOG COMD Commendation by BRIG P. Davies, AM, ADC.

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Over the weekend of 16/17 March 1991, 9th Transport Regiment graced the Puckapunyal area with an impressive vehicle display and Regimental Parade.

The Regiment now consisting of 8 Tpt Sqn (SA), 15 Tpt Sqn (VIC) and 26 Tpt Sqn (VIC/NSW) doesn't often get the opportunity to exercise or even gather socially, so the circumstances provided an unheralded opportunity to programme some important Regimental Training as well as social/sporting activities.

8 Tpt Sqn (ARES) based at Warradale and Port Lincoln SA, provided the catalyst for such an event as their planned Annual Field Training (AFT) was to be conducted in the Puckapunyal area. Concentrating the remainder of the Regiment was an opportunity not to be missed and plans for the weekend's activities slowly fell into place.

15 Tpt Sqn (ARES) based at Bendigo, Horsham and Stawell VIC, combined some essential driver and collective training to ensure their participation in the Regimental muster.

26 Tpt Sqn (ARA) based at Puckapunyal, Moorebank and Randwick, were easily convinced that their participation was mandatory and of course, RHQ tagged along to ensure their grand plans sprang to life.

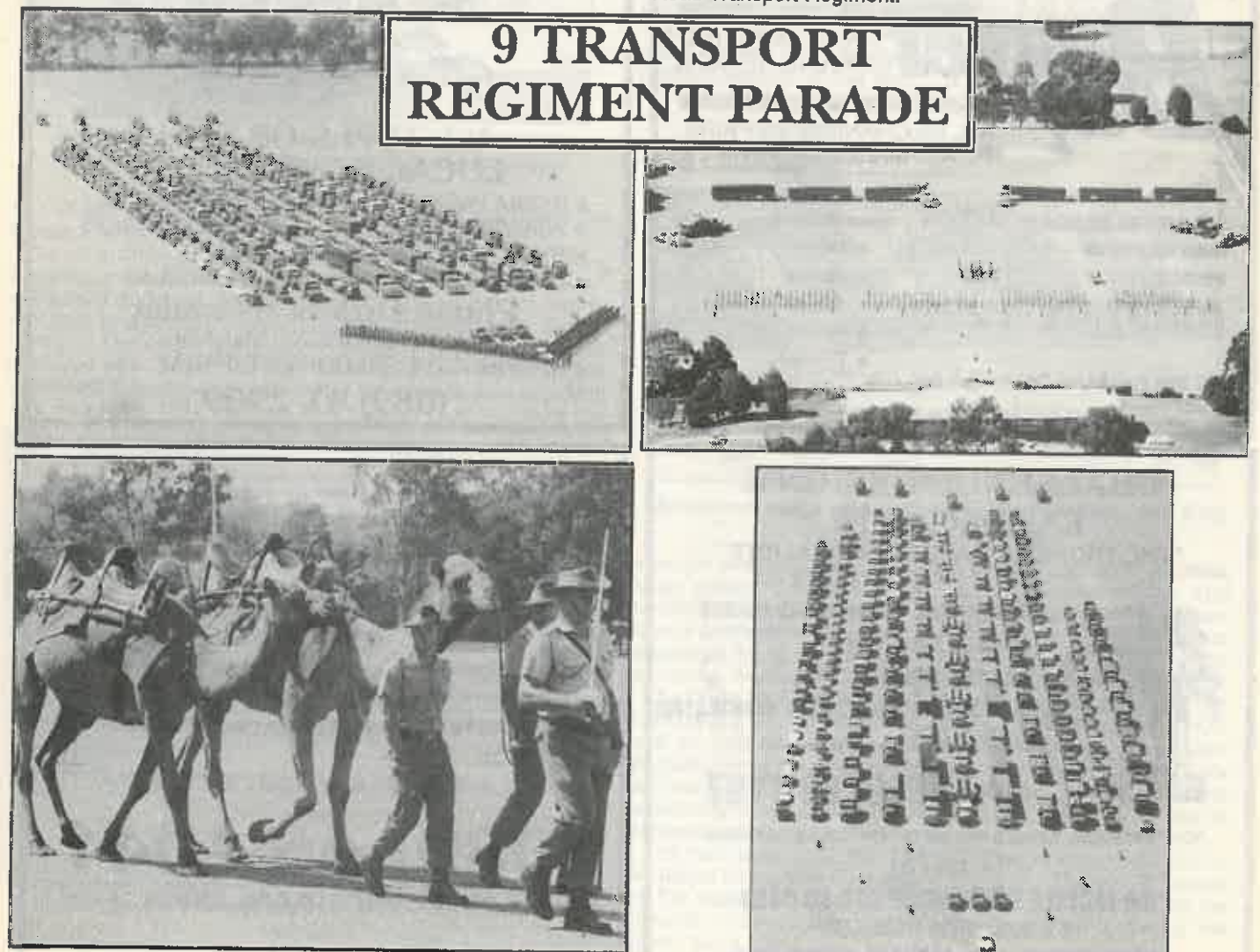
Saturday, 16 March 1991, witnessed some intricate preparation for the Regimental Vehicle display. An Army Squirrel Helicopter from ADF Helo School, along with a photographer from RAAF Base, Fairbairn, ensured some excellent photographs of the impressive display.

Sunday, 17 March 1991 at 1100 hours, the detonation of nine charges sounded the march on for the Regimental Parade. Four MBTs held ground on trailers from 158 Tpt Tp and a backdrop of two triple road trains provided an appropriate scene on the AST parade ground. The separate corps identities were well represented with the RACT Princess Alice Banner and RAEME Prince Philip Banner on parade. Reviewing Officer Colonel C.B. McAuley AM, MBE, ED, RL (Colonel Commandant 4 and 7 MD's) was delivered in a WW2 Willys Jeep (an American services vehicle on loan from the RACT Museum).

Colonel McAuley inspected the ranks and camels with assistance from the RACT Pipes and Drums. All drill movements throughout the parade were kept to a basic level in view of the limited rehearsal time. However, this in no way detracted from the parade standard as the visual aspects were enhanced by innovative drill movements and a number of special effects.

The afternoon's activities saw a step-down from the parade ground formalities as each squadron tested their mettle in a sports programme contesting the Wagoner's Way Cup. Following some excellent competitive efforts the cup was presented to 26 Tpt Sqn on temporary loan till next year's competition.

The weekend provided an important interface of ARES and ARA personnel and presented the opportunity for a range of activities to take place. This muster of all Regt assets allowed a rare opportunity to set up on the ground as the only Third Line Road Transport Regiment.





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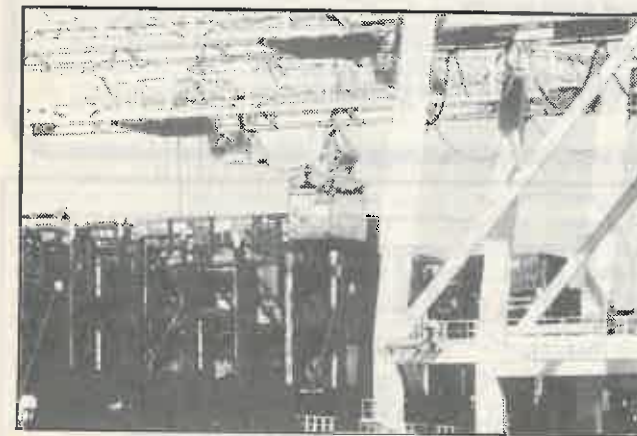
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OPERATION GRANBY IN THE GULF WITH 17 PORT AND MARITIME REGIMENT

By Sgt. Tony Irwin

When I arrived in the U.K. in April 1990, I fully expected to take part in all the day to day tasks which take place in Marchwood Military Port (MMP). After spending time away from Marchwood, on exercise, in such places as Cyprus, Gibraltar and Norway and loading the unloading the odd ship or three, I wondered where could I possibly go next? With the start of the gulf crisis and the build up to the Gulf War,



Port Jubyal Gantry Crane unloading 20ft containers from the enormous Ro-Ro vessel Atlantic Conveyor.

17 Port and Maritime Regt. RCT were to play a vital role in the logistic chain in Britain, Cyprus and the Gulf.

The operation of MMP during the Gulf War, involved a departure from normal methods. Normal passage of equipment and personnel involves an ordered call forward to the Port based on Force Movement Instructions and staff tables. The cargo is then loaded on the vessel to a locally produced stow plan. As the mounting of Op "GRANBY" got underway, it became obvious that a far more flexible approach was needed. The concept of an 'open port' involved the



A challenger MBT unloading onto the Ro-Ro berth at Port Jubyal

RACT PERSONNEL OVERSEAS

acceptance of cargo into the port with little or no notice. The cargo was then loaded on to the vessels as they became available to a set of priorities as laid down by higher formations.

With Britain's deployment of Tornados to the Gulf, so the logistic support that was to become such a significant aspect of the Gulf War, started. 17 Port and Mar Regt RCT were tasked to support the operation. On 28 August, port

operators from 52 Port Sqn RCT were detached to Cyprus. As the Tornados headed for the Gulf in increasing numbers so arose the necessity for ammunition to be shipped by sea. With Marchwood being fully manned it was possible to run a 24 hour operation to complete the task.

As the vessels carrying ammunition for the RAF approached Cyprus, 17 Port Regt was tasked to send a further detachment to discharge the ships. On 10 October, a troop of 37 departed for Cyprus, I was among their numbers.

Once the decision on the size of the port operating element to be deployed to the Gulf had been taken, its main body was hastily assembled. The main body deployed to the Gulf on 28 September 1990, on board RFA *Sir Tristram*. Loaded on the vessel was a selection of plant vehicles to supplement those expected to be found in Saudi Arabia.

The Advance Party of the OC, OPS OFFR and SSM, 52 Port Sqn, deployed to the Gulf on 10 October 1990, alongside the Cyprus reinforcements. After arriving in Saudi Arabia, the Advance Party moved down to the Port of Al Jubyal.

Having moved into Warehouse No 13 in the port, the first of many homes, the advance party commenced its liaison and reconnaissance of the port. It became apparent from the



All type's of cargo was shipped to Saudi Arabia - Sea King Helicopters at Port Jubyal

inbound vessels ETAs, that RFA *Sir Tristram* with the main body onboard would arrive as the second ship. The reconnaissance showed that the limited Host Nation Support labour available would make the main body too insufficient to discharge the force. To solve both problems, I and 12 of the port troop, working in Cyprus, were flown to reinforce Al Jubyal.

The RFAs *Sir Percivale*, *Bedivere* and *Galahad* deployed from Marchwood to the Gulf with a ship's detachment of one SNCO and six port operators on each of the vessels. The ships' detachments were to remain onboard after the vessels discharged to assist the RFA. The work load of Al Jubyal eventually necessitated the move of the ship's detachments ashore to reinforce the Port Squadron.

The main body of 52 Port Sqn RCT was to work in the Port of Al Jubyal throughout their time in the Gulf. The port is located on the eastern coast of Saudi Arabia and is 110 km SE of the Kuwaiti border. This made it ideally situated to deploy the British force.

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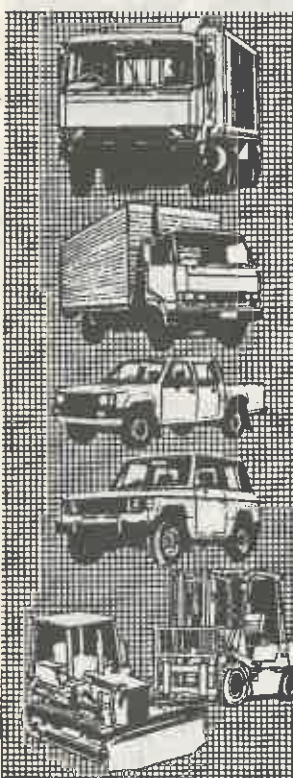
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RACT PERSONNEL OVERSEAS



A Challenger recovery vehicle unload's at Port Jubyal

The port of Al Jubyal, as well as being the port of entry for ourselves, was also being used by the USMC, as their main port of entry. The USMC was the agency which controlled the use of the port and to do so had their first and second Force Service Support Groups (FSSG) located within it. The co-operation and help given to us by the USMC was outstanding. Much of the reason for the way in which the USMC treated us can be put down to the great respect they had for the Regt's men to achieve fast and safe discharges. The United States Army had their 10th Transportation Bn (Terminal) located in the port. Throughout our time in Al Jubyal, this unit gave us all the assistance we asked for. To help foster a good working relationship, we worked alongside each other on a number of vessel discharges.

Through the period of Op" GRANBY", the Squadron discharged a wide variety of Ro-Ro and general cargo ships. The cargos of the vessels included everything required to operate a Brigade from tanks to picket posts. A summary of the cargos handled is shown later. Some of the equipment that had to be lifted off the vessels had not previously been trial lifted. Examples of these are DROPS vehicles and their various racks, heavy wheeled recovery vehicles and certain variants of Warrior were still at the trial stage. This led to the Squadrons SNCO's training being tested and some rather untried lifting rigs being adopted. During the height of the inload, the ships' gangs worked an 8 hour on-8 hour off shift system for weeks on end. The port operators endurance and

fitness was tested to the limit during these busy periods. As a final environmental factor, to place strain on those discharging vessels, many of the Ro-Ro ships had inadequate extractor fans and the build up of vehicle fumes made eyes stream and breathing painful.



British and U.S. Vessel's waiting to unload at Port Jubyal

The Squadron took on something of a nomadic style with regard to its accommodation. In date order, we were to move from warehouse to warehouse within the port, then across the infamous tented 'Baldrick Lines'. After our camping experience we moved to Pearl Beach, which can only be described as the Arabian version of Hamilton Island!

The port seemed to have a magnetic quality for the press and VIP visitors. The Squadron must have seen every British television company and newspaper on the jetties and VIP's varying from Brigadiers to future Kings of England. Explaining to the press that the way a ship was loaded dictates the order vehicles are discharged, seemed to disappoint them. They had been expecting to obtain footage of streams of tanks being discharged one after another. Maybe we should consider this when mounting an operation! As the inload of the 7 Armd Bde began to near completion, the announcement of Op" GRANBY 1.5" started to once again increase the shipping heading to Al Jubyal. Phase 1 had commenced with the first ship unloaded on 18 October 1990.



Unloading vehicles using the Gantry Crane



A British LSL entering Jubyal Harbour

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RACIAL PERSONNEL OVERSEAS

Phase 1.5 was completed by 16 February 1991. As the completion of the shipping for Op GRANBY 1.5 came to an end and shipping changed to resupply, it became possible to return some men to Marchwood.

Shown below is a breakdown of the cargo discharged by 52 Port Sqn RCT from the 120 ships it handled:

A Vehicles	2589
B Vehicles	7727
C Vehicles	645
Trailers	3460
ISO Containers	4654
Ammunition	46272.84 tonnes

With 52 Port Sqn RCT (Main) deployed at Al Jubayl, 17 Port and Mar Regt RCT were still tasked to operate Marchwood. With the Regiment's commitments in the Gulf and elsewhere, there was minimal manpower left at Marchwood. 52 Port Sqn RCT (Rear) the nucleus of the Regiment's remaining Port Operations number 32.

The part played by the members of the Regiment at Marchwood was significant. Taking into consideration the fact that the port was still operating in support of other theatres such as Belize, Gibraltar, Cyprus, Germany and Northern Ireland, the task was seemingly unending. Details of the exports through the port were:

Ships Loaded	39
Tonnage exported	56,000 tonnes
Containers	2500

There can be no doubt that without the specialist skills, training and equipment of 17 Port Regt RCT as part of the logistic chain, the deployment of Op GRANBY would have been severely handicapped. Op GRANBY was to test the port operator on the ground and they never failed to meet the challenge.

I arrived back in Marchwood on 18 February 1991, after 132 days, with a great deal of satisfaction at the achievements of the regiment. Op "GRANBY" Phase 2 is still in progress, as most of the British equipment is now returning through Marchwood and it's as busy as ever.

At the time of writing I have just arrived back from 2 weeks in Belize (Central America) unloading the annual resupply ship and am now looking forward to my last 12 months in the UK, instructing at Port Division (Army School of Transport) also located within Marchwood.



Unloading container's using 52 Port Sqn's Langer Boss Fork Lift.

OPERATION HABITAT



Iraq was the last place 32 year old Private John Cheung thought he would be sent when he joined the Australian Army. John, from Waverley, Sydney, enjoyed the experience of being part of the Australian Army's Kurdish relief effort in the GIL-PI region of Northern Iraq. The 75-member team helped provide medical and other health assistance to the Kurds, as part of the multi-national relief effort. Pte Cheung is normally based in Randwick, Sydney, with Headquarters 9th Transport Regiment.

The contingent returned to Australia on June 30th.



The potential danger for Australian Army medical teams moving around the GIL-PI region of Northern Iraq, providing assistance for Kurdish refugees was tempered by the friendliness of the welcome given by local villagers. The Diggers in their slouch hats, became a familiar and welcome sight for villagers in the area in which the Australians operated, providing medical and dental care, fresh water and other health services, as part of a seven-nation relief effort.

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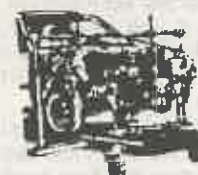
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RACT PERSONNEL OVERSEAS

ARMY ANARE DET - THE 1990/1991 ANTARCTIC

RESUPPLY SEASON

By Capt J. P. Parsons

"Human nature is worst when conditions are best and best when conditions are worst"

From 21 November 1990 to 22 March 1991, the Army Detachment from the 10th Terminal Regiment RACT supported the 44th Australian National Antarctic Research Expedition in its resupply of all Australian Antarctic bases and island stations.

The Army has been providing logistic support for the Antarctic Division since 1947 and in maintenance of its outstanding reputation within the Antarctic Division, the Army ANARE Detachment successfully completed another extensive operation on the Antarctic continent and Sub Antarctic islands.

The Detachment comprised of thirteen operational members working six Army LARC 5 and three Hamilton jet barges owned by the Antarctic Division. The season comprised of four voyages incorporating a short summer of seven weeks at Macquarie Island and a long summer of three months at Casey Station on the continent; which, for such a small Detachment, proved not only to be busy, but extremely rewarding. The Detachment, in the course of the season, achieved much more than completing the resupply with record tonnages moved, miles sailed and tasks achieved, above and beyond the expectations of both Army and the Antarctic Division.

The season started in typical fashion with the resupply of Macquarie Island, using four LARC 5 and eight personnel. The island greeted all expeditioners in true form with incessant rain, steady wind at 30 knots and a good two meter swell, but turning on a pleasant outside temperature of six degrees.

This voyage was the major resupply for Macquarie Island and to take ashore prefabricated concrete which was used to build the bunding around the island's seven fuel tanks. An attempt at resupplying the six outstations with ship support was also attempted. From 24 November to 29 November, the LARC's worked an average day from first load at 0630 hr to 2000 hr. Over the operation, 436 tonnes was taken ashore and 66.5 tonnes taken out; this being the most cargo ever moved at Macquarie Island in a single voyage. Indicative of the efficiency of the operation is the fact that the record of 27 cargo runs undertaken by LARC's in one day at Macquarie Island was shattered when on 27 November, 64 runs were completed.

Upon completion of the operation the ship, M.V. Icebird sailed back to Hobart leaving four members on the Island with three LARC to complete a short summer. Whilst on the Island, the sub-element worked in support of the Antarctic Division, the station and National Parks Wildlife and Heritage completing a number of extensive tasks.

Firstly the major priority of this small element was to resupply the island's six outstations which are positioned around the island. This proved to be somewhat daunting, although the island is only 34 km long and 5 km wide, its exposed coastline is one of the most dangerous in the world with the majority being uncharted since Mawson, in the early 1900's. Not only its hostility, but the relentless poor conditions created an extremely hazardous working environment. Spending twelve to eighteen hours on a cold, wet and noisy craft, day in, day out, takes heavy toll on man and machine, particularly when no rescue or escort vessel is within four days reach.

In addition to this task, the crews were responsible for hydrographically surveying all beach entry and exit points, obtaining photographic records of the coast line for inclusion in Australian Pilot publications, transporting timber and equipment around the Island to assist in the preservation of historical sites and installing beach leads at the most dangerous approaches to the station and field huts.

All this was completed from 29 November 1990 to 2 January 1991, along with the first ever unescorted circumnavigation of the island by LARC.

During this period, a second voyage was in progress to Casey Station, Commonwealth Bay and back to Macquarie Island.

This voyage incorporated the major resupply of Casey using three LARC and two jet barges. In comparison to the island operations, mainland ops have different hazardous aspects. The continual threat of blizzards and fast setting pack ice are a very real threat to any operation on mainland Antarctica. It is not uncommon for a day to be clear-skied with seas calm and clear, to change in a period of five to ten minutes, to a full scale blizzard with winds up to 100 knots and for the harbour to fill with thick ice 10-20 cm.

On 22 December 1990, the M.V. Icebird departed leaving four of our detachment and three LARC's for a long summer at the Station.

The summering Larcies at Casey were responsible for assisting the engineers in the clean up of Wilkes Station and were to be a standby Search and Rescue for the Naval hydrography team conducting a survey of Casey harbour and surrounding waters.

Now the ship and remaining passengers sailed for the famed Commonwealth Bay, where Sir Douglas Mawson's hut still stands today. The Government of Australia has a commitment to maintain occupation or visitation of all parts within its claimed sovereignty and this call was to satisfy that part and for members of the Historical Society to conduct detailed inspection of Mawson's Hut.

Unfortunately, after spending four days attempting to enter the bay, the weather did not allow for either water or helicopter operations. The attempt was cancelled and the ship sailed for Macquarie Island.

On 2 January 1991, the isolated Mac Islanders greeted the ship with a mail pick-up run at 2300 hr that night.

For many on the ship, to see the island for the first time was a great experience, but for those on the island to see the ship - after some two months, was greater, especially as the three LARC's sailed into the light of the ship, displaying glistening sharks teeth proudly painted by unknown expeditioners.

After a short break in Hobart, the ship sailed on 12 January for a marathon 44 day voyage to Davis, Heard Island, Law Base and Mawson Station. Once again, the detachment, affectionately known as "Larcies" by fellow expeditioners, settled in to shipboard life.

This voyage was not only the longest of the season, but turned out to be one of the most eventful of the season. The ship arrived at Davis on 24 January, conducting the major resupply in only two days, working an average day of eighteen hours. This passed quickly and the ship sailed on to Heard Island and into some of the worst weather in the world.

The M.V. Icebird arrived in Atlas Cove, three days later and the Detachment prepared to take a party ashore and begin refuse collection for returning to Australia. This island with its glaciers and Australia's only active volcano, creates an atmosphere of sheer majesty, but as we were to find out, it's royal grace is not kind.

On the second day, the weather began to deteriorate rapidly. By that afternoon, the ship was dragging anchor, no mean feat for a ship 120m long and weighing 128,000 tonnes. Due to the worsening weather, the anchorage was abandoned, leaving six detachment members ashore. The ship moved to a holding station 12km off the island, where it battled winds steady at force 12 (up to 200 km/h) and phenomenal seas, where the average wave height was 18-20m. This was the most terrifying experience the expeditioners had been through, even the ships officers had not seen such violent seas in their merchant career. The largest wave of 25m broke and struck the ship, lifting the stern and prop out of the water, causing a total engine and power shutdown, jeopardising the stability of the vessel. Although harrowing, the weather abated and damage was tallied. At the end of the count, two containers, 25 fuel drums, eight gas cylinders and an engine module, were lost over the side, five onboard containers were smashed, due to movement of these loose objects and several stitches administered to injured personnel.

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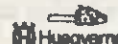


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RACT PERSONNEL OVERSEAS

Picking up the shore party after 36 hours on the island, we returned to Davis, completing the cargo loading, from here it was on to Law Base and Mawson.

Law Base is situated five hours sailing from Davis and is a small summer base for geological studies. The Detachment conducted helicopter operations at Law and the Russian winter base Progress 2. Seeing how the other half lives, was quite an eye opener for all. The Russians were surprised to see us arrive by helicopter and all came out to greet the visiting Australians. After a small exchange of 'souvenirs', this small task was complete and the ship sailed for Mawson.

Mawson Station is the windiest occupied place in the world, where 30-40 knot winds blow continually over the Antarctic plateau. These Katabatic winds reduced our average working temperature to between minus 10 and minus 30 degrees celcius. Conducting the resupply in these conditions poses numerous operational hazards for the Detachment. Working outside on the water, for up to eighteen hours a day in these conditions, for a period of five days, takes a large toll on man and machine. In these temperatures, sea spray freezes before it hits and if a member was to fall in, death comes in no more than three minutes.

The major task at Mawson was a fly-off of 900 fuel drums. The drums are loaded onto the Division's unifloat, similar to the Army's NLE and flown off by helicopter three at a time. Even with three helo's in the circuit, this task took three men two days solid to complete; back breaking work in the best of conditions. The Mawson operation was completed on 14 February 1991 and all members, crew and expeditioners, gladly sailed home.

The final voyage of the season departed Hobart on 28 February for Casey and Macquarie Island. This voyage was primarily to collect all the remaining summer expeditions and to backload the cargo that had to be returned for disposal. This was a particularly large operation at Casey, for all the hazardous cargo the engineers removed from Wilkes Station, amounted to some 500 tonnes. Once all was collected from both stations and farewells said, the expeditioners at all stations, were left to battle the winter. The next ship they will see is in November 1991.

All in all, this season was another great success for the Army ANARE Detachment. With a total of 4500 tonnes moved and 4069 nautical miles sailed by LARC, some in record time, facilitating the Division achieving all of their major objectives. All members experienced an environment and working conditions that bare no parallel. With the final closure of the 90/91 Detachment in April and selection for the next season in progress, the history of one of the Army's longest fully operational units continues to be made. Without the support of the RACT and RAEME officers and soldiers, this arduous task can not continue.

In these tight times, with force restructure, the future of the Army ANARE Detachment is unknown, but over the last 45 years, we have served with distinction and this fact, no matter what the outcome, shall not be forgotten.

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THE RATS REMEMBER - 50 YEARS ON

by Sgt. A.T.J. Smith, Army School of Transport

The 50th Anniversary of the Siege of Tobruk was commemorated at Tobruk Barracks, Puckapunyal on 7 April 1991.

During a siege, which lasted 242 days, allied forces which included men of the AIF's 9th and 7th Divisions, persistently repelled attacks by the axis forces.

Approximately 350 Rats turned out at Tobruk Barracks to watch a parade manned by soldiers from the Army School of Transport, the Army School of Catering and 26 Transport Squadron. The music for the parade was provided by the 3rd Military District Band and the Rats of Tobruk Association Pipes and Drums. A detachment of two guns was provided by 2/10 Mdm Regt RAA (Formerly 2/15 Fd Regt and 10 Mdm Regt) to assist two Bren gun carriers, manned by personnel in period uniforms, to hold ground.

The parade consisted of a 'United Drumhead Church Service' combined with a ceremonial parade during which, Her Royal Highness, Princess Alice's Banner, took pride of place.

The Reviewing officer for the parade was MAJGEN J. C. Hartley, AM, GOC Training Command and was hosted by the



One of the manned bren gun carriers used to hold ground during the Parade

Representative Colonel Commandant RACT, COL K. L. Duncan RL and Colonel Commandant AACC, COL J. Garfit-Mottram.

The Parade Commander was CO, Army School of Transport, LTCOL J. B. Wilkinson and Parade RSM, WO1 M. C. Burke, OAM. Mr. R. Bollard, President of the Rats of Tobruk Association, Victorian Branch, was driven onto the parade in a vintage Willy's Staff Car, escorted by a 1942 Harley Davidson, an event which brought light hearted laughter to the crowd of spectators.

On completion of the parade, the Rats, families and soldiers on parade, retired to the ORs Mess for a luncheon and a few drinks, followed by a cake cutting ceremony. Whilst there, the younger soldiers took the opportunity to hear first hand, some of the experiences, good and bad, of the surviving Rats of Tobruk.

On completion of the luncheon, the afternoon continued with a Beating of the Retreat ceremony, followed by laying of wreaths at the Memorial Fig Tree outside the RACT Sgts. Mess. The Rats and guests finally retired to the Sgts Mess for a few final drinks and a quiet chat about old times, with new friends. The soldiers who took part in the parade, could have received no greater compliment for their efforts this day, than the smiles, the laughter and the tears, that it brought to the faces of the Rats of Tobruk. At the end of the day, old soldiers left Puckapunyal remembering those who never made it, the mates they lost long, long ago.

The Siege of Tobruk
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**PUCKAPUNYAL LOGISTIC BATTALION
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PUCKAPUNYAL LOGISTIC
BATTALION**

By Lieutenant Colonel W. R. Jackson, RACT

Introduction

As the first RACT Officer (and hopefully, not the last) to command a Logistic Battalion, it is timely that I put pen to paper and revealed to the Corps what logistic battalions are all about. To lead you in gently, I will explain a little of the background and rationale and, having set the scene, I will describe the role, tasks and organisation of my battalion. Then I will address the real issue of this article and that is 'the employment opportunities for RACT personnel'.

Background

In the early 1980's, the then Chief of Logistics, Major General D. C. J. Deighton AO, MBE (also an RACT Officer) sponsored the concept of composite logistic units. The concept sought to achieve both economies and efficiencies through the integration of existing fourth line RACT, RAAOC, and RAEME units.

Early milestones in the evolution of this concept, were the Logistic Complex Study Report of August 1985, which recommended the implementation of the concept, the endorsement of CGSAC in November 1988 and the consequent direction by the Chief of Logistics to the General Officer Commanding Logistic Command, who by then was General Deighton, to commence implementation. It is interesting to note that it was a senior RACT Officer who conceived the idea and who was, in a subsequent appointment, principally responsible for its implementation.

On 2 December 1988, the instruction to raise Puckapunyal Logistic Battalion was issued and on 13 December 1988, the

Battalion was raised by the amalgamation of 331 Supply Company, Puckapunyal Movements and Transport Unit and Puckapunyal Workshops Company. Since amalgamation, all elements less the Ammunition Platoon, have been co-located into a battalion area within the Puckapunyal Military Area. Work now continues on the integration of those co-located functions and the implementation of Defence Regional Support Review findings.

Role and Directed Tasks

As part of a national logistic infrastructure, the role of Puckapunyal Logistic Battalion is to provide regional logistic support as directed by the General Officer Commanding Logistic Command. The directed tasks arising from the battalion role are:

- provide movement and road transport support within a designated area;
- provide regional supply support for Class 1 (Foodstuffs), Class 3 (POL) and Class 5 (Ammo),
- operate a Clothing Store,
- operate loan pools of allocated principle items;
- operate a Camp Earmark;
- provide EOD support as directed;
- provide regional equipment maintenance support;
- undertake equipment maintenance programmes;
- provide recovery support within the designated area of responsibility;
- conduct technical investigations, trials and projects and develop modifications;
- conduct Basic Ammo Tech (ECN 401-1) training vide MAE; and
- conduct apprentice training in accordance with Training Command requirements.

During operations, the following additional tasks would normally be allocated:

- provide operational movement support,
- operate a staging area and
- participate in L of C operations.

To achieve the above tasks, the resources of the battalion include a pool of approximately 600 vehicles, a \$6 million camp earmark stock, a \$20 million ammunition inventory, a \$2 million foodstuffs and POL holding and an annual budget of \$10 million for supplies and maintenance services. The customer base is 99 units located within central and southern Victoria plus all units transiting through the Puckapunyal area on exercise. Big business by any measure.

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Organisation

In outline, the battalion organisation includes:

- Battalion Headquarters, consisting of a command element, Operations Branch, Administration Branch and Development Branch.
- Vehicle Company consisting of a Maintenance Platoon, Warehousing Platoon and a Repair Parts Section.
- Communications and Engineering Company consisting of a Maintenance Platoon, Warehousing Platoon and a Distribution Centre.
- Ammunition Platoon.
- Transport Platoon.
- Foodstuffs/Clothing/POL Platoon.
- Movement Control Office.

Manning

The Battalion strength is 315, all ranks. This includes 112 military personnel (16 officers, 48 WO/SNCO and 148 Pte) and 103 civilians. The military include four Corps: RAAOC, RACT, RAEME and RAAPC and both male and female. Many of the civilian staff are members of trade unions and four are represented within the battalion.

The development of a corporate identity presents a real challenge, particularly when industrial relations and occupational health and safety issues are added to normal challenges of leadership.

RACT Employment Opportunities

Employment opportunities for RACT personnel are many. Although the former ASA Movements and Transport Units have lost their independent sub-unit status, their employment opportunities remain within the battalion structure. Further to those traditional employments, additional opportunities for regimental employment are now available, for example:

- Commanding Officer in the rank of Lieutenant Colonel.
- Operations Officer and Administrative Officer in the rank of Major.
- Adjutant and Company Commander in the rank of Captain.
- Platoon Commander in the rank of Lieutenant.
- Regimental Sergeant Major in the rank of Warrant Officer Class One.
- Company Sergeant Major and Training Officer in the rank of Warrant Officer Class Two.

The key Corps representatives within Puckapunyal Logistic Battalion and indication of their employment are:

- Major Peter Turner, Operations Officer. Peter is responsible for all logistic operations and plans and material management functions of the battalion. He has direct control of approximately 50 personnel and co-ordinates all logistic support to the customer.

- Captain John Putt, Company Commander. John is posted with effect December 1991 and he will be responsible for commanding the Communications and Engineering Company. He will command approximately 40 personnel and will be responsible for the issue, receipt, warehousing, maintenance and repair of all communications and general engineering equipments. He will also be responsible for the operation of the Distribution Centre.

- Lieutenant Jock Teusner, Transport Platoon Commander. Jock's command includes approximately 30 personnel and 80 vehicles. He is responsible for providing first line transport support to the battalion and fourth line support to customer units as well as recovery support to central Victoria.

- Warrant Officer Class Two Tony Smith, Training Officer. Tony is responsible for training management within the battalion. This includes the development and implementation of the battalion training programme. He co-ordinates individual training for both military and civilian members and collective training for military members.

- Warrant Officer Class Two Peter Oblak. Peter wears two hats at the moment; that of Supervisor Operational Movements and Company Sergeant Major for Operations Branch. In the operation movements role, Peter is responsible for the planning of all activity in support of local and transiting units.

Conclusion

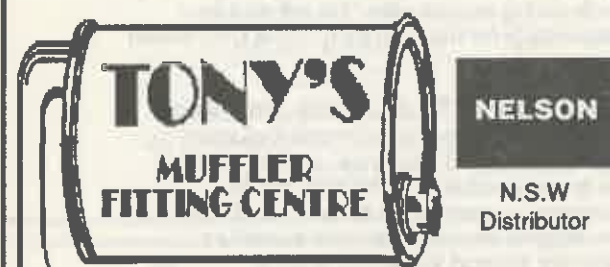
Being a logistic unit, as opposed to a Corps unit, logistic battalions provide a wide range of employment opportunities. These include both the traditional RAAOC, RACT and RAEME employments and a number of opportunities beyond those normally available to any of the Corps involved. For the RACT these include command, logistic operations and material management.

Hopefully RACT involvement in logistic battalions will now be better understood by the Corps and many more of you will be given the opportunity to enjoy the challenges presented. As integrated logistics was largely the initiative of a senior RACT Officer, then we the RACT must maintain that initiative. After all, are we not 'Equal to the Task'?

Puckapunyal Logistic Battalion



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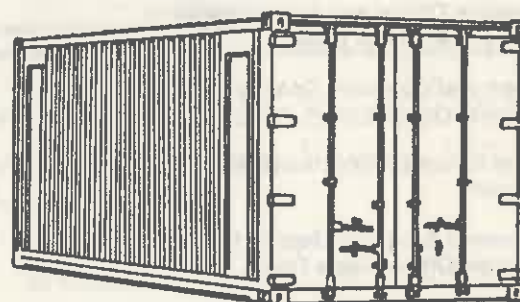
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HOW TO PREPARE YOURSELF FOR SUBJECT 1 (WARRANT OFFICE) COURSE

by SSgt. Heather McKinley

Have you been panelled to attend a Subject 1 (Warrant Officer) Course? If not, the inevitable will happen, so this may be of help to you.

Once you have recovered from the initial shock of seeing your name on the signal, it's now time to find every spare minute in a day or late at night, to study. If you are a night-owl, you are a third of the way there, but if you are an 8.30 a.m. person, start getting yourself prepared for 4 1/2 weeks of early mornings.

You should first approach your boss to ensure he gives you enough time off work to do your pre-course study in a quiet environment, preferably not at home with your spouse and children. I suggest you do it in a unit when your supervisors can assist you, as there will always be someone with the knowledge on some phase of the course.

Firstly the aim of the course is to train senior NCOs and Temporary WO2 in all Corps operational, training, administrative, ceremonial and disciplinary requirements, relative to the rank of Warrant Officer.

Like most soldiers your personal drill will need a lot of attention, especially funeral drill, including firing volleys, fix and unfix bayonets and the correct words of command. It is imperative that your personal drill is of a high standard prior to commencing the course, so this will enable you to carry out your procedure drill with confidence. This means practice, practice and more bloody practice. If you are of the female gender, weight training for your arms won't go astray. This will assist you with rifle drill and when the dreaded day arrives, to do the confidence course (that you will enjoy immensely.)

The next, and probably the most important aspect of the course, is Service Discipline Law. You must know the headings of each Chapter of both volumes. Then get familiar with what is contained in each chapter and the Army Supplement. This will consist of many hours of reading. The more you read the better you will understand.

On top of all this, you must read the Ceremonial Manual and the first two chapters of the JSP (AS) 102 - Service Writing, paying particular attention to the section on punctuation.

You are required to give an effective speaking presentation for 15 to 20 minutes on a subject which is not Corps or trade related. Try and pick a topic that others will find interesting. You should ensure you do some rehearsals with someone honestly assessing you. Ensure your OHP slides etc are of a high standard. The presentation is to be fully prepared prior to your arrival at LWC.

To study for the bush phase of the course read the Infantry Battalion pamphlet and become familiar with siting an echelon in defence.

Ensure your uniforms are of a high standard, as there are no immediate Q store facilities.

Certain aspects of the course may vary, so the best advice is to read and absorb as much as you can, prior to march in.

You need to be fully prepared physically and mentally, to survive this demanding, but not hard, course. The better prepared you are, the less stressed on the course you will be and the better the chance of succeeding without retests or failures.

In summary, it is up to you to get yourself well motivated and carry out sound preparation prior to going on course.

Editors Note: SSGT McKinley recently completed a Subject One (Warrant Officer) Course with distinction. She was the best female student and came eighth overall, in a course of 100 students. SSGT McKinley is currently the Chief Clerk of DMOVT-A.

Par Oneri 1991-92

RESIGNATIONS/RETIREMENTS

The following members have separated since December 1990 after 20 years plus service with the Corps and the Army. We wish them well in their future endeavours.

COL	W. L. Fowles
COL	R. P. Knox, AM
COL	P. W. White
LTCOL	R. J. Sande
LTCOL	R. H. Smith
MAJ	I. D. Abercrombie (Col Comdt 5MD)
MAJ	B. O'Sullivan
MAJ	D. R. Ryan
CAPT	K. J. Moss
CAPT	R. Mulhall
WO2	J. D. Auton
WO2	R. Blakely
WO2	R. Noakes
WO2	R. H. Rowe
WO2	C. F. Smith
WO2	L. A. Willis
SSGT	H. Spencer
SGT	W. B. Cooper
SGT	G. Cutter
SGT	M. Frost
SGT	R. M. Greer
SGT	W. J. Hayes
SGT	R. J. Meobus
SGT	G. Theckston
CPL	D. A. Fritz
CPL	T. Ingrames
CPL	P. Lafferty
CPL	D. Perger
PTE	F. Warner

TIED THE KNOT



Photo (left to right) Sgt Brian Gibbs, Pte Kim Donald, Cpl Gary Roberson, Miss Julie Bourke, Cpl Kim Hiscox, The Groom WO2 Tony Smith (RAE), The Bride WO2 Chris Cherry, Sgt Lee Tither, WO2 John Gardiner.

On 6 April 1991 WO2 Christina Cherry took the hand of WO2 Tony Smith in Holy Matrimony. The ceremony was held on the island at the Botanical Gardens in Wagga. The beautiful bride and the grinning groom then departed for the reception held at the 1st Recruit Training Battalion, Sgt's Mess. You could be excused if you thought the reception was a "Movers" conference. There were people from different location of Australia to wish Chris and Tony all the best for their married life. However the movers were there in force. We had Puckapunyal, Singleton and Wagga MCO's, 11MC GP and 1 Tpt Sqn were also represented. We wish Chris and Tony all the best for their married life together.

Par Oneri 1991-92

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CURRENT ARMY MATERIAL PROJECTS

OF INTEREST TO RACT MEMBERS

Prepared by LTCOL A. FitzGerald.

Corps members will be interested in a number of current Material Branch projects that demonstrate quite clearly that their interests and equipment needs are the focus of a considerable effort by the staff at Army Office. The following paragraphs contain details.

New Uniforms for Army Servicewomen (1991 Pattern) This project was approved by the Minister on 23rd October 1989. It involves the introduction of a range of uniforms for servicewomen that are, as near as practicable, identical to those of their male counterparts. As at August 1991, production of initial quantities of "off the rack" garments was nearing completion at Australian Defence Industries Military Clothing Division at Coberg. A contract for the manufacture of "made to measure" uniforms has been let to Fletcher Jones and Staff Pty Ltd. Servicewomen will be able to obtain uniforms from 16 Fletcher Jones stores around Australia and from their nominated agents in Townsville and Darwin. The new uniforms are being introduced as follows:-

- Summer uniforms are now being worn in 1, 5 and 7 MD's.
- Summer uniforms will be worn in the remainder of Australia from October/November 1991.
- Mess dress will be worn from October/November 1991
- Winter uniforms will be worn in all areas from April 1992

Disruptive Pattern Combat Uniform The Army-wide initial issue programme was completed, on schedule, at the end of 1990. As a result of user experience, suggestions and complaints, some changes have been, or will be, made to the uniform and some ongoing investigations will be conducted:

- The design has been changed to include the sloping of the breast pockets, a pencil compartment in the left sleeve, a hip pocket and "actions knees". The bush hat will be made in heavier (trousers) material, with ventilation holes and adjustment of the side rolls to provide a better fit. Stitching will also be strengthened.
- The dyeing and printing method previously used did not allow the fabric to "breathe" properly. This has been resolved by a new process, which has been in use since March 1991.
- Alternative fabric blends, weights and weaves and some further design changes are being evaluated with a view to providing a stronger, more comfortable and functional uniform.

Wet Weather Jackets (Japara) This item was introduced in August 1989 with a purchase of 34,240. A first maintenance buy of 6,800 jackets has since been issued and a further maintenance buy of 30,000 is well underway. Investigations of complaints that the jackets leak during heavy and prolonged rainfall, failed to identify any defective material and it was determined that the seams leaked. Evaluation of various seam sealing techniques by both troops and manufacturers has failed to identify one that is satisfactory. Evaluation of alternative materials, seam sealing techniques and designs is to be conducted via troop trials during the period August 1991 to April 1992. In the interim, the 30,000 jackets currently being produced are being made using a modified and improved design and a different fabric which enables them to be seam sealed.

Individual Combat Load Carrying Equipment (ICLCE) Issues of ICLCE began in December 1989 and so far the ODF, 3RAR, SASR, RSFU's, 2 Cav Regt, B Sqn 3/4 Cav Regt

and 6 Bde have been issued. It is anticipated that the remainder of the field Army will be equipped by mid 1992.

Boots. On 11 June 1990, Army Capability Proposal 56.7 was approved. It is the requirement document for the Combat Boot, which will replace the 1960's designed GP boot. As an interim measure, arrangements have been made to issue two different boots:

- Black GP boots will still be issued for use as a ceremonial, parade and general duty boot. When resources become available, it will be replaced by a purpose designed boot.
- Boots, khaki, field are currently being issued against the block scale for combat and field clothing. They are a slightly improved GP boot in khaki colour to blend better with the DPCU.

Sleeping System. A new pattern sleeping bag and compression sack has been developed to replace the existing cold-weather sleeping bag. It is based on a proven civilian design featuring tapered shape, box-foot, wider shoulder area and one-piece hood. The latest polyester filling has been used to improve warmth, but reduce bulk. The reinforced stuff sack has attached compression straps to reduce bulk for stowage. The new bag will be issued once current stocks are depleted. Other concepts being looked at include a bivvy bag, using breathable material such as 'Goretex', an inflatable sleeping mat and a lightweight quilted blanket for hotter climates. Insulation materials are also being studied in attempts to reduce bulk and weight, whilst maximising thermal value.

Medium Truck Project. Delivery of all standard vehicles is complete. 1895 Unimogs and 843 Mack trucks have been delivered. Forty three medium recovery vehicles will be procured in phase 4 of this project and they will be in service by late 1996. Approximately 540 Mack cargo trucks will be modified by fitting of air bag suspensions to the rear bogies between 1992 and 1994. As well, 28 Unimog cargo vehicles will be refitted with a different exhaust system to enable transport of "Unit Bulk Refueling Equipment".

Trailer Cargo Medium MC3. Designed primarily for the Unimog, 216 of these trailers were procured. They have a payload of 8 tonnes on highway running and 4 tonnes cross country. Haulmark Trailers Australia were awarded the contract in October 1988 and delivered the last trailer in March 1990, one year ahead of schedule.

Motorcycle Patrol. All of the Army's 367 motorcycles will be replaced by this project. The machine selected is the Yamaha XT 600E, with a larger fuel tank to increase range. The Assistant Chief of the General Staff Material - Army (ACMAT-A) recently took delivery of the first machines and delivery is expected to be complete by the end of October 1991.

Trucks Tractor and Semi Trailers. Eighty eight prime movers, four water and 69 cargo trailers have been delivered. Haulmark Trailers of Brisbane were awarded the contract for supply of the 42 plant/tank trailers and delivered the first to ACMAT-A at the Brisbane Truck Show in May 1991. Unit issues will occur between June 1991 and July 1992.

2.5 Tonne Rough Terrain Forklift Truck. The Pettibone Mulliken forklift that was first issued in the 1960's has been replaced by 22 machines supplied by Tutt Bryant Industries of Sydney. They are used principally by terminal units.

Shipping and Storage Containers - TRICON. Tender evaluation is currently underway for this project. It involves the manufacture of International Standard Organisation (ISO) compatible containers which will help the deployment of

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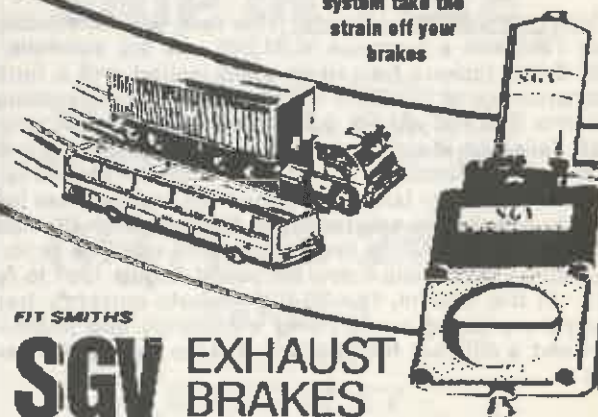
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equipment and supplies by both service and civilian transport. The containers are being procured for the ODF and three of them can be joined using interconnectors to make a standard ISO 1C (20 ft) container. The 903 TRICONS and 1606 interconnectors will be distributed throughout the ODF, Trg Comd and the ADF linehaul service. A trial was completed in March 1990, evaluation models are expected to be delivered in December 1991 and production should commence in February 1992.

BACK TO SCHOOL by Lieutenant Brereton

My unit, 15 Transport Squadron, had been tasked with supporting the 2/91 Regimental Officers' Basic Course, conducted at the Army School of Transport from 1-15 September, 1991. As there was obviously no need for my services, I had fond hopes of attending a nice, relaxing, low pressure Annual Exercise, perhaps with cadets, or on an ARES Drivers Course. This was not to be however, as I was summoned to the office of the OC, Major Chris Anstey and informed "Ah, Mr. Brereton, have I got a deal for you".

I sat with a fixed smile and listened with growing trepidation as the OC explained the details. I was being offered the chance to attend AST as a troop commander with an ARA Drivers Course for two weeks.

There was an uncomfortable silence, broken only by my voice acting totally divorced from my brain, saying: "Yes sir, I'll be glad to do it". Having volunteered myself, there was little I could do to get out of going, short of major surgery or a lengthy prison term, so I packed my bags and, albeit somewhat nervously, made my way to AST to begin.

My first contact with Transport Wing was Lieutenant Steve Galjaardt, who had been juggling two troops and was obviously pleased to hand one over. I received a thorough briefing on the staff of B Troop, the troop's current level of training and the cheery news that I was to meet them at PT the next morning. This briefing eased many of my fears, as I realised that, for example, ARA 381 Sergeants don't have two heads (although they do bite!).

B Troop, when I met them, turned out to be little different from the type of soldiers I had encountered on ARES courses, although perhaps the average age was slightly younger. There was quite a mixture of Corps and postings, with some students straight from Kapooka and others, who had spent some time in their units prior to attending the course. We both started on an equal footing. I was unsure of how to approach a fully ARA course, whilst for most of them, this was their first contact with the ARES in their careers.

Mutual suspicions aside, I soon saw the obvious dedication and professionalism of the staff, as well as the pleasing efforts of the students. At this time, B Tp was five weeks into the seven week course, commencing the 'bush' phase, but the enthusiasm remained undiminished.

After PT and a meeting with the Senior Instructor of Transport Wing, Major Rex Rowe, I was able to formally take command of B Tp. This proved to be quite different from what I had expected. I had fondly imagined that I would be out in the field training the diggers, along with the other instructors. In reality, the major part of the first few days was to be taken up with routine, day to day administration. (This is an area not readily appreciated by ARES personnel, as the majority of courses are only 14-16 days in length, with no requirement for leave, movements, house uplifts and other such animals).

On the few occasions that I managed to get out, however, I again found myself more than satisfied with the quality of instruction and the efforts of the students. This also followed on with the night lectures, something I had naively imagined that only ARES courses suffered.

This period of the course was mainly centred on theory, both classroom and in the field and introduction to the skills that would be developed on the final exercise.

Most of the time was spent in close proximity to the school, so I was able to see the course operating in a barracks environment. This included barracks inspections, as well as a

visit to the Other Ranks' Mess for dinner one evening.

Barracks life was very different to the ARES approach, simply because the barracks were looked upon as home, rather than temporary accommodation for two weeks. A great deal of responsibility was vested in the Junior NCOs, who spent spare evenings helping, hounding and encouraging the students in everything from room layout to Commonwealth Explosives Regulations.

The second week was my chance to really see the troop in action, warts and all. This week constituted the field exercise, where the students consolidated their theory training in recovery, difficult driving, camouflage and concealment, blackout driving and second-line deployments.

This was by no means an easy, gentle introduction, as each section was constantly working, pausing only to redeploy and come up again. Most of the workload was carried by the troop NCO's, who all proved 'par oneri' regardless of corps (two truckies, two engineers and an RAAF Corporal).

Despite Puckapunyal turning on its usual unpredictable weather (sweat and dust being washed away by torrential rain and freezing wind), B Tp managed to survive this phase, giving the Army another 21 ECN 109 drivers.

As we made out weary way back to AST in the pre-dawn darkness of the final day, I reflected that this was the type of pure troop commanding that was very difficult to achieve in an ARES environment, except for the two week exercises. (I think that, as most ARES officers would agree, the time taken in Friday night issues and Sunday returns, is time lost we can ill afford in training terms). I had been lucky enough to have an almost uninterrupted period at the helm, including a valuable field exercise. This was pure experience that would be unobtainable anywhere else.

This two week period gave me a brief but solid insight into the role of a troop commander at AST. From the mundane (PT, admin etc) to the unique (participating in a presentation for LINFOX Transport) it was certainly a case of doing something different in your spare time.

I would like to thank Transport Wing for the chance to take B Troop, the Troop NCOs for their support and guidance and the diggers themselves. I leave AST with the firm view that there is little to separate ARA and ARES drivers, as both are highly trained, motivated and professional. My views have been reinforced that the RACT has a definite right to be proud of its own.

Editors Note: "LT Brereton enlisted in the Army in 1982 and after reaching the rank of Corporal, was accepted into OCTU.

Graduating in 1989, he rejoined 15 Tpt Sqn and is currently employed as OC Trg Cell, responsible for all recruit and driver training."

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LOGISTIC SUPPORT FORCE
MILITARY SKILLS COMPETITION
 1991

The Headquarters Logistic Support Force (LSF) recently conducted the inaugural LSF Military Skills Competition at Singleton over the weekend of 14-15 September.

Ten sections from units throughout the LSF competed for the perpetual trophy. RACT was well represented with teams fielded from 8 Tpt Sqn, 15 Tpt Sqn, 26 Tpt Sqn, 176 AD Sqn, 177 AD Sqn, 30 Tml Sqn and 33 Tml Sqn. Other non RACT units competing were 2 Fd Sup Bn, LSF Wksps and 3 Recov Coy.

Teams were constantly assessed for their proficiency in all aspects of all-corps Infantry Minor Tactics (IMT) and section level field craft. Over the two day event, teams were judged on their verbal orders, general military knowledge, first aid, RATEL Procedure, TOETs, patrol inspection, navigation, field craft and IMT, reactions to mine incidents, conduct of a section attack, a night ambush and a night SMR practice using illumination. The competition culminated with a five kilometre forced march (and stretcher carry) and the School of Infantry obstacle course.

All teams entered the competition with fierce spirit, vying for the honour of being the first team to put their unit name on the trophy. The competition was intense with little time for rest and was still contested with a high level of skill. It was obvious that units had taken the competition seriously enough to have put a good deal of effort into training.

Although the event was close, 26 Tpt Sqn of 9 Tpt Regt, deserved their victory with the team from 1 Fd Sup Bn finishing second. Third place went to 30 Tml Sqn of 10 Tml Regt. The first AREs team was from 33 Tml Sqn also from 10 Tml Regt, who came fourth overall.

The good overall standards displayed by units throughout the competition and the impressive skills shown by some individuals were pleasing for the organisers, which provides a good basis from which to improve and further develop the level of military skills within the LSF.



The winning team from 26 Transport Squadron holding the LSF Mil Skills Trophy.

(Standing L to R) PTE Holmes, PTE Thompson, PTE Willmott, PTE Cohen, PTE Nimmo.

(Kneeling L to R) CPL Smith, PTE Fuller, PTE Nikolai, PTE Beale, LCPL Abrahamson.

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CHOWDER BAY BARRACKS - 100 YEARS YOUNG

By Major Paul Brady

Sunday 20 October 1991, saw Army Maritime School open its
gates to the public to celebrate 100 years of military occupancy
at Chowder Bay.

A glorious spring day added the finishing touches to the
immaculately presented Chowder Bay Barracks and a fine array
of static displays. The displays featured a large range of
material handling equipment from 30 to 33 Terminal Squadrons;
a continual video show and 'hands on' presentations from the
various sections within the instructional wing of the school.

LARC Vs from 35 Water Transport Squadron and the LCM 8
from Chowder Bay, provided rides on the harbour for the
children. (The size and age of the 'children' covered a
considerable span!!)

For the hungry visitor, and there quite a few, the inevitable
barbie was in full swing, with the patrons being forced to sit on
the grass and gaze out across Sydney Harbour. There were
no complaints. The culinary highlight of the day was the
seafood 'chowder' and damper that was provided for sampling.
The chowder was based on an original recipe, found in some of
the records of the Barracks, dating back to the early days of the
colony. There is no truth in the rumour that it was prepared by
the same cook!

Australia Post supported the occasion, assisting with the
establishment and operation of "AFPO 4" and the release of a
first day cover for the stamp enthusiasts. They also presented
the School with two lovely, framed certificates as mementos of
the day.

A special, limited edition post was commissioned for the day
with numbered bottles 1 to 100. Bottle number 1 was
presented to Colonel Ken Duncan as the Representative
Colonel Commandant who in turn presented bottle number 100
to Major Paul Brady, the present OC/CI of the School, to be
kept in the School (preferably intact!) for posterity.

To provide the military flair appropriate to such an occasion,
the banner of the Royal Australian Corps of Transport, the
Princess Alice Banner, was paraded to the swirl of pipes and
the roll of drums, provided by the Pipes and Drums of the Royal
Australian Corps of Transport. They presented a rousing
spectacle and though none will admit it, there were many old
sea dogs with just the hint of a misty eye. More than one RSM
(and there were numbers of them hiding in the crowd!) was
seen to take a deep breath when he realised that the Banner
Ensign was a lady - Lieutenant Elizabeth Khan, the current
Administration Officer at AMS. Elizabeth also has designs on
being the first female officer to undertake an ANARE expedition.

Since the completion of the rebuild and refurbishment at the
end of 1990, the staff have now been able to get the grounds
back into good shape. Regular work parties have turned the
School into one of the most picturesque settings anywhere in
the Army and the Corps can look upon the Army Maritime
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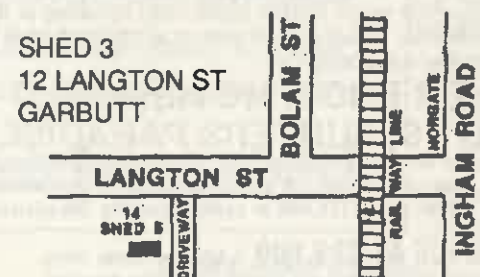
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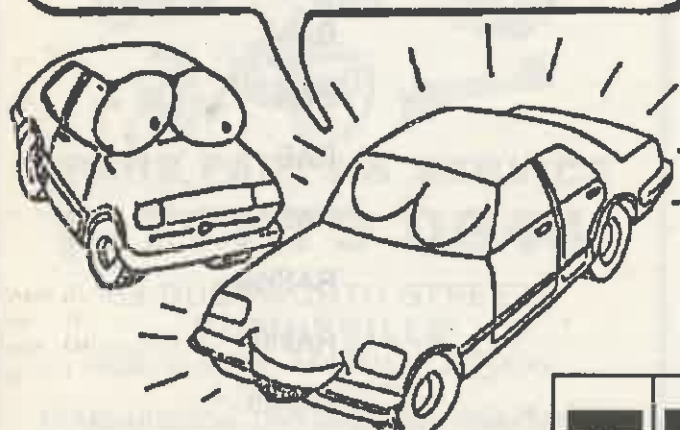


PRECEDENCE OF RACT IN THE AUSTRALIAN ARMY

The following is a list of the Australian Army Corps in order of precedence. With the formation of administrative and logistic units and the imminent formation of base Administrative Support Centres it may be timely to remind readers that the RACT is tenth overall and the senior logistic corps in order of precedence.

The Royal Australian Armoured Corps	RAAC
The Royal Regiment of Australian Artillery	RAA
The Royal Australian Engineers	RAE
The Royal Australian Survey Corps	RASvy
The Royal Australian Corps of Signals	RASigs
The Royal Australian Infantry Corps	RAInf
The Australian Army Aviation Corps	AAAvn
The Australian Intelligence Corps	Aust Int Corps
The Royal Australian Army Chaplains' Department	RAAChD
The Royal Australian Corps of Transport	RACT
The Royal Australian Army Medical Corps	RAAMC
The Royal Australian Army Dental Corps	RAADC
The Royal Australian Army Ordnance Corps	RAAOC
The Royal Australian Electrical and Mechanical Engineers	RAEME
The Royal Australian Army Education Corps	RAAEC
The Australian Army Catering Corps	AACC
The Royal Australian Army Pay Corps	RAAPC
The Australian Army Legal Corps	AALC
The Royal Australian Corps of Military Police	RACMP
The Australian Army Psychology Corps	AA Psych Corps
The Australian Army Band Corps	AABC
The Royal Australian Army Nursing Corps	RAANC
The Women's Royal Australian Army Corps	WRAAC

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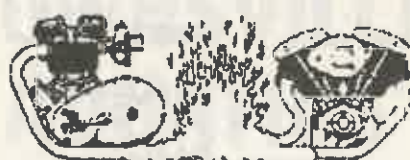
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In 1972 an organisation was formed in North Queensland to assist in meeting the Rest and Recreational needs of Soldiers serving their country from Lavarack Army Barracks, Townsville. Northern Queensland Area Holiday Resort (N.Q.A.H.R.) commenced operations with holiday flats at both Magnetic Island and at Palm Cove, just north of Cairns. The organisation, although managed by a Board of Directors of Senior Military personnel, and traditionally Chaired by The Commander of The District Support Group North Queensland, is a private company having its head office at Lavarack.

The charter of that company is to supply quality holiday accommodation at reasonable cost to Serving Members of The Australian Defence Forces, Reserve Members of Defence organisations, Retirees from the Armed Forces, Exchange personnel from Allied Forces, Civilian personnel of The Department of Defence, and last but by no means least, Legacy Widows. Of course, members of the families of the preceding eligible members are welcome to stay with them.

Over this twenty year period many an enjoyable holiday has been had at both of those locations by thousands of soldiers, other members, and their families.

North Queensland Area Holiday Resorts commenced operations with two properties, AMAROO HOLIDAY FLATS on Magnetic Island, (just off Townsville) and MANDALAY HOLIDAY FLATS, (Palm Cove, Cairns).

Some two years ago it was decided by The Board of Directors that Mandalay urgently needed up-grading. The cost of this upgrading was beyond the resources of the company, and even if it were possible to carry out these renovations, the property would have been over-capitalised and still too small to fulfil all booking requests. It was then decided to sell Mandalay and purchase larger and more modern facilities.

After studying a number of possibilities N.Q.A.H.R. purchased COCOS HOLIDAY APARTMENTS, situated at beautiful Trinity Beach, just North of Cairns. COCOS APARTMENTS were originally built in the 1980's as permanent living apartments. The standard of accommodation is excellent, all units are large in area and are furnished with quality fittings throughout. Both one and two bedroom units feature queen-size beds, colour TV, bathrooms and fully equipped laundries. All a guest needs to take is food and beverages.

The on-site management team arranges for cleaning of the units before arrival and the upkeep of the grounds and swimming pool area. Guest barbecues are also situated within the gardens.

Once Cocos was purchased The Board then commenced seeking out other properties that would meet the needs of all members. Being in close proximity to Townsville, (which has a Service population of approximately 3,500 Army and 800 Airforce personnel, and their families,) MAGNETIC ISLAND was selected as the most suitable location. The four AMAROO HOLIDAY FLATS has for years been so very popular that it is hard to arrange suitable booking times.

It was at this time that an older style resort, ALMA DEN BEACH RESORT came onto the market and it was decided to purchase this property. The ensuing 12 months saw all of the units being completely modernised, new furniture installed, four new units added and a large free form swimming pool and sundeck added. Another part of the project was to build an amenities building for recreational purposes. The cost of the rebuilding, refurbishing and complete landscaping of this tropical paradise was over \$700,000.

ALMA DEN BEACH RESORT is now a showplace on Magnetic Island and if opened to the general public would command close to double the tariffs charged to members and eligible guests.

ALMA DEN BEACH RESORT is situated right on the beachfront at Alma Bay, just a two minute walk from your unit to the beach. Alma Bay is one of the prettiest coves on "Maggie" as the Island is

affectionately known. The Resort has an on-site management team to make sure that your holiday is perfect in every way. The managers also operate a kiosk for quick snacks, drinks etc.

Once Alma Den was established the Board then decided it was time to broaden the scope of both holiday destinations and the type of property offered.

With resorts already in place in Cairns and Magnetic Island THE WHITSUNDAYS seemed the ideal place. over the years AIRLIE BEACH and SHUTE HARBOUR have proven to be an and excellent holiday location both for singles and families.

In August 1991 SHUTE HARBOUR GARDENS CARAVAN PARK was purchased by N.Q.A.H.R.

Situated just 2 km past AIRLIE BEACH, SHUTE HARBOUR GARDENS is terraced from the hillside in a truly picturesque setting. Tropical trees and plants abound throughout the parks 42 powered caravan sites. For those more adventurous there is also plenty of room on this 5 acre paradise to put up a tent. Campers are provided with covered camp-kitchens for their cooking needs. Also available are ON-SITE CARAVANS that are equipped with crockery and utensils, just take your own linen, pillows etc.

THE WHITSUNDAYS are an explorers paradise. With many inhabited and un-inhabited islands cruise boats leave daily from SHUTE HARBOUR (the second busiest port in Australia), Abel Point Marina, or directly from the beach at Airlie Beach. Pick up buses take you direct from the park to meet these cruises.

Many excursions can be arranged by the on-site managers. Some islands to see include Hamilton, Daydream, Hook (underwater observatory) Hayman and South Molle. Cruises such as a Three Island Cruise are a must, similarly cruises

to the exotic Whitehaven Beach. There are even night cruises to nightclub type entertainment on the islands.

Airlie Beach also comes well and truly alive at night with Restaurants, Pavement Cafes, Bistros and Nightclubs to visit. As a truly destination for normal tourists and Backpackers many overseas visitors also enjoy their stay in the Whitsunday region. Situated close to Airlie Beach is Eden Park Wildlife Sanctuary with over 700 Australian animals, another must on the visitors list of things to do and see.

The NORTHERN QUEENSLAND AREA HOLIDAY RESORT company has certainly come a long way in the past twenty years and invite eligible persons to contact them with the view of utilising these excellent holiday accommodation properties.

Daily Tariffs for Serving Members of Defence Forces commence at \$25 at AMAROO HOLIDAY FLATS, \$33 at ALMA DEN BEACH RESORT and COCOS HOLIDAY APARTMENTS (both 1 bedroom units) and \$17 per night for an on-site caravan at SHUTE HARBOUR GARDENS CARAVAN PARK.

Complete HOLIDAY PACKAGES can be arranged including Travel (Air or Coach) Accommodation, Tours, Cruises, Car Rentals etc. by contacting the Head Office of NQAH, c/- Military Post Office, Townsville, 4813. Phone (077) 25 3842 or (077) 71 7096 - Fax (077) 25 4323.

Other booking enquiries are to be made with The Managers at:- SHUTE HARBOUR GARDENS, Shute Harbour Road, Airlie Beach Phone or Fax (079) 466 483.

ALMA DEN BEACH RESORT, Arcadia, Magnetic Island Qld Phone or Fax (077) 78 5163.

COCOS HOLIDAY APARTMENTS Post Office Box 264 Trinity Beach Phone (070) 57 6799 or Fax (070)XXXX.

AMAROO HOLIDAY FLATS c/- NQAH, Military Post Office, Townsville. Phone (077) 25 3842 or FAX (077) 25 4323.

Advance Bookings can be made by Serving Soldiers - 11 Months ahead - Army Reserve - 9 months. Other eligible members - 6 months.

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Northern Queensland Area
Holiday Resorts (NQAHR) owns
and operates three Holiday REsorts
in the North Queensland area.
Resorts are situated on
MAGNETIC ISLAND (off
Townsville and at Trinity Beach,
CAIRNS.

NQAHR is owned by The
Soldiers of North Queensland and
operates from offices situated in the
Area Theatre, Lavarack Barracks. Persons eligible to stay at
their resorts are as follows:-

Serving members of the Defence Forces and current
immediate family members of serving members. (Spouses,
children, mothers and fathers) Other eligible people include
Reservists, Exchange personnel, Civilian members of
Department of Defence, Legacy War Widows etc.

Serving members may book ahead by up to eleven months
and it is suggested, that due to the popularity of these Resorts,
that one books as early as possible. Serving members must
complete the actual booking formalities for other family
members. All it takes is a phone call, or letter, to the actual
resort.

As well as operating their own Resorts for the above
members NQAHR also arrange packaged tours for eligible
people coming to the region or local personnel travelling to
other parts of Australia. Heavily DISCOUNTED AIR FARES,
COACH Travel or CAR RENTALS can be obtained both in
Townsville and all other parts of Australia by applying to
NQAHR. Discounts can also be obtained for Tourist
Attractions and Tours in Townsville, Cairns, Mission Beach
and The Whitsunday coast and islands.

RESORTS & LOCATIONS

ALMA DEN BEACH RESORT - Situated on beautiful
Magnetic Island, just off the coast of Townsville, this has just
been up-graded to include Half Court Tennis, Free-form
Swimming Pool, huge Sundek, Barbecue areas and childrens
play area. Accommodation units range from 1 bedroom
apartments through to a complete holiday house sleeping up to
10 people. All units are completely equipped (including linen)
with kitchenettes, microwave oven, colour TV etc. Right on
the beach at Alma Bay, it is an ideal weekend, weekday or
stand-down holiday location.



ALMA DEN BEACH RESORT

AMAROO HOLIDAY FLATS - Again, situated on
Magnetic Island, these flats have for years been the happy
holiday places for members to relax completely. Situated on
the hillside at Geoffrey Bay, Arcadia, these fully furnished
holiday flats sleep up to 6 persons. (The only requirements are
food and linen) Wide verandahs offer views across Cleveland
Bay to Townsville. Separate BBQ areas are available close to
each flat. AMAROO is surrounded by National Park.

Both ALMA DEN & AMAROO are close to shops and the
hotel at Arcadia, 3-10 minutes walk away. Regular Ferry
services (including a car ferry) operate between Townsville
and Magnetic Island. Magnetic Island offers many beaches,
bush walks, snorkelling places or complete Scuba diving
locations. Trips to the Great Barrier Reef operate daily
throughout the year. Other things to do on "Maggie" include
fishing, golfing, squash, tennis, horse riding or just plain
loafing on the beach.

COCOS HOLIDAY APARTMENTS - In the northern
beach suburb of Cairns, Trinity Beach, you will find these
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available and each includes air conditioning, colour TV,
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Close by to COCOS are squash courts, shops, restaurants and
the local hotel.

TARIFFS - Range from \$25 per day per unit at AMAROO,
or at COCOS and ALMA DEN, \$33 per day for a One
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holiday house. Tariffs are per unit, not per person, so a family
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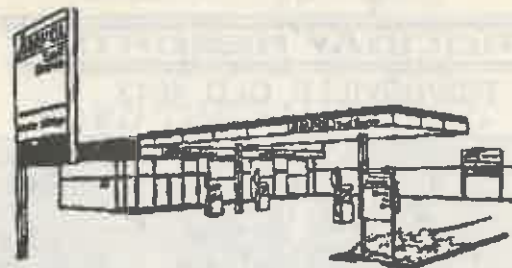
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