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# AUSTRALIAN **ARMY** **TRANSPORT** JOURNAL

**PAR ONERI** The Official Journal of the Royal Australian Corps of Transport



ISSUE 39, 2007



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## AUSTRALIAN ARMY TRANSPORT JOURNAL



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Telephone 02 8596 8600  
Fax 02 8596 8622  
Email admin@900degrees.com.au  
www.900degrees.com.au

CEO Marshall Scott  
Production Manager Peter Slingo  
Production Editor Joanna Penney  
Creative Director Darren Endicott  
Sales Director Sarah Orfanos Varit  
02 8956 8720

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### Editor

MAJ FM King

### Address for Correspondence

The Editor  
Australian Army Transport Journal  
Head of Corps Cell RACT  
Gaza Ridge Barracks  
SOUTH BANDIAN VIC 3694  
Telephone 02 6055 2873  
Fax 02 6055 2505

Email fionaking@defence.gov.au

### DEADLINE

Material for 2008 edition must reach the editor by 1 June 2008. Submissions should be written in arial font size 11 and abbreviations introduced in full first.

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## WELCOME

Welcome to the 2007 edition of the *Australian Army Transport Journal (AATJ)* – *Par Oneri*. As the new SO2 Heritage within the Head of Corps Cell, I have taken on the role of Editor from LTCOL Max Grimshaw. I am sure you will all wish to join me in thanking him for his efforts and his dedication to the *Journal* over the last few years.

I hope you have already noticed a few changes as you flick through this issue. Firstly the cover – it has been designed to show off 'our colours', foster pride and make it readily identifiable as the journal of Army Transport. The intention is to make the design enduring, changing only the photographs each edition – we hope you like it. Additionally the sections are coded for ease of reference and of course you will have noticed the pages are all colour.

As the new editor I set out with the intention of producing a journal that not only records the Corps' activities throughout the year via Unit Lines, but in recognition, that many RACT personnel serve in isolation also provide useful information on what is happening within the Corps. To that end, you will notice that Corps Matters is a much larger section than before. It includes updates from the Head of Corps Cell and Career Managers as well as providing information on the revised Corps Recognition Scheme and new equipment coming into service.

The 2007 edition of the *AATJ* records significant achievements and milestones for the Corps. Eleven members of the RACT were listed in this year's Queen's Birthday Honours, many in recognition of their contribution to operations. No fewer than eight articles in the operations section confirm that RACT personnel are heavily involved in supporting operations across the world. Exercise TALISMAN SABRE features strongly throughout Unit Lines and having read all of them, I was amazed at just how busy units have been over the last year. On the equipment side, there is an update on the new Landing Helicopter Dock and I recommend you read Captain Richard Willard-Turton's excellent essay on logistic information systems.

It has been exciting bringing together so many quality articles from across the spectrum of the RACT. Eight articles were short-listed for this year's Literary Prize. The overall winner was Captain Scott McMahon's essay on the revitalisation of rail. It is an enjoyable and interesting read with appeal across the trades and ranks of the RACT. Congratulations to Scott, who will be receiving a \$250 cheque for his efforts. I am sure you will all agree that the quality and variety of the articles submitted by the members of the Corps are first rate. A heartfelt thanks to all those authors who have taken the time to write an article and support the journal. Remember, that \$250 cash could be yours next year, so start thinking about what topic you might like to write on. In addition to our Literary Prize we are hoping to launch a photograph competition next year to encourage individuals to submit great pictures of RACT personnel in action. Who knows it might be your photograph that appears on the front cover in 2008. Watch out for details in the regular newsletters.

That's all folks – we hope you enjoy the new look and feel of the *Australian Army Transport Journal*.

PAR ONERI





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ASSOCIATION NEWS

UNIT LINES

GENERAL INTEREST

OPERATIONS

CORPS MATTERS

## FOREWORD

**/ BRIGADIER D.H.M. SAUL, HEAD OF CORPS ROYAL AUSTRALIAN CORPS OF TRANSPORT**

Welcome to the 2007 edition of *Australian Army Transport Journal - Par Oneri*. This Journal builds on the work undertaken last year to produce a more informative publication and the initiative shown by MAJ Fiona King, Head of Corps Cell, to publish a better quality Journal at no cost to the Corps. I am sure you will agree with me that this is a much better outcome for the Corps. It is no surprise that much of the Journal this year centres on operational deployments.

As the newly appointed Head of Corps it gives me tremendous pride to highlight the achievements of the RACT. Soldiers from the Corps are deployed to Iraq, Afghanistan, the Middle East, Sudan, East Timor and the Solomon Islands. In the Middle East, LTCOLs Mick Ashleigh and Paul Nothard have commanded the Force Level Logistic Asset, with LTCOL Cam Purdey taking command in August.

RACT personnel have filled a range of positions within unit organisations and training teams. Trades that are bearing most of the current deployment requirements include movements, postal and cargo specialists. This Journal includes a range of articles from recently deployed personnel. Additionally, LTCOL Andrew Bottrell has summarised his deployment time last year and in East Timor with 3 CSSB.

Looking at the Corps in broader terms, Reserve input is important. A number of Reserve soldiers, mainly from 15 Transport Squadron, came forward at short notice to deploy to Malaysia as part of the Rifle Company Butterworth commitment this year. Other soldiers from 44 Transport Squadron have provided support to Exercise TALISMAN SABRE. Both commitments reinforce the fact that the RACT is well served by regular and Reserve soldiers. MAJ Dan Kreutzer, OC 15 Transport Squadron, has written a good article to this effect.

The Head of Corps Cell and Colonel Commandants have worked to engage the state based RACT Associations. Many rightly have a Royal Australian Army Service Corps affiliation as well. I encourage the Associations to update serving personnel on their activities through this Journal or the RACT newsletters that are published quarterly.

Looking to the future, 2008 is the 35th birthday of the RACT. The Corps is in good shape – notwithstanding a number of trade and capability challenges.

With a significant element of 9 Force Support Battalion relocating to Amberley in the December 2007/January 2008 period, the South East Queensland region is likely to gain more prominence for RACT.

During a period where there are plenty of demands on your time, I look forward to your continued support of the Corps, Par Oneri.



**Brigadier D.H.M. Saul**

Brigadier David Saul completed his secondary education at Melbourne High School before attending the Royal Military College, Duntroon. He graduated to the Royal Australian Corps of Transport in 1984.

Brigadier Saul has served in three road transport units. He has commanded the Puckapunyal based 26 Transport Squadron and in 2001-02 he served as the Commanding Officer of 3 Combat Service Support Battalion in Townsville. Brigadier Saul was promoted and took up his current appointment as Commander 17 Combat Service Support Brigade in August 2006.

He has served in a number of instructional appointments including postings to the Army School of Transport, the Royal Military College, Duntroon and on exchange at the US Army Transportation Centre at Fort Eustis, Virginia. In the United States, Brigadier Saul completed the Transportation Officer Advanced Course prior to a two year appointment as a Senior Instructor within the Tactical Transport and Logistics Branch.

Brigadier Saul is a graduate of the Army Command and Staff College and attended the College of Defence and Strategic Studies in 2006. He holds a Bachelor of Arts (Honours) and Masters Degrees in Defence Studies and Business Administration.

His senior staff appointments have included Staff Officer Grade One Senior Officer Management in the Directorate of Officer Career Management – Army and Staff Officer Grade One Current Operations in Headquarters Joint Logistic Command. In June 2003, Brigadier Saul was appointed as the Director of Operations in Headquarters Joint Logistic Command.

He has served on operations twice. In 1989-90 he served with the UN in Namibia (SW Africa) and in 2004-05 he served as the Chief of Strategic Plans on the Deputy Chief of Sustainability's staff in the Multi-National Force HQ Iraq.

Brigadier Saul is married and he and his wife, Karen, have one daughter who is in secondary school. He is a social golfer, tennis player and a spectator of football codes and junior netball.





## THE CORPS RSM

/ WARRANT OFFICER CLASS ONE JEFFREY CARTHEW THE CORPS REGIMENTAL SERGEANT MAJOR



**Warrant Officer Class One J.W. Carthew**  
**Regimental Sergeant Major**  
**Army School of Transport and Ordnance**

Warrant Officer Class One Jeffrey Carthew was born in Port Lincoln in 1961. He left school at the age of 14 and took up employment at the Tumbury Bay Hospital. He enlisted into the Australian Regular Army on 25 March 1980 and after Initial Employment Training as a driver was posted to HQ Company 3 Task Force (3 BDE) in Townsville. He assumed the position as Regimental Sergeant Major of Army School Transport and Ordnance and Corps Regimental Sergeant Major in January 2007.

Warrant Officer Carthew qualified on the 1/2002 Regimental Sergeant Majors Course conducted at the Land Warfare Centre, Canungra. He has a Diploma of Frontline Management, an Associate Diploma of Road Transport Management, an Advanced Certificate in Occupational Health & Safety, and a Certificate of Personnel Management.

Warrant Officer Carthew was awarded the Defence Force Service Medal in 1995, First Clasp 2000, and Second Clasp in 2006. He was awarded the Divisional Commanders Commendation in November for exemplary services whilst posted to 1 RAR, in particular OP Plumbob (Solomon Island), and OP Tanager (East Timor).

He was deployed to East Timor and served with 1 RAR at Balibo from October 2001 to January 2002 and was subsequently awarded the Australian Active Service Medal and United Nations Medal. Warrant Officer Carthew was awarded the Australian Defence Medal in October 2006.

I would like to state how privileged I am to have been appointed as the Corps RSM RACT and RSM Army School of Transport and Ordnance (ASTO). I would like to personally thank Jim Armstrong for his efforts and dedication to the position of Corps RSM. I assure you, the interests of the Corps have been well looked after. I wish Jim and family all the best in his new appointment as RSM 17 CSSB. I would also like to welcome BRIG D. Saul, Commander 17 CSSB, who took up his appointment as HOC RACT on 1 March 2007 and bid farewell to BRIG M. Kehoe, AM and wish him, his wife Sandra, and family all the best for the future.

The year started at a frantic pace, no doubt for all of us. I have had numerous trips to Road Transport Wing in Puckapunyal and Maritime Wing in Townsville, with a visit to Postal during my last visit to Lavarack Barracks. These visits have proven to be extremely rewarding, watching the new instructors develop their skills, being able to speak to the newest members of the Corps and those attending promotion courses. These discussions have afforded me the opportunity to get a feel of what's happening within the wider Army and the issues soldiers have within their units. The most common theme is the lack of personnel to perform all required duties. More jobs with fewer soldiers, especially with the operational tempo we currently have. Be assured that as a Corps we are doing considerably better than our counterparts.

### RACT Annual Regional Dinners

On Friday 1 June 2007, I attended the Southern Region RACT Annual Dinner at the Tobruk Barracks Sergeants Mess. The DPMC of the Mess/WSM Road transport Wing, WO2 Justin Cocking, and his Committee organised a great night. It was most entertaining eating an ECN 274 road stop dinner which consisted of a hamburger for entrée, mixed grill for main, and the birthday cake for dessert; no wonder they get the name "heavy haulers". It was great catching up with some of the old soldiers who are still willing to travel long distances to attend. For those who know Wally Syrett, he is doing extremely well and is still a strong supporter of the Corps.

The following evening I attended the Tasmanian Region RACT Annual Dinner in Devonport. It was hosted by 44 Transport Squadron and held at the Devonport RSL Sub Branch. This year soldiers were included, which allowed them a perfect opportunity to be part of a Regimental Dinner; something they have limited exposure to these days. The HOC, BRIG D. Saul, DHOC, LTCOL A. Maclean, COL COMDT Tasmanian Region, COL (Ret) D. Wyatt and the Mayor of Devonport and his wife attended the Dinner.

MAJ A. Wyatt, OC 44 Tpt Sqn, was the Dining President for the evening and I thank her for her hospitality. As part of the evening I had the pleasure of farewelling some of our Corps members, WO2 P. Stafford 21 years service, SGT R. Scott 31 years service, and PTE Jacobson 20 years service. I wish them and their families all the best in the future, and thank them for their loyal and dedicated service to the Corps.

On Sunday we travelled to Melbourne to participate in the RAASC/RAC Memorial Service. The service was a great success, with very good attendance by past members of the Corps. I extend a special thanks to CO and RSM 4 CSSB, for providing RACT soldiers to support the Memorial Service. The young Reserve soldiers and Royce Allen did an excellent job and should be commended for their efforts.

Looking at requests for Corps funds this year, it's very heartening to see units taking time out of their busy schedules to celebrate the Corps' birthday. By the time this goes to print we will have attended 9 Transport Squadrons activities held on 31 August 07. They will be conducting a morning service followed by sports day, concluding with a Mixed Regimental Dinner in the evening. I have no doubt this will be a great success and look forward to catching up with past and present members of the Corps.

### Appointment of Colonel-in-Chief

A letter from the previous HOC, BRIG M. Kehoe, AM was sent to his Excellency the Governor General to approach the Royal Family in relation to the appointment of a new Colonel-in-Chief. RSM Ceremonial has established that the formal request has been forwarded to the Royal Family and we are waiting for a response. As you will appreciate, this process will take time; therefore we are not anticipating a response until year's end. Once we receive this information, planning for the Laying up issue of the new Banner will commence.

### Corps RSM Pace Stick

The Corps RSM Pace Stick is currently sitting in my office. The plan to have ASEME to assist in the construction of a board has suffered a set back due to their busy schedule, therefore other options are now being investigated. It is still the intent to have this completed by the end of the year in time for the re-raising of Army School of Transport (AST). The location of this board will be AST's new HQ's.

### Recognition Scheme

The RACT Corps Committee has recently approved the new Corps Policy Statement – Corps Policy Statement No 42 – The RACT Recognition Scheme, which was signed off by BRIG Saul as at 1 June this year.

The RACT Recognition Scheme is designed and structured to complement the Australian system of honours and awards and existing ADF and Service awards. As such, it provides commanders with an alternative where the existing national ADF and/or Army awards are considered not to be appropriate in the circumstances, or where there is no

## THE RECOGNITION SCHEME IS DESIGNED TO COMPLEMENT THE AUSTRALIAN SYSTEM OF HONOURS AND AWARDS AND EXISTING ADF AND SERVICE AWARDS.

such provision made.

SO2 Corps has written a synopsis of CPS42 which I encourage you to read.

### Corps Central Funds

Corps Policy Statement No 5 deals with Corps (Central) funds. Any ideas or incentives members can suggest that may encourage soldier's subscriptions are appreciated. We all need to promote Corps Funds in a manner that will see increased participation.

A donation of \$700 was presented to SO2 Corps last year on behalf of the Warrant Officers and Senior Non Commissioned Officers of the Corps. These funds were raised during the conduct of the respective happy hours at the Corps conference.

### Corps Committee Meetings


The last Corps Committee Meeting was held in Canberra on 8 June 2007, with the next

one planned for September 2007.

Details of Corps Committee Meetings can be found on the RACT website: <http://intranet.defence.gov.au/armyweb/Sites/RACT/>

### Soldiers at Work

The number of articles received from RACT soldiers on operations has re-affirmed the level of pride and commitment soldiers take with them on deployment. This attitude has also been reflected during my trips to various barracks I have visited this year.

The dedication and pride men and women have in their uniform makes me proud to be a fellow RACT soldier. However, this level of dedication cannot be maintained without the support of families and loved ones. I give my personal thanks to all immediate and extended family members of RACT who continually support us in all that we do. 

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## DEPUTY HEAD OF CORPS

/ LTCOL A. MACLEAN DEPUTY HEAD OF CORPS RACT UPDATE AS AT 23 JULY 2007



### 2007 RACT COMD / COs

BRIG	Saul, David	17 CSS Bde / HOC
COL	McConachy, Craig	JMOV Gp
LTCOL	Nothard, Paul	1 CSSB
LTCOL	Pollock, Michael	4 CSSB
LTCOL	Mondon, Ian	5 CSSB
LTCOL	Evans, Jim	7 CSSB
LTCOL	McBride, Tony	8 CSSB
LTCOL	Fenton, Maria	13 CSSB
LTCOL	Ashleigh, Mick	9 FSB
LTCOL	Purdey, Cam	10 FSB
LTCOL	Taylor, Glen	JLU SQ
LTCOL	Madearn, Andrew	ALSO / DHOC

### 2007 RACT RSMs

WO1	Carthew, Jeff	ASTO / Corps RSM
WO1	Lenicka, Martin	1 CSSB
WO1	Worland, Trevor	5 CSSB
WO1	Le Lieve, Wayne	7 CSSB
WO1	Dawe, Peta	8 CSSB
WO1	Kear, David	9 CSSB
WO1	Bodsworth, Paul	13 CSSB
WO1	Barron, Greg	9 FSB
WO1	Kelly, Peter	1 RTB
WO1	Armstrong, Jim HQ	17 CSS BDE
WO1	Golden, Kim	WONCO Wing
WO1	Invan, Tony	LWC

### 2008 CO & RSM

The following members of the RACT have been selected by Chief of Army for CO and RSM positions commencing in January 2008

LTCOL A.C. Fidge	CO 9 FSB
LTCOL J.J. Alexander	CO AST & DHOC RACT
WO1 P.Dawe	RSM 1 CSSB
WO1 M.R.J. Frampton	RSM 39 PSB
WO1 G. Collins	RSM 8 CSSB
WO2 T.M. Fisher	RSM 1 CSR

Welcome to the 2008 edition of *Australian Army Transport Journal* – *Par Oneri*. I trust that you will find it both informative and interesting. My congratulations to the editor, MAJ Fiona King, she has worked long and hard to ensure that we have a quality publication.

This year, the RACT Head of Corps Cell has developed a number of significant initiatives to maintain the customs, traditions and heritage of the RACT whilst ensuring that the Corps is positioned to excel in the future.

We have improved communications, with a new look AATJ, regular e-newsletters and the commissioning of a RACT website. We have placed increased importance on recognition of individual achievement through a new recognition scheme.

We have commissioned the selection of a new RACT Corps centrepiece and we have made all the necessary preparations for the appointment of a new Colonel-in-Chief and new Banner. You can read more about these incentives below.

As the CO of Army School of Logistic Operations, I'm responsible for the conduct of Subject Two for CPL, SGT and WO for all logistic corps NCOs and also for conducting the Logistic Officer Basic, Intermediate and Advanced Courses. So I'm fortunate to meet with members undergoing training from each of the logistic corps.

I'm often asked 'which is the best corps?' While I'm clearly biased towards the RACT, my answer is 'all of the logistic corps are equally excellent.' None of us could exist without the others as we must work together as integrated military logisticians/CSS practitioners to support the combat and combat support force elements. So the best corps for everyone in Army is the one they serve in.

However, as one measure of success of the RACT you should consider the disproportionate number of RACT members who serve in command and RSM positions this year and those who have been selected for 2008.

### Colonel-in-Chief

As you would be aware, the RACT Colonel-in-Chief, HRH Princess Alice passed away on 29 October 2004. After observing the required period of respect, in June 2006 HOC RACT wrote to the Chief of Army formally requesting that he ask the Governor General to seek a replacement.

Hence, we have commenced the formal process and are awaiting the decision from Buckingham Palace regarding the appointment of a new Colonel-in-Chief for the RACT. This is a long process and is not expected to be resolved in the near future.

### RACT Banner

Current policy allows for the Princess Alice Banner to be used until it is replaced. A replacement Banner has been planned, however, the replacement action cannot commence until the new Colonel-in-Chief is appointed and agrees to the presentation of a new Banner. The Banner then will take approximately 12 months to manufacture.

The Corps Committee is currently reviewing options for the location of a Parade to formally accept the new banner from the Colonel-in-Chief or their representative.

### Corps Centrepiece

The RACT holds several significant pieces of silver, which were donated and/or presented to the RACT and its predecessor Corps, the RAASC. Like the Corps Banner, the silver may be borrowed by units for formal occasions.

Currently, 'The Rose Bowl' is the RACT Centrepiece. It was presented by the officers of the Royal Army Service Corps to their brother officers, Royal Australian Army Service Corps, to commemorate the distinction of 'Royal' conferred on their Corps by

**THE RACT HEAD OF CORPS CELL HAS DEVELOPED A NUMBER OF SIGNIFICANT INITIATIVES TO MAINTAIN THE CUSTOMS, TRADITIONS AND HERITAGE OF THE RACT**

His Majesty the King, 1949.

While the Rose Bowl is an impressive piece of silver, the RACT Corps Committee has decided to commission a new centrepiece in time for the Corps's 35th birthday on 1 June 2008.

Members of the Corps have been invited to submit designs that encapsulate the diverse role the RACT plays in the modern Australian Defence Force. The Centrepiece needs to be free standing and readily recognisable in representing the six functional areas of the Corps: road and water transport, movement, air dispatch, terminal and postal functions.

The winning design will be announced at the 2007 RACT Corps Conference with the winner being awarded a \$250 cash prize.

### Corps Communications

**AATJ – Par Oneri** This year we have a new publisher for the Corps Journal, 900 Degrees, who also publish many other Corps journals.

We have also taken the opportunity to modernise the look and feel of the publication to make it a better read and more appealing to all.

The number, variety and quality of articles submitted was very pleasing, making a very difficult decision to choose the best article for the \$250 Literary Prize.

**E-Newsletter:** The RACT E-Newsletter is distributed 4-6 times per year to pass relevant information. Copies are available on the RACT DRN website.

The success of the Newsletter relies on

**THE THEME FOR THIS YEAR'S CONFERENCE WILL BE 'OUR PEOPLE' AND MAJOR TOPICS WILL INCLUDE A KEYNOTE ADDRESS ON ARMY PERSONNEL MATTERS, DOCM AND SCMA UPDATES AND TRADE MANAGEMENT ISSUES**

it being circulated widely via email and by being printed and placed on unit and sub-unit notice boards.

**RACT Internet site.** The HOC Cell has commenced development of an RACT website. This site will be accessible to all on the web, and will augment the Corps site on the Defence Restricted Network.

This site will improve communications throughout the Corps family and in particular will improve our linkage with Army Reserve members and former members who generally do not have access to the DRN.

It is planned for the site to be launched during the 2007 RACT Corps Conference.

### 2007 Corps Conference

The 2007 RACT Corps Conference will be held at Bandiana from 13-15 September.

This year's theme will be 'Our People' and other major topics include a keynote address on Army personnel matters, DOCM and SCMA updates and trade management issues.

Also, new capabilities affecting the RACT will be briefed, including Project Overlander – the B Vehicle and trailer replacement project, the new amphibious ships, and the new

Military Logistic Information System. We will also have an operational update utilising the Force Level Logistic Asset in the Middle East as a case study.

A number of social events will be held in conjunction with the conference:

- Combined Ranks Happy Hour – 12 September
- WO / SNCO Happy Hour ALSM / Off Buffet – ALOM 13 September
- WO & SNCO Tobruk Dinner – ALSM 14 September
- Offr Tobruk dinner – ALOM 15 September

### Corps Tie

In late 2005, HOC and the RACT Corps Committee endorsed a new design for the official RACT Corps tie. An order form can be accessed via the RACT Website.

The tie costs \$40.00 (incl P&H). Payment can be made either by cheque (made payable to the RACT Central Fund and forwarded to SO2 Corps at HQ ASLO, ALTC) or by direct deposit into the Corps account.

For further details contact the SO2 Corps.

**Par Oneri**

## ROLL OF HONOUR 2007

### STUDENT OF MERIT

#### Army School of Logistic Operations Special to Corps

##### Warrant Officers

##### Logistics Course

0009 SGT B. Goodwin

0010 SGT S. Joyce

##### Logistic Officers

##### Basic Course

0007 LT A.T. Burkitt

0008 LT C.J. Eves

##### Logistic Officers

##### Intermediate Course

0008 CAPT M.D. Duquemin

0009 CAPT L.P. Condon

#### Air Movements Training and Development Unit

##### Basic Air Dispatch Course

0010 - PTE R. Armstrong

0011 - PTE R. Clarkson

##### Crew Commander Course

0011 - PTE A. Abbas

#### Road Transport Wing

##### Basic Driver Course

LCPL J. Duffus

PTE C. Ilsley

PTETJ. Hope

##### Sub 4 Corporal Course

LCPL M. Joseph

LCPL C.S.A. Cairns

#### Transport Managers Course

CPL J. Sergeant

PTE I.M. Hockley

##### Driver Testing Officer Course

CPL P.K. Vorach

CPL B. Dowling

#### Maritime Training Wing

##### Cargo Specialist Basic Course

2007 PTE J. Craig Hill

##### Advanced Cargo Specialist Course

2006 PTE D. Bruce Reeves

##### Operator Movements Basic Course

2007 PTE A. Avery

##### Marine Specialist Grade 1 Course

2006 GNR D.J. BEAN



## 2007 QUEENS BIRTHDAY HONOURS LIST

On behalf of all RACT members, the Head of Corps wishes to congratulate the following personnel whose hard work and 'Par Oneri' spirit were recognised in the Queen's Birthday Honours List.

### MEMBER OF THE ORDER OF AUSTRALIA

BRIG Michael Christopher KEHOE; for exceptional service as Commander 17th Combat Service Support Brigade, the Director Personnel – Army and Commanding Officer of 10th Force Support Battalion.

COL David Thomas MULHALL; for exceptional service to the Australian Defence Force as inaugural Chief Instructor, Australian Command and Staff College; Commanding Officer of the 1st Combat Service Support Battalion, Career Adviser and Director at the Directorate of Officer Career Management – Army, and as Director of Personnel Operations – Army.

### MEDAL OF THE ORDER OF AUSTRALIA

WO1 Terry Joan BEER; for meritorious performance of duty as the Operations Warrant Officer and Call Centre Supervisor at the National Welfare Coordination Centre.

WO1 John Owen FRAZER; for meritorious service as the Regimental Sergeant Major of the Distribution Division, Army Logistic Training Centre and the 3rd Combat Service Support Battalion.

### CONSPICUOUS SERVICE CROSS

LTCOL Rolf AUDRINS; for outstanding achievement as the Staff Officer Grade One, Development at the Army Logistic Training Centre.

### BARTO CONSPICUOUS SERVICE CROSS

LTCOL Andrew William BOTTRELL; for outstanding achievement as the Commander of the Joint Task Force 631 Logistic Component during Operation ASTUTE.

### CONSPICUOUS SERVICE MEDAL

LTCOL Clifford Frederick COLE; for outstanding service as the Staff Officer Grade One Operations and Plans, Headquarters

1st Joint Movements Group, in producing the Australian Defence Force joint movements effect for Operations CATALYST, SLIPPER, ANODE, ASTUTE, RAMP, SUMATRA, THAI and PAKISTAN ASSIST during 2005 and 2006.

WO2 Geoffrey Thomas VAUGHAN; for outstanding service as Manager Operational Movements at the Joint Movements Control Office Melbourne January 05–September 06.

SGT Dean Alexander CLARK; for outstanding service as the Training and Assessment Sergeant at the 1st Recruit Training Battalion.

SGT Adam Raoul VALLADARES; for outstanding service as the Senior Transport Corporal at 16th Air Defence Regiment.

### AUSTRALIAN FIRE SERVICE MEDAL

WO1 Brian Neal; for distinguished service in the Country Fire Authority of Victoria, in particular for his contribution in the areas of Hazmat and Fire Investigation.



BRIG Michael Christopher KEHOE



COL David Thomas MULHALL



LTCOL Rolf AUDRINS



LTCOL Andrew William BOTTRELL



SGT Dean Alexander CLARK



SGT Adam Raoul VALLADARES

## OBITUARY

### COL GREGORY CHARLES PARK

WRITTEN BY ROSS EASTGATE

#### COURAGE

**COURAGE has many facets. In a long and distinguished career, Colonel Greg Park never stared down an enemy's barrel on a battlefield. But when he faced the ultimate foe, he demonstrated courage beyond reproach. He looked death in the eye and stared it down. Diagnosed with inoperable and, as it transpired, untreatable pancreatic cancer, he emailed his closest friends. His message was blunt but upbeat. He sought no sympathy, detailed what he faced, declared the bad news and indicated his preparedness to fight. Given just six weeks, he went about setting his affairs in order in a clear, determined way in which those who knew him could only observe with quiet admiration.**

Gregory Charles Park was born in Perth on 6 July 1947. After schooling at Lathlain Park in Perth, he entered the Royal Military College, Duntroon in

1966. There he met Christeen Cochrane, whose father was a permanent member of the college's military staff and, after his graduation in December 1970, the couple married on 15 May 1971. Their first two years were spent in Perth followed by 12 months in Puckapunyal before going to Port Moresby in 1974 to be involved in the transition of the Papua New Guinea Defence Force from Australian to PNG command.

Returning to the Army School of Transport at Puckapunyal as instructor in 1976, he went to the US on a similar posting in 1979. On his return to Australia in 1981, he fulfilled a staff appointment at Headquarters, Logistic Command before attending the Australian Army Command and Staff College at Fort Queenscliff, Victoria in 1981. After two years at the Land Warfare Centre at Canungra in the Gold Coast Hinterland, he returned to Logistics Command in Melbourne on promotion to Lieutenant Colonel in 1985.

In 1986 he was given command of the Army School of Transport at Puckapunyal, followed by attendance at the Joint Services

Staff College in Canberra in 1988.

Two years at the Headquarters of the Australian Defence Force followed when, as a full colonel, he was appointed as the Director of Movement and Transport for the Australian Army. In January 1993 he was posted to command the Brisbane Logistic Group, retiring in 1994 to become the manager of plant and transport at the Gold Coast City Council, a position he held until 2001 when he secured a position with Energex in Brisbane. In 2003 he was appointed Colonel Commandant Northern Region of the Royal Australian Corps of Transport, in which capacity he led the RACT contingent in the Brisbane Anzac Day march except for this year, when he had returned to Perth to attend his father's funeral.

Greg Park died just five weeks after his diagnosis of pancreatic cancer on August 10, aged 60. He is survived by his wife Christeen, his daughters Bianca and Michal and their families, his mother and two brothers.

### SGT KEVIN JAMES HAYES

Sergeant Kevin James Hayes tragically died in an ultra light plane accident on 20 May 2007. He joined the Australian Regular Army on 19 January 1988 and spent his life in the military as a water transport guru. Without doubt he became an expert in all things boats. Big Kev did indeed, 'know boats'. Sergeant Hayes was the epitome of a great Australian soldier; with a fantastic sense of humour and a determination to see the job done, no matter what it took. Good for a chat, good for a laugh and a good mate.

The deepest sympathies of the RACT go out to Sergeant Hayes' wife Tracey, his four daughters, family and many friends. He was taken too soon and will be sadly missed by all.

Lest We Forget.





# KNOW YOUR CORPS

## REPRESENTATIVE COLONEL COMMANDANT

**The Representative Colonel Commandant is appointed from one of the Colonel Commandants.**

The Representative Colonel Commandant is the Colonel-in-Chief's representative in Australia as well as a member of the RACT Corps Committee, at which he/she represents the collective viewpoint of the Colonels Commandant. He/she also performs ceremonial and other duties as requested by the Head of Corps in addition to carrying out the duties of Colonel Commandant within their Region.



**COL Peter White**

Colonel White graduated from the Royal Military College in 1967. He served for 27 years before

retiring in 1991. In that time he commanded at troop, squadron, regiment, and formation level, as well as instructing at the Officer Cadet School and the Army Command and Staff College. He is now retired and lives on the NSW Central Coast. He is involved in several community groups and has an interest in all things sporting.

## COLONELS COMMANDANT

**Colonels Commandant are retired Corps Officers who 'provide a link between the old and the new'.**

Their function is to advise or assist COs and OCs within their respective regions on such matters as:

- Spirit de Corps;
- Civil/military links by the Corps;
- Affiliations and alliances with other Corps; and
- Corps customs and memorials.



**Colonel Commandant Tasmania Region – LTCOL Doug Wyatt**

Lieutenant Colonel Douglas Wyatt initially enlisted in the Citizen Military Forces with 44th Transport Company, Royal Australian Army Service Corps, in 1966. Serving with Army Reserve at Devonport, Lieutenant Colonel Wyatt progressed through the various officer postings until he was appointed as the Officer Commanding of his first unit, 44th Transport Squadron, from 1983

until 1986. Since then he has enjoyed a variety of appointments and promotions and in 1993, Lieutenant Colonel Wyatt was awarded a Commendation by the Chief of the Defence Force for contributions to driver training and associated quality management cost savings for the Australian General Reserve. He transferred to the Inactive Reserve in 1998 and he currently holds the following appointments:

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

## Colonel Commandant Southern Region – COL Joe Fuster

Col Joe Fuster graduated from Duntroon in 1976 with a BA and a commission as a Lieutenant. He was seconded to the Royal Australian Corps of Transport and has had a number of regimental postings at different ranks; he commanded AMTDU. In 1992, he was promoted Lieutenant Colonel and in 1993 he was appointed the Commanding Officer of the Army School of Transport. In 1997 he was promoted to Colonel and held the position of Director Mobility and Communications within Logistic Command, (later Support Command-Army). In 1998, he served as Acting Director General Army Equipment and Maintenance Agency before electing discharge from the ARA in 1999. From late 1999 until 2003, he owned and operated his own business and from 2003-2006 was a contractor to Defence in the area of Logistics. In April 2006, he was appointed to the Australian Public Service and is the Integrated Logistic Manager for Phase 3 of the Overlander Program.



**Colonel Commandant Central Region – COL Greg Allen**

Lieutenant Colonel Greg Allen graduated from Officer Cadet School, Portsea in December 1971 and was allocated to the Royal Australian Army Service Corps (RAASC). He was posted as a Platoon Commander at 2nd Recruit Training Battalion, Puckapunyal, followed by an appointment as Administrative Officer, Headquarters 8th Company, RAASC. In 1973 he was reallocated to the Royal Australian Corps of Transport (RACT) and served in 5 Tpt Coy /Sqn and 6 TF. Later RACT postings

included Operations Officer, Headquarters 3rd Transport and Movement Group and Officer Commanding Melbourne Transport Unit. He also undertook logistics postings in HQ 3MD, HQ 3 Div and HQ 4 Bde. From the Inactive Army Reserve, Lieutenant Colonel Allen has undertaken tasks for Land Warfare Development Centre and since 2001 he has worked as a consultant to the Defence Science and Technology Organization on a number of logistic related projects. Lieutenant Colonel Allen was appointed as Colonel Commandant Central Region in July 2005.



**Colonel Commandant Western Region – COL Frank McGrath**

Major Francis John McGrath enlisted as

a gunner in 3 Field Regiment, Royal Regiment of Australian Artillery but was commissioned on 24 June 1973 as a Second Lieutenant in the Royal Regiment of Australian Artillery. After serving with his Regiment for 13 years, he accepted a change of Corps to the Royal Australian Corps of Transport and on 10 December 1976 was posted to 36 Water Transport Company (Medium) as Second in Command. He was awarded the National Medal on 14 July 1978. From then he enjoyed a variety of appointments and was awarded the Reserve Forces Decoration on 24 November 1988. Major McGrath resides at Duncraig WA.

## Colonel Commandant Eastern Region

COL Peter White – biographical notes are written above.

## Colonel Commandant Northern Region

COL Dennis Scanlon will take over this appointment on 1 September 2007.

Full biographical notes of all Colonel Commandants can be found on the DRN RACT website.

## Corps Regional Representatives

RACT Regional Corps Representatives are appointed in each military region in accordance with Corps Policy Statement Number 13. In each military region specific ARA and GRes appointments are identified to fulfil this function rather than specific individuals. Details of the current Corps Representatives can be found on the DRN RACT website.

# RACT RECOGNITION SCHEME

**The RACT Recognition Scheme was endorsed by the Corps Committee and approved by the Head of Corps in April 2007.**

## Category one – academic awards

The awards that apply under category one are as follows:

**Student of Merit Award – Initial Employment Training (IET) Courses** Awarded for RACT trade and officer courses for the trainee that achieves the highest academic performance;  
**Student of Merit Award – Promotion Courses** Awarded to the RACT trainee that achieves the highest academic performance;  
**The RACT RMC Graduate Award** Awarded to the staff cadet graduating from RMC Duntroon, allocated to RACT, with the highest academic performance; and  
**The RACT Essay/Article Prize** Awarded for the best essay/article that is published in the Australian Army Transport Journal each year.

## Category two – PTE-CPL awards for excellence

The RACT Awards for Excellence are

established to allow the RACT to recognise exemplary performance on behalf of its Privates and Junior NCOs. The RACT Awards for Excellence are not designed to recognise isolated examples of exceptional, outstanding or meritorious service. While RACT soldiers may compete for a number of those awards, the RACT awards will specifically recognise exemplary service maintained on a consistent basis over a protracted period and will be available to RACT members only.

The awards will be made annually and maybe awarded to RACT Privates, Lance Corporals and Corporals. These awards will be made on the basis of performance in the calendar year in which the award is presented.

## Category three – recognition of service

**Recognition of Long Service Awards** The Corps recognises the long and dedicated service that all ranks provide from 15 years and beyond upon transfer, retirement or discharge from Army. The RACT Recognition of Service Awards provide for eligible members to have their service in the RACT recognised by the presentation of a

Certificate of Recognition, and subject to additional eligibility criteria, by being farewelled at RACT expense at an authorised unit function or Tobruk Dinner.

**Head of Corps RACT Certificates of Achievement** The RACT Corps Committee has instituted a Head of Corps RACT Certificate of Achievement to provide a means to provide appropriate recognition of effort in circumstances where no other appropriate alternative exists.

**Commemorative Plaques** The purpose of commemorative plaques is to acknowledge the service and sacrifice of RACT personnel who have died on operational service. Subsequently, a RACT member who dies on operational service will be eligible to have a commemorative plaque laid at the RACT Memorial Wall. The RACT Memorial Wall is located at the Army Logistic Training Centre Memorial Gardens in Bandiana, Victoria.

Further details and eligibility on the RACT Recognition Scheme can be found on the RACT DRN website under Corps Policy Statements on the following URL: <http://intranet.defence.gov.au/armyweb/Sites/RACT/comweb.asp?page=Home>

# RACT CENTRAL FUND

**The purpose of the RACT Central Fund (Corps Funds) is to support the RACT with numerous activities where public funding is not available.**

Activities include the following:

- Support RACT extra regimental activities (i.e. the Army Museum Bandiana display).
- Provide encouragement to RACT soldiers to excel in their profession.
- Support projects and activities that will benefit RACT personnel.
- Safeguard, maintain and purchase items of Corps property.
- Provide recognition of service of those RACT personnel who achieve 15 years service or who otherwise distinguish themselves during their careers.
- Provide for the purchase of wreaths and dispatch of messages of condolence to families of deceased RACT members.

## Financial grants to Units

RACT Corps Funds may make financial grants to RACT units, sub-units and to elements of logistic units for projects and the purchase of goods and services which are unavailable through the Army system, cannot be purchased using Commonwealth funding or

are not provided by Frontline.

Such grants must directly benefit RACT soldiers and are approved subject to availability of funds. Bids for assistance from Corps Funds must be endorsed by the unit/sub-unit/element commander and are to be passed to SO2 Corps for consideration by the Chairman of the Corps Committee. Corps Funds will not normally assist Officers or Sergeants Messes.

In 2007, RACT Corps Fund grants have been provided for 34th RACT Birthday activities held in Puckapunyal, Bandiana, Darwin, Perth, Sydney, and Townsville.

## RACT Recognition Scheme

RACT Members should note that the RACT Recognition Scheme is aligned to Corps subscriptions as of April 2007. RACT members wishing to be farewelled at Corps expense from the Army should refer to Corps Policy Statement 42 – The RACT Recognition Scheme to confirm recognition of service entitlements.

## Subscription rates and payments

Corps subscription rates by rank are as follows:

Rank	Rate per Pay	Rate per year
MAJ and above	\$2.00	\$50.00

SGT-CAPT	\$1.50	\$35.00
PTE/LCPL/CPL	\$1.00	\$25.00

Australian Regular Army members may pay Corps subscriptions via allotment from their pay which is the preferred method of payment. The RACT Central Fund allotment proforma is displayed on the RACT Website. Once completed, submit the RACT Central Fund allotment proforma to your local pay cell to commence the allotment.

Army Reserve and retired members may pay Corps subscriptions as a once off yearly payment which can be made via cheque or direct deposit into the RACT Central Fund account. Cheques can be made payable to the RACT Central Fund and forwarded to the SO2 Corps. Yearly payments are requested to be made on or close to the Corps Birthday.

For members wishing to make a bank deposit, details are as follows:

Bank:	Defence Force Credit Union
BSB:	803205
Member Number:	87440
Account Number:	20587823
Account Name:	RACT Central Fund

Further details on Corps Subscriptions can be found on the on the RACT Website on the Defence Restricted Network (DRN).



# DOCM-A 'PUTTING OUR PEOPLE IN COMMAND'

MAJ E. MODDERMAN – CAREER ADVISER – TRANSPORT AND CATERING DIRECTORATE OF OFFICER CAREER MANAGEMENT – ARMY

**The term 'career management' can invoke an emotional response in some officers, especially if they have a particular perception or certain expectations on how their careers are, or should be managed.**

Since everyone's circumstances and aspirations are unique, the key to managing career expectations is that of communication. In line with this theme, the Career Adviser's role is to provide advice that one can consider in light of individual circumstances and any associated consequences and risks particular to an individual's situation. Such an approach is not only more personable, but it allows the officer to make informed decisions, which, where communication has been frank and upfront, should mean 'no surprises' when posting orders are issued.

I want to emphasise this article is not intended to be a policy document, rather it is intended to provide guidance and advice on a number of commonly asked questions that you may find useful for making informed decisions and therefore best place you to 'be in command' of your career. If you can make informed career decisions, it provides a greater ability to be involved, reach your potential and best serve the RACT and Army.

**I have a career issue that I want to discuss with my Career Adviser. Should I also consult with my chain of command?**

Managing your career is a partnership between you, your CO and your Career Adviser. As a rule, officers should consult with their chain of command as well as their Career Adviser. OCs and COs have a wealth of experience and I strongly encourage you to seek their counsel, particularly as you have the ability to have contact and receive advice from your CO/OC on a more regular basis. This in no way is intended to diminish the relationship that an officer has with their Career Adviser, as it should not need to be said that commanders have a vested interest in the welfare of their officers and their careers.

Furthermore, having both your CO's and Career Adviser's advice on a particular issue may provide you with additional points of view that you may not have considered when planning your future. It is therefore important to recognise that career advice is provided via a three-way relationship between you, your Career Adviser and your Commanding Officer.

**Should I have a career interview every year?**

Career interviews are conducted every year between late January and early April as part of the Officer Career Management Cycle (OCMC – see Figure 1). Interviews are very important as they provide the inputs into the postings selections process that occurs in April and May within the OCMC. Details of the DOCM-A Career Tour schedule are released, generally via signal, prior to the commencement of the tour. This provides dates when and where career tours will be conducted.

Your Career Adviser is your advocate within DOCM-A and will represent your aspirations, goals and career development needs. To do this effectively, the career interview is the best means for you to convey and discuss these aspirations as it is the one time when you have the ability to gain your Career Adviser's undivided attention. All officers should be strongly encouraged to build a rapport with their Career Adviser.

With a responsibility for approximately 300 officers and only 200 work days per year, it goes without saying that you must make best use of your interview time. Never walk into an interview cold and always have a plan to discuss. You can record your aspirations on a Career Planner (available from the DOCM-A website) and bring this to your career interview. When considering options, make sure they are feasible, realistic and distinguishable. For example, having a plan that has Brisbane as options one, two and three is not wise.

It is strongly recommended that you have a career interview every year, regardless of whether you are due for a posting. If you cannot have an interview in person, then contact your Career Adviser to arrange a telephone interview. Most of all, be upfront and honest. Remember, the Career Interview also provides the opportunity to discuss your progress, changes in your aspirations or personal circumstances, concerns you may have, or opportunities that may have presented since your last career interview.

Being open and honest in this forum will allow your Career Adviser to understand your situation and provide relevant advice. This should therefore allow you to understand the consequences, risks or benefits associated with any decisions you are thinking about making with regards to your career before you commit to making them or limiting potential options that may be open to you. The ability for you to make informed decisions is empowering for you and also ensures that you have realistic expectations in regards to your career.

If your circumstances or aspirations change after your career interview then you should contact your Career Adviser as soon as possible. Do not wait to tell your Career Adviser; waiting until June is too late for posting orders that are released in July!

You need to think carefully about your goals and aspirations and inject yourself where you can have the greatest effect – your career interview. Be active in managing your career – as an individual you have your own aspirations

and desires. Engaging with your Career Adviser is the best way to help you achieve your goals.

**I'm due for a posting in the next 12 months and I am scheduled for a career interview. What is the best way to prepare?**

There are three things you should do to prepare for a career interview:

1. **Know your career model.** The RACT career model, posted on the DOCM-A website, describes the career milestones that you should consider when deciding on your career goals. Knowing these milestones and how they apply to your situation will allow you to discuss realistic possibilities for professional development during your career interview.
2. **Know the Gazette.** The Gazette is an Excel spreadsheet that lists appointments available to Army officers in order to allow you to find the right jobs to fit your career model. The data contained within the Gazette is down-loaded from PMKeyS. 'Gazetted' means the position is available to be filled in the next Posting Planning Cycle (PPC). You should note the 'as at date' of the published Gazette to ensure that the positions you want to compete for remain valid, or reflect approved establishment changes. Arriving at your career interview knowing which positions you want to compete for allows plans to be discussed that are realistic and appropriate.
3. **Know your own performance level.** You must have a realistic self-appraisal of your past performance and future potential. Having this will allow you to develop a realistic career plan. You can use the feedback from your Performance Appraisal Reports (PARs) and Annual Career Guidance (ACG – issued to CAPTs onwards) to consider where you stand in terms of merit in relation to your peers.

Use this information to prepare a realistic career plan and make sure you take it with you to your career interview.

**My appointment has been deemed an agreed vacancy (AV). How does this affect me and what happens next?**

AVs are determined as part of the Army Personnel Establishment Plan (APEP). The intent of APEP is to ensure that the current vacancy rates at the rank of CAPT and MAJ are risk managed to ensure officers are posted to achieve the best capability outcome possible. This plan is decided by Army Headquarters. Please note that DOCM-A does not determine which positions are made AV. Unfortunately and understandably, this can create a lot of angst for people affected by this

process. In the first instance, if your position is made an AV, do not panic. Your Career Adviser will work with you to achieve a plan that meets your individual needs. This could involve a posting within your current unit or within the same geographic locality in the first instance. Consideration is also given to those individuals who had tenure in their appointment prior to it being deemed an AV.

Alternatively, this may be an opportunity to develop plans to be posted to a different appointment or location. I would ask that if you are affected by an AV, formulate some options you are happy to consider (i.e. prepare as you would for a career interview) and then call your Career Adviser or send an email.

**What happens if I want to repechage my Posting Order?**

Posting orders can be accessed via the Defweb at <http://defweb.cbrdefence.gov.au/armypostings>. Posting orders with a security caveat or with a detailed annotation will be dispatched via signal to both losing and gaining units respectively. There is a moratorium period that is observed after posting orders are issued. No changes to posting orders will occur during the moratorium period. The intent of this moratorium period is to allow individuals and the chain of command the time to consider the issued posting orders. It provides individuals the opportunity to consider the posting, make an objective assessment and discuss it with their family and Chain of Command before initiating a repechage. If you do want to repechage a posting, your extenuating circumstances should be outlined and submitted to the Career Adviser.

**How can I check if my annual report has been received by DOCM-A?**

The quickest way to do this is to utilise the functionality within PMKeyS Self Service. Simply log into PMKeyS Self Service and double click on the Army People Central Web Portal link. Your profile will be displayed, including the PARs that have been received by DOCM-A.

**I'm going to the Promotion Advisory Committee (PAC) for promotion. What can I do to ensure I am best represented?**

You can and should do the following:

1. Make sure that you check that all of your PARs have been received by DOCM-A. Gaps in your performance may jeopardise PAC outcomes. If you identify any gaps, contact your Career Adviser as soon as possible.
2. Ensure that your most recent PAR is submitted on time. If you are going before a PAC, then your latest PAR must have a recommendation for promotion. It must

be noted that 'Likely to become suitable', is not a promotion recommendation.

3. Ensure that you are AIRN compliant on the day of the PAC.
4. Ensure that you have completed all of your All Corps Officer Training Continuum (ACOTC) requirements (the RACT Career Model provides guidance on this).
5. For those officers going to PAC for Command and Staff College (and beyond) you should ensure that an up to date biography has been provided to DOCM-A through your Career Adviser. If you know that you are likely to go to a PAC then you can provide this to the Career Adviser during your career interview.

**I want to withdraw from a career course that my unit panelled me to attend. How can this be done?**

There are only two instances when you can be withdrawn from a career course. The first is an unforeseen operational commitment and the second is in the event of a serious compassionate circumstance. In either event, chain of command approval along with endorsement from a One Star Officer must be forwarded to DOCM-A for approval.

If you are withdrawn from a career course, make sure you discuss re-panelling with your chain of command and make sure you are re-nominated on PMKeyS through your unit orderly room.

**Where can I find out more information about career management?**

The principle document on Army Officer Career Management is Defence Instruction (Army) 47-1, Career Management of Australian Army Officers. All officers should familiarise themselves with this framework. In particular you should keep a look out for the DOCM-A Dispatch, which is a newsletter released by DOCM-A on a regular basis to highlight career management processes you should know about, or new initiatives that may interest you.

DOCM-A seeks to place every officer in command of their career so they can reach their potential to best serve Army.

As your Career Adviser, I am available to discuss your goals, aspirations and career development needs. I can be contacted on (02) 6265 3481 or [eric.modderman@defence.gov.au](mailto:eric.modderman@defence.gov.au).


Building a rapport with your Career Adviser is vital, as it will allow me to represent you and your interests within DOCM-A and provide you with realistic advice and guidance. The career management environment is highly dynamic and I encourage all officers to take an active interest in their careers. 



Figure 1: Officer Career Management Cycle



# UPDATE FROM SOLDIER CAREER MANAGEMENT AGENCY (SCMA)

/ CAPT C. HINDS

**SCMA's Mission:** To provide career and military service management of soldiers in order to contribute to the delivery of the personnel capability of the Army.

The Career Manager (CM) role is varied and diverse and consists of more than the readily apparent postings and promotion issues. The CMs aim is to assist in SCMA achieving its mission and our responsibility is to provide Army with the personnel capability it requires in order to fulfil its mission for Australia both now and for the future.

There have been many changes in the Army recently that have challenged SCMA providing effective Career Management. Changes such as Unit Establishment Reviews, extension to the Compulsory Retirement Age and the many bonuses currently on offer to certain trades and rank groups have all had an impact.

## Career management

Our responsibility as CMs is to provide effective career management advice to you, the RACT soldier; and to your supervisors. We attempt to give you the best opportunity for advancement by planning your careers to meet the mandatory requirements that govern us all (Manual of Army Employment, Employment Category Standing Orders, Corps Policy, Defence Instructions, etc).

To ensure that our processes are equitable, we will not do something for one individual that we are not able to do for all, although individual cases are considered. The posting opportunities that are provided to you are dependant on

your performance and will dictate your eligibility for promotion. All promotion is merit based and will only occur if there is a vacancy in your trade and target rank.

Sometimes your personal desires do not always compliment the service requirements and if you request a posting that may not give you the best opportunity to advance, we will attempt to advise you of the possible consequences to assist you in making long-term, informed decisions.

All soldiers should have the opportunity to speak with their CM at least once every 24 months. Remember that the interview should be confirming what has been planned for the following year and discussing career options for the year after that ie, this year's interviews are confirming 2008 postings and proposing the plan for 2009/10.

All soldiers who are promoted to Sergeant and above are selected by the Personnel Advisory Committee (PAC). The PAC looks at all the eligible soldiers in your trade and rank to promote on merit.

The key document for who is or is not promoted is the annual Performance Appraisal Report (PAR). Other records such as your family disposition and any special considerations, course reports, records of attainment, interview sheets, letters and emails, applications, medical classifications and restrictions, records of service (offences and awards), retention and COPAS postings, posting history and the experience gained in different environments are also used.

## Self career management

The modern Army is computer based and you now have the tools at your disposal to advise your CM of your personal and professional requests. PMKeyS is one of the main sources of information that is readily available to your CM.

Also, ensure that all of your details are correct including your family disposition, spouse's employment, etc. Ensure that you update your Electronic Preferences and Restrictions (EPAR) on PMKeyS Self Service, as your CM will utilise this as a means of trying to match your desire with the service need. It is advised that you place as much relevant detail as possible on the EPAR to assist your CM.

Another point for all to consider is what you see as your career goal. Would you like to follow a regimental path in the hope of one day becoming a RSM? Or would you prefer to be the senior WO1 within your trade? Whatever you decide, it is important you have an understanding of Corps Policy 29, which outlines the preferred postings for soldiers to be appointed to WO1, both Regimental and Trade.

## RACT manning

As you can see by the graph below, the RACT is reasonably well manned and currently there are no RACT trades listed as critical. However, this graph does not take into account the vast number of RACT personnel posted to non-trade or non-corps positions such as Recruit Instructor, Australian Federation Guard or Army Logistic Training Centre.

## Appointments

Before finishing off, we must congratulate the following RACT personnel on their selection to key appointments in 2008:

RSM 8 CSSB – WO1 Greg Collins

RSM 5 CSSB – WO2 Jason Burford

RSM 1 CSR – WO2 Trudy Fisher

WO1 CM RACT – WO2 Greg Johnson

In conclusion, 2007 is shaping up to be an extremely busy year for the Corps. Our aim is to maximise your chances of having a fulfilling career in the Corps but to do this we need your assistance. As the year progresses we hope to once again have the opportunity to meet as many of you as possible in both a professional and social capacity.

PAR ONER. 

# ALTC REORGANISATION - RE-RAISING ARMY SCHOOL OF TRANSPORT

/ LTCOL A. MACLEAN

ALTC was formed in 1995 by the amalgamation of nine logistic, health and personnel services Corps Schools to form four effects-based schools (Integrated Logistics Division, Distribution Division, Materiel Support Division and Personnel Support Division). At the time this structure reflected a reduction in the size of the Army and a consolidation of the Combat Service Support (CSS) Corps schools as part of the Defence Reform Program.

Over the past 12 years, the role of the ALTC CSS schools has evolved, their titles have changed (Army School of Logistic Operations, Army School of Transport and Ordnance, Army School of Administration and Health, and Army School of Electrical and Mechanical Engineers), but the effects based groupings have been retained.

The current structure of ALTC, as depicted below at Figure 1.1, does not effectively or efficiently support the essential functions of command, control and capability development primarily because the responsibilities for employment category management, training development and doctrine development are dispersed between various schools.

## Decision

In August 2006, the Training Command Capability Committee (TCCC) agreed to an ALTC Capability Enhancement Proposal to reorganise ALTC on a more practical basis with a combination of corps aligned and effect-based schools. This decision was ratified by Chief of Army Senior Advisers group (CASAG) in 2007.

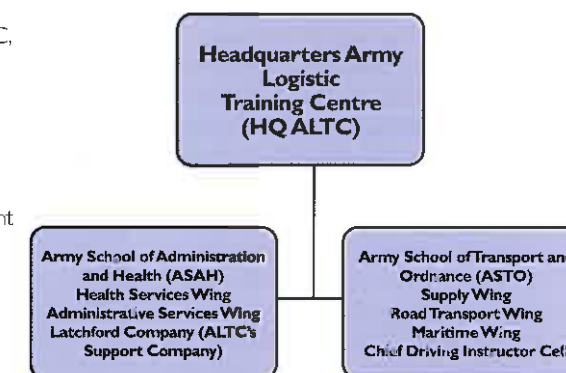


Figure 1.1 – ALTC Current Structure

## 2008 structure

In January 2008, the reorganisation of ALTC will see the establishment of four corps aligned trade schools from the three existing 'effects-based' trade schools: Army School of Transport, Army School of Ordnance, Army School of Health, and Army School of Electrical and Mechanical Engineering.

HQ ALTC, Army School of Logistic Operations and the Development Group will not change.

The Commanding Officer of each school will have additional responsibilities as the Deputy Head of Corps (DHOC) and each RSM will be Corps RSM of their respective Corps. This structure will allow each CO, RSM and supporting staff to better control specific Corps management and capability development issues.


## Endstate

The reorganisation of ALTC will have assigned essential command, control and capability development responsibilities to corps-aligned CO/DHOC, while still retaining the benefits of an effects-based Army School of Logistic Operations.

This structure best supports the development of the logistic aspects of the Enhanced Land Force.

The new organisation for ASH, ASO and AST is depicted at Figure 1.2.

HQ Army School of Transport (HQ AST). HQ AST will be raised at South Bandiana. The sub-units of AST will be Road Transport Wing (PKL) and Maritime Wing (TVL). HQ AST will be responsible for all trade training delivered to the members of RACT and all non-corps driver training.

The new organisation for AST is at Fig 1.3. 

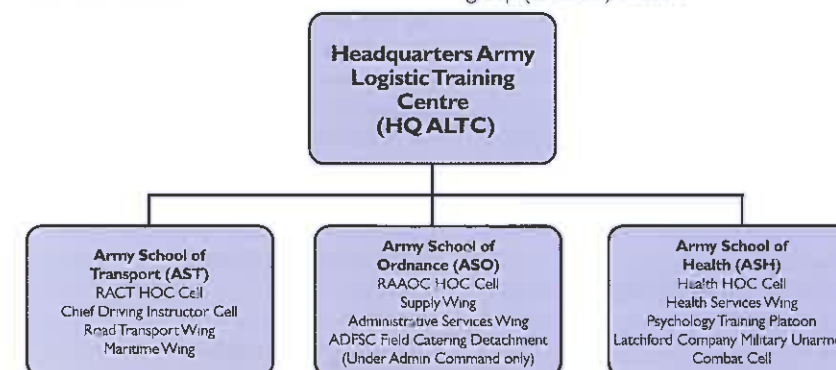


Figure 1.2 – AST/ASO/ASH New Organisation

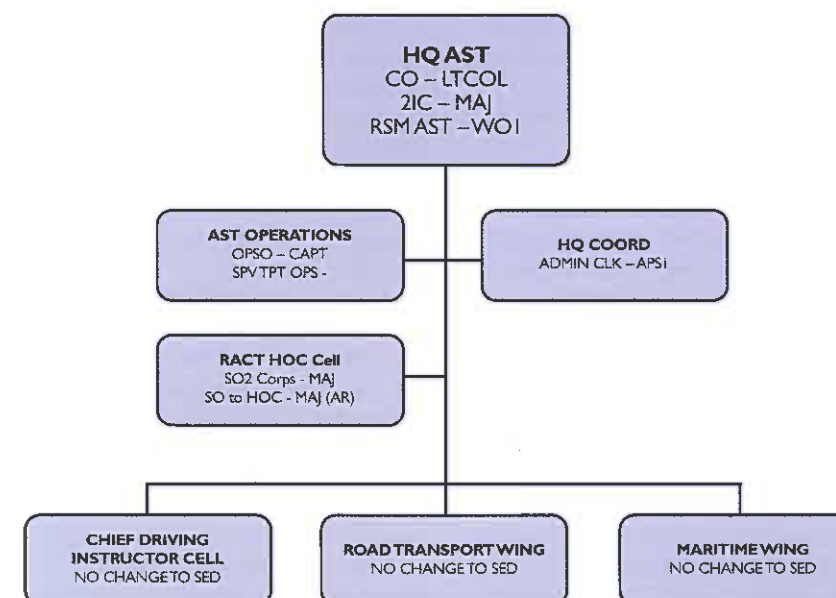
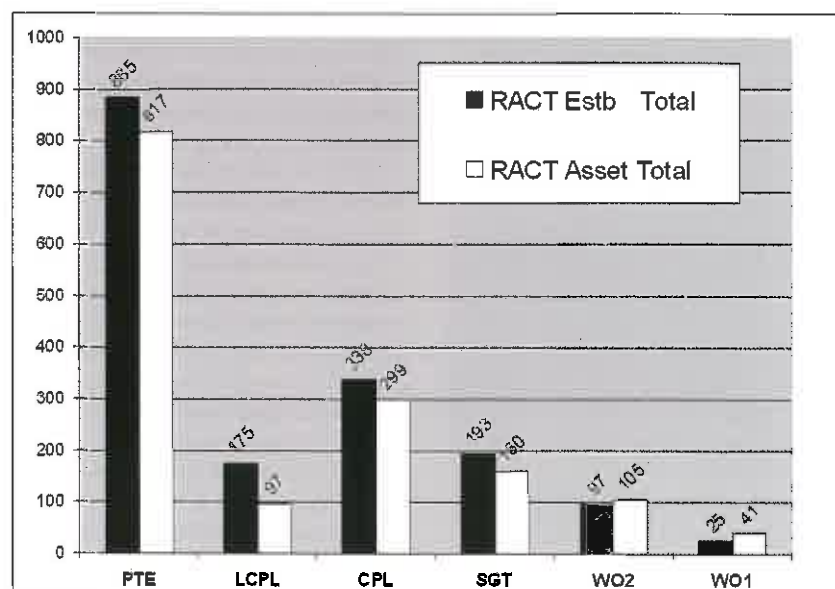


Figure 1.3 – New AST Structure





# RETIREMENT VILLAGE – ‘NOT’

/ WO2 R. NAIRN

**ALTC, Development Group (Dev Gp) RACT Cell is our official title and for those readers who believe that we obtain a posting here to buy a farm and retire, or cement a spot in the inter-service golf team or cross-country ski team or maybe the mixed netball side – well they may be forgiven for their misconception.**

'Retirement' is a word not to be used lightly if you're posted to Dev Gp. Even our long-lasting RACT cell member, WO2 'POP' Coombes still cannot sever the ties, largely because we will not allow him to. To enlighten the vast majority, I have borrowed, from the SO1 Dev Gp LTCOL R. Auldins, a slice of information from the induction training presentation, which will hopefully lend some scope to the role we perform at Dev Gp.

## Mission

Development Group is to conduct logistic training development and logistic trade management for all courses and trades allocated to ALTC in order to ensure that those courses and trades meet the needs of Army and Defence.

## Training Developer (TD) role

The TD is responsible for the technical implementation of the Defence Training Model (DTM) and the provision of advice on the application of the DTM to satisfy individual training requirements. The TD is both practitioner and adviser. In undertaking the role, the TD assists Training Advisors (TAs), Commandants, Trade Managers (TMs), instructors, assessors, employment managers and capability development officers.

## Life in our back yard

Trade Management and Training Development go hand in hand in ensuring that the RACT Trades are positioned to provide the required capability to Army. The initial component of this process is to conduct analysis on what particular tasks are being performed for each trade.

Analysis is conducted by the use of surveys that are either produced by Dev Gp or the Occupational Analysis Section at the Directorate of Strategic Personnel, Planning and Research as was recently used for the ECN 109/274/381 trades. The data from these surveys is then used to assist in the formulation of the Trade Review Report.

The next step is to revise Employment Specs and conduct an Employment Category

Reference Group (ECRG) prior to the Employment Category Steering Group (ECSG). Submissions are presented to the Employment Category Review Committee (ECRC) prior to any attendance at the Defence Force Remuneration Tribunal (DFRT).

On behalf of the RACT Cell, I would like to stress the importance of the trade surveys. There are many members who are doing the hard yards on operations and exercises, and without your feedback on the way the soldiers' training is affecting the unit capability, Dev Gp will make uninformed decisions based on our experience alone and not what is happening at the coal face.

It is not until around the Easter break that the newbies to the cell eventually get their head around the fact that Dev Gp has its fingers in a lot of pies and your future life as you thought you knew it, is not going to be all travel, gold Qantas Club membership, beer and skittles (that is unless it involves the unit sporties).

## Helpful acronyms

Another matter of interest is that if you believe you had fair knowledge of Australian Defence Force (ADF) acronyms – well this place has to be seen to be believed.

Once you have sat through ALTC induction training followed by Dev Gp induction training and, if you're lucky enough, attend the Trade Managers conference you will be talking in CAOAS (Complete and Only Acronym Speak). Once you believe that you have mastered the Training Command speak you will find CRAFT will set in (due to censorship you'll have to ask someone who knows about CRAFT to translate).

## Current projects

### TRADE

- All trades are currently being reviewed IAW with our Employment Category (Trade) Management role. Updating and eventually combining Employment Specs (MAE) and Employment Category Standing Orders, reviewing and advising on British Army trade transfers.

### ROAD

- Develop the Ceremonial vehicle; Tow a single pivot point trailer and Limited Operation of a Military B veh, TMPs.
- Conduct and plan TMP reviews on the IET-BDC, Sub 4 CPL & SGT cses.
- Provide ongoing advice on the removal of the 600hrs 6000kms pre-reqs.

## MARINE/CARGO

- Trade review reports for steering group for ECN 218 and ECN 171 trades.
- SOVO Vol 4 Watercraft.
- Amphibious Officers Course TMP.
- Implement amendments from the IET Cargo Spec Pilot Cse.

## MOVEMENTS/POSTAL

- Trade review reports for steering group for the ECN 035 trade.

## AIR DISPATCH

- Review and monitor the Basic Air Dispatch, Subj 4 CPL Crew Commander, Subj 4 SGT Supervisor Aerial Delivery, and the Air Logistic Officers Courses.
- Implement the Air Portable Team Leader (APTL); Unit Emplaning Officers (UEO); Truck Aircraft Loading Off Pavement and The Landing Point Commander Specialist (LPCS), TMPs.

## As old as the trees

As can be seen, the Truckies influence at Dev Gp runs from command positions down to the supervisors positions within the cell, which accumulates to 342 years of experience within the group. Sounds like an old oak tree. The bark may be looking a little ragged, a few leaves are falling off and some branches are limp but the trunk is of the finest hard wood.

## 'Training' activities

Don't believe for one moment that it is all work and no play at Dev Gp. During our busy training year we endeavour (and have never failed so far) to squeeze in adventure training activities that have included climbing up and down mountains (yes, in winter) walking or cycling from Wangaratta to Bright, annual Unit golf and lawn bowls sport days (weather allowing) and, to ensure there is social continuity, there are a couple of functions thrown in.

All in all it keeps us off the streets.

This will have given you a broad description of the jobs of members at RACT Cell Dev Gp and hopefully has not scared any future prospects away.

Once you are posted to Dev Gp and you march in with professional mindset it shouldn't take long to realise that with a bit of hard work you can actually influence changes to either the trade or the training spectrums within RACT.

PAR ONERI



# ROAD TRANSPORT WING – THE TRUTH

/ MAJ K. SKINNER

**Road Transport Wing is located in Puckapunyal and is tasked to train B vehicle operators and managers to provide B vehicle support to Army. It is a task we take great pride in executing and all staff feel the responsibility of ensuring only competent drivers are released to Army.**

The facilities at Road Transport Wing are basic however will improve with the expansion into 26 Transport Squadron's lines in December 2007. This coupled with the construction of a classroom complex and extension of the SDA will improve the conditions for instructors and students considerably. The key development will be the remodelling of the 26 Transport Squadron's workshop complex into classrooms. The vehicle pits will remain as an all weather training facility, however the current troop areas used for the field equipment of 86 and 87 Transport Troop and the Q store will be refurbished into classrooms fitted with audio-visual equipment.

## Basic Driver Troops

The cornerstone course conducted at Road Transport Wing remains the Basic Driver Course (BDC) for IET RACT drivers. The structure of the BDC has not changed – it is conducted in four phases over eight weeks. It has however been extended to 42 day course which provides an extra day to the SDA Phase, Difficult Driving/Recovery Phase and Highway Phase. The extra time will allow drivers to become more confident at each phase before progressing to the next type of driving.

Whilst varying levels of driving skills are expected, the greatest challenge and a continued source of frustration for instructors has been the level of basic soldier skills which trainees bring to the course. Poor basic skills such as weapon handling and field craft have been obstacles to the conduct of field training. The result is that time considerable time is spent revising basic skills.

## Non-Commissioned Officer Troop

Non-Commissioned Officer Troop's is tasked to conduct promotion courses for RACT and select RAE personnel. To set the conditions for success supervisors need to ensure that their personnel have met the pre-requisites for the course (time in rank, Dangerous Goods (DG), multiple vehicle codes); that students want to attend the course and that they have completed the pre-course work. It is becoming common place for trainees to request voluntary withdrawal from our courses within the first week due to a lack of preparation or self-recognition that their trade knowledge and skills are inadequate.

The Subject Four CPL Course structure has not changed significantly. The siting of section size formations and the associated delivery of orders is still the backbone of the course. The Transport Management Course remains focussed on operating a fictitious unit's transport assets. In order for NCO Troop to teach DG to level two, students' level one DG qualification must be entered in the students' AC795 and supported by a ROA. At a

minimum these qualifications must be entered on PMKeys.

The Driver Testing Officer (DTO) Course has endured some changes over the last 12 months in an effort to align the course with the requirements of Certificate Four Workplace Training and Assessment – TAA. The additional skill sets required to gain Certificate Four TAA are still taught within the course, however the demands on trainees has increased.

The Subject Four Sergeant Course has experienced very little change over the years and as such will be fully reviewed over the next 12 months. The two Subject Four Sergeant Courses which will be taught in 2007 will reflect the early stages of this development.

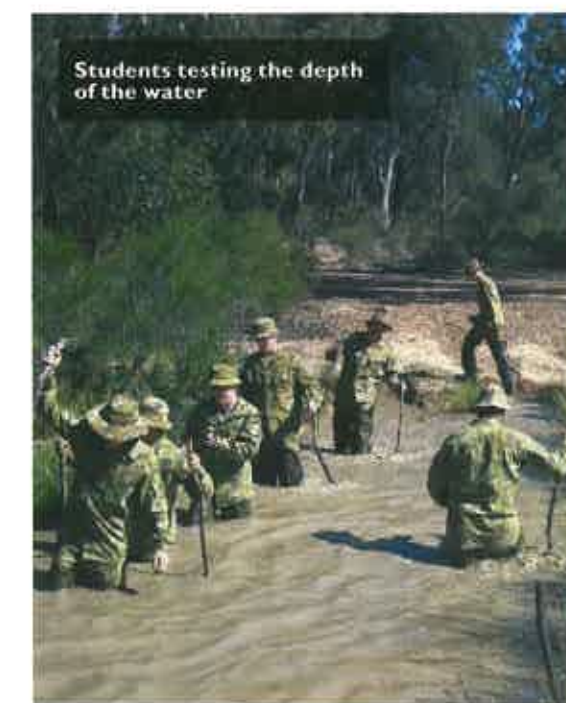
## Advanced Driver Troop

Low panel sizes have affected Advanced Driver Troop, with courses being cancelled due to lack of interest. Given the increasingly critical nature of ECN 274 it is hoped that units will panel and release trainees to attend the HCL and MC4 courses.

## Echo Troop – the contracted solution

Echo Troop is a new Troop within Road Transport Wing. The Troop was raised in January 2007 and comprises instructors from Wodonga Institute of TAFE who operate under contract to Defence, teaching the Defence TMP for the C2. Echo Troop is commanded by a Lieutenant and a Sergeant who provide military liaison and oversee all training requirements.

As manning in Army continues to be an issue, Echo Troop has shown that contracted training, which teaches the Army TMP can





own Standards Warrant Officer ensures the quality of training remains consistent.

### Contracting – a growing trend

The trend toward contracted driver training is expected to increase due to the impact of APEP/agreed vacancies on the manning of Road Transport Wing. Provided the correct course is selected, contractors execute the military TMP and they meet the quality standards of the military, then the contracted solution will likely prove successful. The quandary will be if the contracted solution is spread amongst more than one contractor or if the contractor is executing a civilian training program. A civilian program may not meet the needs of Transport Squadrons in Land Command and the ability for military to control a civilian program will be difficult.


It was in this environment of discussion on the contracted solution that the decision was made to conduct a 'proof of principle' trial of the HCI Course. Wodonga Institute of TAFE was contracted to teach their nationally recognised civilian TMP with some military competencies included. Four trainees commenced the Course and eighteen days later emerged with a Certificate Three in Transport and Distribution. When the competencies were mapped across to the military TMP several competencies had not been taught. These were subsequently

taught at Road Transport Wing by Advance Driver Troop over a five day period. The five days in Advance Driver Troop also highlighted that there are skills taught on a HCI Course which are important however are not included in the TMP (half curtain, triple stack) and until they are included any contracted solution will still leave a residual training requirement for Land Command. The solution can be found in TMP modification.

### Conclusion

Training continues to develop at Road Transport Wing, to reflect the changing focus of operations. The key task of the wing remains teaching the fundamentals of driving and managing in a road transport environment – ensuring that those who demonstrate competence gain qualifications and those who are not at the standard do not.

We are optimistic that the Instructors Patch and Badge coupled with the Training Command Instructor Bonus and improved facilities will attract staff to the Wing.

To those of you who have already supported us – thank you. Every instructor trains three soldiers, and without your support those three soldiers would have remained in holding platoon. To those who are yet to help – we look forward to meeting and working with you. 

work effectively and benefit both the civilian company and Army. The inclusion of a military Troop Commander and 381 Sergeant ensure the military standards expected of soldiers are maintained. It also allows the training to be continually validated. This monitoring, coupled with the evaluations conducted by the Wings

## A NEW ADF AMPHIBIOUS CAPABILITY

/ LT COL A. MOORE

The new ADF amphibious capability came a step closer following the announcement by Prime Minister John Howard on 20 June 2007 that Australia would purchase two Amphibious Ships from Spanish shipbuilder Navantia. Tenix, who are partnering with Navantia, were announced as the preferred tenderer and negotiations are underway to finalise a contract for two of the new Landing Helicopter Docks (LHDs). The ships have been designated as Canberra-class with the first (HMAS Canberra) scheduled for delivery in late 2012 and the second (HMAS Adelaide) in 2014.

New watercraft will also be acquired to operate with the LHDs as the current ADF watercraft are not suited for operating in the well dock. This is a significant change to the current system of carrying watercraft on the top deck of amphibious ships and transferring cargo or personnel via the stern door.

The two LHDs will be able to carry twice as much as the existing three amphibious ships and also provide a much greater helicopter and command capability. There will be up to four watercraft embarked with each ship.


In addition to the acquisition of the two ships, work is underway in Army and Navy Headquarters to fine tune amphibious concepts, training, doctrine, procedures and

other fundamental inputs to capability that are needed to successfully introduce the capability into service.

The LHDs and new watercraft provide an exciting opportunity for RACT as there are key enabling specialist capabilities provided by RACT personnel in contributing to the ADF amphibious capability.

The LHDs are significantly larger than the LPAs currently in service.

The picture below left shows an LPA in the foreground of an LHD.

The Canberra-class LHD carries significantly more personnel, watercraft, helicopters, vehicles and ammunition than the LPA currently in service. 

## SENIOR AIR DISPATCHERS DISCUSS TRADE DIRECTION

MAJ N. ESPOSITO

On 8 May 2007, senior members of the Air Dispatch trade gathered for the annual Supervisor Aerial Delivery (SAD) Seminar. Qualified SADs from the rank of CPL through to WO1, along with a couple of representatives from the officer corps met to discuss activities conducted within the past 12 months, current issues and the future direction of the trade.

With members posted to Land Command units including 17 Bde, SASR, 3 RAR and 4 RAR, as well as Training Command organisations at Kapooka, Canungra and the Air Movements Training and Development Unit (AMTDU) located at RAAF Richmond, the trade is certainly spread across the country and the SAD Seminar provides a unique opportunity to compare notes.

### What was on the agenda?

The Agenda for 2007 was a tight fit for a single day and began with a report from the OPSWO of 176 AD Sqn, WO2 Bruce Adams, the senior representative of a reduced unit contingent due to EX TALISMAN SABRE. The pace of unit activities was a common theme throughout the brief, with 176 hard pressed to maintain the tempo of activities required to support major customers in SOCOM, 3 Bde and the RAAF's 37 Sqn.

Operationally, Squadron members have deployed in roles departed from standard unit activities, conducting largely terminal and movements activities – highlighting the versatility of Air Dispatch soldiers and JNCOs.

Following 176 was a short photo show from the RSM of 9 FSB, an Air Dispatcher himself, WO1 Greg Barron. The subject of the slideshow was the impressive new home of the 9 FSB main body at Amberley. While space for 176 has been allocated, the unit remains tied to the fate of the C130s and will remain in Richmond for the foreseeable future, ensuring the Bn is represented in all three eastern states with the reserve elements of 9 FSB also holding firm in their current Victorian location.

The focus of the seminar now shifted to Training Command, starting with WO2 Darren Rubie from Army Training Flight, AMTDU and the ongoing integration of new TMPs for trade courses, particularly the development of lesson and assessment packages, or the Part Cs. While a relatively dry topic, the effect on the Trade is pronounced, as AMTDU is responsible for

Initial Employment Training and all Subject 4 Courses. The most significant discussion points were the success of a trialled new relationship between the Crew Commander (Subj 4 CPL) and Basic Air Dispatch (IET) courses which are run in conjunction; and the declining level of experience of personnel attending Subject 4 Courses.

Next up was WO1 David Jaehne Projects Flight, also an AMTDU element, but with a distinct focus on future capabilities within the Trade. Topics included: progress on the development of new airdrop loads, including the redesigned Hamel Gun which incorporates an increased amount of ammunition; the Assault Pioneer Platoon John Deere Bobcat with complete range of attachments which bulk out the maximum platform size of 32 feet; and the much smaller but no less technical design of a method to drop the Suzuki DRZ400, the first time a two-wheeled vehicle has been airdropped in 15 years.

Also on the horizon, but approaching rapidly, are the heavy drop trials for the C130J, which will complete the type certification for the aircraft and the looming spectre of completing the same process for the C17.

Continuing the subject of future capabilities, WO1 Gary Wahlen, Airworthiness Flight, AMTDU provided a practical demonstration of the Extraction Parachute Jettison System – Heavy (EPJS-H), a system that will see its first live Australian involvement in the upcoming C130J trials (the 'light' unit having been introduced recently in the US and British militaries).

Currently, if a platform load fails to extract from an aircraft, the RAAF Loadmaster must secure the load, move aft behind the load to the extraction line and 'cut away' the extraction parachute before it drags the aircraft out of the sky. The EPJS-H replaces the three point link assembly and consists of a mechanical apparatus with a pyrotechnic charge that is activated electronically and propels a knife, cutting the extraction line, significantly reducing the danger to the aircraft and crew.

The EPJS-H is also part of the new Rigid Hull Inflatable Boat (RHIB) package, another existing US military capability being adopted by Australia. The RHIB package incorporates a purpose designed platform which separates from the boat during the descent.

To cap off the forward orientated presentations, the US exchange officer CW4 Quitman Jackson covered the parachute


technology being researched in both personal and cargo parachutes; the introduction of low cost 'disposable' Aerial Delivery Equipment for use in container loads that include parachutes constructed of a 'shadecloth' like material; and the Joint Precision Air Drop System (JPADS), which employs GPS navigation and mechanically steered parachutes to achieve remarkable accuracy from increased drop heights, in turn reducing the exposure of aircraft to potential ground based threats. All of these developments will be keenly monitored by his Australian colleagues, with a demonstration of JPADS pencilled in for later this year.

With the sun well and truly on the descent, perhaps the most intense discussion of the seminar followed the presentation from ALTC by the Trade Management Cell regarding Employment Category Standing Orders (ECOs) and the upcoming Defence Force Remuneration Tribunal (DFRT) sitting.

The current wording of ECOs has generated numerous problems for promotion within the Air Dispatch Trade and is arguably the most hotly contested and only common topic of discussion, regardless of unit. The Trade Cell personnel were able to inform the seminar of the DFRT process, dispelling some popular misconceptions and gained valuable feedback from the coal face regarding the development of a more flexible, responsive document.

The final presentation of the day provided a distinct change of pace, with presenters from Scientific Management Associates (SMA) delivering the draft electronic platform training aid for comment and assessment by the collected subject matter experts. The package was developed under contract by SMA for Army Training Flight after a successful bid for the project was submitted through ALTC.

For those who have seen the animation of the F88 internal functions, you will have an idea of the detail that can be achieved by electronic training aids and anyone who has attempted to explain those functions to recruits without the aid will understand the value this project will add to training, particularly at the IET level at AMTDU.

On that note the SAD Seminar for 2007 concluded and once more proved to be a valuable gathering of the minds for the trade with each represented unit now possessing a much clearer picture of what else has been occurring in Air Dispatch over the past 12 months and what we can expect to see in the not too distant future. 





# OPERATION ASTUTE – A RESULT OF LESSONS LEARNED?

/LT COL A. BOTTERILL

**When Joint Task Force 631 (JTF631) deployed to Timor Leste in May last year, it represented the most rapid deployment of a force that size ever undertaken by the ADF. Only 14 days had elapsed from the commencement of planning within the 3rd Bde (which formed the basis of JTF631) to the arrival of the first troops in the Timor Leste Area of Operations (TLAO).**

Op ASTUTE was conceived and executed in significantly less time than the ADF's initial deployment in 1999 as part of Op WARDEN, and yet it experienced very few of the logistic challenges faced on that initial operation. There are numerous reasons for this, including better knowledge of the environment, the immediate availability of some contracted support, and the Dili-centric nature of operations. Without doubt, the main reason why Op ASTUTE was successful stems from the experience gained by the ADF from the continuous conduct of operations since 1999.

This experience has been acquired through the continual identification of lessons over numerous operations and the development of solutions to deal with them. Op ASTUTE saw the convergence of many of these solutions from the strategic and operational levels, down to the tactical level.

As the Logistic Component Commander (LOGCC) for JTF631, I was given a very clear mission to ensure the provision of a comprehensive range of combat service support to JTF631, based predominantly in and around Dili<sup>1</sup>. COMD JTF631, BRIG M. Slater, who had also experienced operations in East Timor during Op WARDEN, held some strong views on the level of support that would be required, but knew that he would have to allocate sufficient resources to the LOGCC for his requirements to be met.

On this occasion, JTF631 was not constrained by an artificial manpower cap from higher; rather, it was given the relative freedom to establish a balanced force, with sufficient capability to achieve its mission. The Logistic Component (LOGC) had a strength of 350 and was comprised of personnel from 3 CSSB (213 pers), specialist 3rd and 4th line personnel from 17 CSS Bde/1 Div/JLG (103 pers), and a robust communications and logistic information systems (LOGIS) node from 3 CSR (34 pers)<sup>2</sup>. The unit was retitled 3rd Combat Service Support Group (3 CSSG) to more accurately

describe the diverse nature and responsibilities of the unit. A further 32 pers from 3 CSSB and 17 CSS Bde were positioned in Darwin to operate the cargo consolidation point for the critical first 30 days. This was due to Darwin being the Agreed Point for this initial period<sup>3</sup>. The LOGC Phases of the operation were:

Planning Phase	11–26 May
Deployment Phase	26 May–8 June
Build-Up Phase	28 May–21 June <sup>4</sup>
Sustainment Phase	22 June–13 August
Drawdown/Redeployment Phase	14 August–11 September

The deployment of CSS capabilities and sustainment stocks in the first 72 hours, utilising a combination of air and maritime platforms, was planned in detail by the JTF, resulting in a balanced and coordinated expansion of the deployed force. The devolution of control of air and maritime assets to the LOGC for the subsequent build up of stores and equipment enabled this level of coordination to continue throughout the vulnerable first 30 days.

Furthermore, the rapid creation of a LOGIS node in the LOGC, supporting both live SDSS and LNIDS, allowed all demands from the deployed force to be processed quickly and assigned a relative priority. The CSSG was the first element in theatre to have SDSS/LNIDS (30 May) and was able to provide a number of terminals for supported units to use in location until the network was fully operational across the AO. This enabled good visibility and control of demands and priorities from the outset. The establishment of a single Logistics Component, supported by a robust LOGIS node, with authority over demand priorities and the relevant strategic lift assets, proved to be highly effective in making best use of the available capacity.

The deployment of the LOGC occurred in several stages, with a small command, medical and supply element arriving on 26 May to establish operations at Comoro Airfield. Limited MHE and additional medical elements arrived by air over the ensuing 24 hours, followed by HMAS Tobruk on 28 May, which conducted a LOTS operation in the vicinity of Comoro of a CSST(+). This enabled the establishment of a Transit Area (TA) and a Bulk Fuel Installation at Comoro<sup>5</sup>, with the HQ and remainder of the CSST redeploying to Chauvel Barracks at Tacil Tolu (approx. 2km west of the airfield)<sup>6</sup>. The TA became invaluable in rapidly clearing the airhead and establishing control



over stores and equipment as they arrived in theatre. In later stages of the operation the termite also undertook cargo operations at Dili port, supported by 3 CSSG clearance transport to relocate the cargo to either the TA or the Fd Sup Coy at Chauvel Barracks, depending on the nature of the stores and their demand status.

Due to the expected limited dispersion of JTF elements over the first 72 hours, a decision was taken to deploy the 2nd Line transport and infrastructure elements of the CSSG before much of the 1st Line support and echelon elements of the units in the JTF. While this meant the workload for the CSSG transport elements was significant in the first 12 days, it made best use of the available strategic lift assets and allowed for a rapid establishment of capabilities that could support the entire force, not just individual elements of it. The drivers from 9 Tpt Sqn undertook a huge workload during this period, which required strong leadership from its NCOs to manage rest and vehicle serviceability.

The Main Body of 3 CSSG arrived by air on 1 June, which provided some respite for the members of the CSST and attachments that had undertaken the bulk of the work up to that point. The arrival of HMAS Tobruk on its return journey (8 June) signalled the deployment of the remainder of the LOGC capabilities, including heavy transport and bulk liquid assets from 3 CSSB and 9 FSB, and additional MHE from 17 CSS Bde. Along with the other specialist 3rd and 4th Line attachments, a section of Air Dispatchers from 17 CSS Bde proved to be extremely versatile, undertaking some limited helicopter underslung cargo operations, as well as terminal and road transport operations throughout the deployment.

By 21 June (27 days after the initial deployment) the LOGC had achieved the required theatre stockholdings as directed by the Joint Operations Centre (JOC) and the Agreed Point was brought into theatre from Darwin to Dili. This signalled the end of the Build Up Phase and the transition into the Sustainment Phase.

The conduct of operations between 21 June–13 August saw an extension of the compound at Chauvel Barracks and the establishment of an Ammo Point (AP) and Ammo Wksp, the continued delivery of stores and equipment to JTF631 elements, as well as the provision of support to numerous Battle Group Faithfull operations<sup>7</sup>. 3 CSSG was also responsible for the collection and storage of all seized weapons and ammunitions in the TLAO, which constituted five 20ft containers of weapons and one container of ammunition. 3 CSSG personnel were also involved in the conduct of several one-off activities including: the exhumation, X-Ray and forensic dental examination of several deceased locals in support of the Australian Federal Police; the search of civilians entering Dili during a pro-Fretelin rally<sup>8</sup>; and the conduct of a weapons audit of the Timor Leste Army (F-FDTL).

During its deployment, the LOGC was allocated a Tactical Area of Responsibility (TAOR) in the vicinity of Chauvel Barracks, which required the conduct of a regular patrolling program and other activities to maintain security and build a rapport with the community. Personnel based at Chauvel Barracks would undertake these duties on a rotational basis for several days at a time, which provided some good variety to their day-to-day routine.

For many soldiers, the chance to interact with the local population became the highlight of their deployment. Unfortunately, 3 CSSG had one Unauthorised Discharge during the four month deployment, which, while comparatively low, was still one too many. The use of the buddy system and continuous rehearsal of TOETs assisted in maintaining good weapon discipline in this regard.

Op ASTUTE saw the extensive use of contracting in support of the deployed force from the very first day in country. The inclusion of several logistic personnel in the Defence Supplementation Staff (DSS) allowed the establishment of several immediate contracts for vehicles and some ablutions prior to the arrival of the deployed force.

An Intermediate Logistic Support Contract (ILSC) was established with an Australian-based firm between 8 June–3 August for the provision of fresh rations, bottled water, bulk aviation and diesel fuel, ablutions (including delivery of bulk water for ablutions), waste (black, grey and hard) collection and removal, hire of containers, power generation, hire of

locally employed civilians (LECs), and facilities and grounds maintenance.

The ILSC was an extremely effective short-term solution, but its implementation and management was quite ad hoc and basic, which was acceptable given its scope and longevity, but was not appropriate for the longer-term. It was replaced by the Comprehensive Logistic Support Contract (CLSC), which began on 4 August and is still operational. The CLSC included all of the services provided under the ILSC, plus: Lvl 3 medical support; rotary wing support (ind AME); supply chain management between the Cargo Consolidation Point (CCP) in Dwn to the CCP in TLAO; catering (three kitchens); delivery of potable water to kitchens; maintenance; engineering; and general services.

While the implementation of the various contracts resulted in effective support to the deployed force, it was achieved at significant angst to the LOGC. There is considerable scope to enhance the development and implementation of this kind of support through the establishment of a contracting centre of expertise for the provision of hands on assistance to a deployed force<sup>9</sup>.


The drawdown and redeployment of the LOGC was undertaken during 14 August–11 September in accordance with detailed planning from JTF631. The LOGC was responsible for the establishment and operation of a Force Extraction Team to deal with personnel and equipment through two distinct processes. Equipment was processed through the Account Closure Team established at the Heliport to close accounts and transfer equipment back to Australia through a contracted cleaning process at Dili port.

Personnel were processed through the pers FET at Comoro Airfield in groups of 120 over a three day period. JTF631 received excellent support from 1 JMOVGP personnel during the redeployment, which required very close management of contracted strategic lift to keep to planned departure dates. Prior to the closure of the LOGC, a small CSST of 45 pers was detached to BG Faithfull to remain until the RIP with the 6 RAR Bn Gp two weeks later.

Overall, Op ASTUTE did not experience

any significant shortfalls in the provision of logistic support to the deployed force. On the contrary, it was acknowledged that the effective delivery of logistic support was the result of detailed planning, excellent individual skills, the application of lessons learned over numerous operations, and just a little bit of luck.

The LOGC was an integrated mix of 2nd, 3rd and 4th line logistic capabilities, which combined to provide a comprehensive level of support to the deployed force. Given the nature of operations over the last seven years, and the likely shape of future operations as recently articulated in the CDFs Joint Operations for the 21st Century, there is room for debate as to whether the current logistic structures and traditional 2nd/3rd Line divide is still valid. The logistic capabilities embedded at 1st Line could also be subject to future debate, but one that must also engage Combat and Combat Support personnel.

The JTF received excellent support from a number of organisations in Australia, which was facilitated by their deployed LOs or small teams; these included JLG, DLISST, and 1 JMOVGP, and many others in staff appointments in Sydney and Canberra. Throughout the deployment of the LOGC I was continuously impressed by the attitude of all 3 CSSG personnel, whether they were deployed in the TLAO or providing support in Darwin. Through all of this, the RACT was a central and enduring feature, without which the operation would not have succeeded. 



1. The Task Force also included an AFP/NZ and Malaysian Contingent, resulting in a dependency of approx. 2800 pers at its peak. In addition, for several months the LOGC also provided limited sustainment to the Timor Leste Police (PNLT) and Army (F-FDTL) cantoned in and around Dili, which increased the dependency to approx. 3,300 pers.
2. In the initial stages of the operation, a Surgical Pl from 17 CSS Bde was also attached to the CSSG, but in the first month it was combined with RAAF medical elements and redesignated as the Australian Military Hospital – Dili (AMHD) at Comoro Airfield.
3. The Agreed Point is the hand-off between JLG and the deployed force. In recent history this has been in theatre, but for the first 30 days of Op ASTUTE the Agreed Point was Darwin. It moved forward to Dili on 21 Jun.
4. The overlap with the Deployment Phase occurred because elements of the LOGC deployed in several groups over an extended period, whereas the build up of sustainment stocks was able to commence shortly after the deployment of the first elements of the LOGC.
5. The TA was operated by a Terminal Section from 10 FSB and the BRI (Diesel and AVTUR with 2 PL RPA) was run by Per Ops from 10 FSB.
6. Both the LOTS OP and the filling of the BRI were supported by 2 x LCM8 attached to the Maritime Component from 10 FSB. The Tank Fuel Collapsible - Marine (TFQM) was utilised in conjunction with the LCM8 for the transfer of fuel from ship to shore with good success. These included transport support to Cordon and Search; collection of seized weapon, and movement of pers and supplies to Baucau, Gleno, Aileu, Maubisse, and Suai.
7. This task required 15 female personnel to be trained in search techniques to work alongside NZDF personnel.
8. This support would include assistance in the development of Statement of Requirements, Key Performance Indicators, and implementation plans, as well as assistance with the management of the contract once implemented. Currently, the Joint Contracts Coordination Centre (JCCC) in JLG provides advice and coordination for the establishment of contracts, but this is focussed on tender evaluation in Melbourne rather than implementation in theatre.
- 9.



# ESTABLISHING THE FORCE LEVEL LOGISTIC ASSET – MIDDLE EAST AREA OF OPERATIONS

/ LTCOL M. ASHLEIGH

In late August 2006, Headquarters (HQ) 9th Force Support Battalion (9 FSB) received a warning order to deploy elements of its HQ and other personnel to the Middle East Area of Operations (MEAO) to augment the existing Force Level Logistic Asset (FLLA) and provide a O5 level HQ to provide the Command & Control (C2) for the augmented FLLA.

This article will provide a comparison between the original and augmented FLLA, which became known as the FLLA-MEAO, describe the methodology for establishing the new organisation and touch on some of the more general observations made during the deployment. The aim is to describe how the FLLA-MEAO was established and promote discussion on the approach taken and some of the observations made.

## Background

The FLLA was established to provide logistic support to deployed AS Force Elements (FE) within the MEAO. The original FLLA was a tri-service organisation that, while a Task Unit (TU) in its own right, was based on individual rotations which, it could be argued, undermined its ability to be a fully cohesive and effective unit. The decision was taken in 2005 to deploy the FLLA as a formed body from early 2006. 17 Combat Service Support Brigade was tasked to provide the FLLA with the first 'formed' body FLLA deploying in February 2006 based on a O4 level command element from 9 FSB.

The primary tasks of the FLLA were to conduct Reception, Staging, Onward movement & Integration (RSO&I) and distribution operations. The structure provided above enabled the FLLA to achieve these tasks and provide other directed support. However, as the ADF level of commitment to the MEAO increased and the support provided was extended into two distinct Areas of Operation (AO), IRAQ and AFGHANISTAN, the complexity of logistic support increased and the requirements of the FLLA changed.

The changing requirements led to a proposal to significantly increase the size of the FLLA by up to 50 personnel. The increase consisted of a new O5 level HQ, the establishment of FLLA-AFGHANISTAN (FLLA-AFG) and some minor increases to the FLLA-K

and FLLA-BAGHDAD (FLLA-B). Additional increases (not included in the 50) involved the transition of some capabilities from the Aviation Support Element (ASE) deployed to AFG and the Joint Movements Coordination Cell (JMCC) being placed OPCON of the FLLA-MEAO (the JMCC was previously OPCON HQ Joint Task Force 633 [JTF 633]).

Following a reconnaissance by Commanding Officer (CO) 9 FSB and a small team in September 06, the additional personnel deployed from 10 - 18 October 06 with the FLLA-MEAO formally raised on 27 October 06. It is important to note that the FLLA-MEAO was designated as a Task Group (TG) in its own right whereas the previous FLLA was a TU of HQ JTF 633. This gave it equal standing in the JTF 633 construct as the other TG such as the Overwatch Battle Group (OBG) and Reconstruction Task Force (RTF). While this may not seem important it was a significant statement as to the standing of the FLLA-MEAO and its relationship with other TG and HQ JTF 633. It also meant that the actions and progress of the FLLA-MEAO were visible to senior commanders in Australia.

## Establishing the FLLA

The changes outlined above may seem simple enough, however it was a major structural change with a number of additional responsibilities at a time when the second FLLA was settling into its deployment. In light of that, the intent now is to describe the plan of attack for establishing the FLLA-MEAO. Obviously there were a number of tasks, additional to the two traditional ones previously mentioned (RSO&I and distribution). As would be expected they were a combination of specified and implied. In addition to these tasks we established some key objectives that needed to be achieved during the period of the deployment to measure our success, and importantly to enable us to set the preconditions for subsequent FLLAs. Finally, underpinning these tasks and objectives were a few simple philosophies that would develop the culture required to achieve the mission. You will note some common themes across all three components, this was intentional and served to emphasise the message and provide some clear guidance. Of course there were many factors that needed to be considered, and these ultimately made the

task of establishing the FLLA-MEAO complex in some areas; however I will outline what we considered to be a simple but effective approach based on the three components discussed above.

## Mission

The FLLA-MEAO mission is 'to provide directed support to Australian units and personnel deployed in the MEAO IOT meet CJTF objectives.'

Firstly, it is important to state the mission that was developed for the FLLA, briefed to Commander JTF 633 (CJTF 633) and subsequently approved by him. It was intentionally broad in scope, which was driven by a desire to allow the necessary freedom of manoeuvre in establishing the FLLA-MEAO. While it was reviewed throughout the deployment there was no requirement to adjust it for the inaugural FLLA-MEAO.

## FLLA-MEAO Tasks.

The specified tasks undertaken by previous FLLA's were to conduct RSO&I and distribution. These tasks remained and in many respects continued as the key responsibilities of the FLLA-MEAO. RSO&I was the most high profile task undertaken and to a large extent the reputation of the unit directly reflected the success of the RSO&I process, so it was essential we remained focussed on this. However, in addition to these traditional tasks the FLLA-MEAO identified a number of additional tasks; those deemed the essential ones are outlined below:

**Establish Liaison Elements.** While the FLLA-MEAO had larger elements in key locations, it was also important to provide liaison elements in other areas. This was done quickly in consultation with the necessary TG and HQ JTF. The intent was not necessarily to have these established permanently (one liaison element was withdrawn after five weeks) but it was considered essential in the early stages to develop these relationships and assist with ensuring the necessary Combat Service Support was being provided. It is not surprising that once again the benefit of Liaison Officers at the tactical level was clearly demonstrated during the deployment and was instrumental to the achievements of the FLLA-MEAO.

**Establish FLLA-AFG.** Establishing FLLA-AFG was one of the key reasons for the augmented FLLA being deployed. This task was

achieved, however, it proved more complex than was initially anticipated. AFG proved to be a very complex and difficult environment, but it was essential that we deployed there as soon as possible. Due to a number of factors, a staged approach was adopted, with the major element being deployed in late-November 2006 when CO FLLA-MEAO assumed responsibility for the provision of logistic support to that AO. This constrained the time available to Officer Commanding FLLA-AFG to establish the TU and address the many issues that needed attention, but the achievements of this small group was one of the key highlights of the deployment.

**Better coordination of logistics throughout the MEAO.** Another key reason for the deployment of the additional elements was to better coordinate the provision of CSS throughout the MEAO. This was achieved in a number of ways including through the allocation of the JMCC OPCON to the FLLA, the establishment of FLLA-AFG, the deployment of liaison elements when required, creation of an Operations Support Cell, and through close liaison with the J4 cell at JTF 633. Ultimately, these factors combined to achieve a better synchronisation of logistic effects.

**Develop the framework for the new FLLA construct, including corporate governance.** Being the inaugural FLLA-MEAO it was essential that the framework for the organisation was quickly established and functional. You will see a similar theme to this task in both the objectives that were set and in one of the philosophies that underpinned the new organisation. This was perhaps the most critical aspect of the deployment in that it would enable us to provide more effective CSS quickly, and to set the foundation for the next FLLA-MEAO. It consumed much of the effort of the new HQ and involved the development of a comprehensive set of SOPs that drove the operation of the organisation, the conduct of an establishment review and developing the operations support construct, which importantly included the concept of assisting the CJTF 633 and TG commanders in meeting their corporate governance requirements.

As highlighted previously, there were

numerous tasks, however, these were determined to be the essential ones and focussed our effort. They were regularly reviewed with the intent of ensuring we were achieving them, and to identify additional tasks resulting from our increased situational awareness and an ever-changing environment. We did identify new tasks throughout the deployment; however those outlined above remained as the essential.

## FLLA-MEAO objectives

With the essential tasks defined we identified the key objectives (or goals) that if achieved would result in the FLLA-MEAO meeting its mission. These objectives were ultimately what dictated our work effort, as we set to establish the FLLA-MEAO and demonstrate its worth in a relatively short period of time (remembering that this FLLA was only deployed for a period of four months) before handing over to the 1st Combat Service Support Battalion (1 CSSB). It was therefore, critical that we hit the right objectives and regularly reviewed our progress towards achieving them. While not a line of operation as such you could consider them in a similar light.

**Establish HQ FLLA-MEAO, with minimal impact to current FLLA-K and FLLA-B operations.** As would be appreciated deploying a HQ to command a TU that had been deployed for over six weeks with the understanding that they would be an independent TU for the period of their rotation would always provide some challenges. Therefore, it was important that we establish the FLLA-MEAO while attempting to limit the impact on the original FLLA. This served two purposes in that it would ensure we remained conscious of the impacts on the FLLA, therefore gaining their support as quickly as possible, and also that we established the new construct without undermining the provision of CSS to deployed forces. We are confident that we transitioned relatively smoothly to the new structure, particularly in regard to the provision of effective CSS.

**Establish and maintain effective relationships.** Critical to the provision of CSS were clear and open lines of communication.

The FLLA-MEAO invested considerable effort in achieving this objective and a concerted effort was made to engage at all levels with those we supported and those that supported us. The other essential requirement in regard to relationships was the need to establish close ties with our coalition partners, particularly the US and Japanese Self Defence Force (JSDF). We engaged regularly with our allies and this proved instrumental during the conduct of the major Reliefs in Place (RIP). The JSDF in particular provided tremendous support to the insertion and extraction of Australian Defence Force FE's and it was through their support that we were able to meet the TG commander's intent for the movement of personnel and equipment. The benefits of this were well understood by all FLLA-MEAO personnel and proved to be a key ingredient to our success.

## Conduct an establishment review.

While it could be argued this is simply a task or perhaps only a component of developing the processes and procedures, we saw it as a key goal that we needed to achieve in order to inform the 1 CSSB deployment. A comprehensive set of business rules for the conduct of the review were developed, which served to ensure the activity was focussed.

We conducted a detailed review, however we don't consider the result was as effective as we would have liked. This was due to a number of reasons including the fact that we needed to conduct it soon after establishing, given our reduced tour, and the deployment of the 1 CSSB reconnaissance team, plus the fact that FLLA-AFG was in its infancy. That said, we needed to formally capture the lessons from our experience in a time that could assist 1 CSSB. Post-formal review, we did continue to review our structure and manning with the aim of further assisting 1 CSSB and following FLLA-MEAO's.

## Assist JTF 633 in better fulfilling its corporate governance requirements.

A key challenge was to consider how we were going to assist the CJTF and the TG commanders in meeting their corporate governance requirements, which we considered a key component to producing logistic effect. We determined the best way

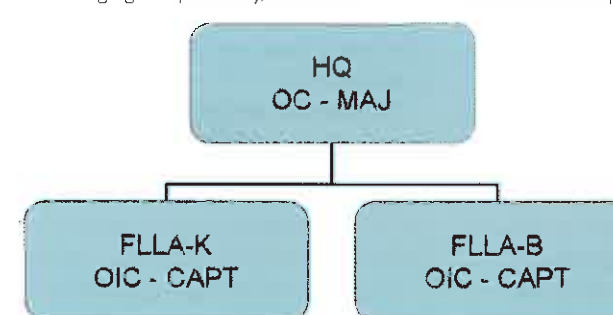


Figure 1

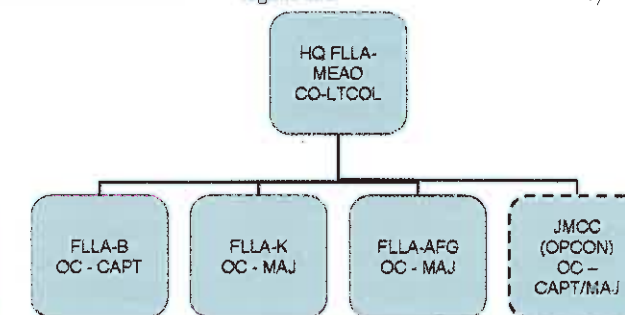


Figure 2





9 FSB soldiers working at Kuwait Airport

to achieve this was to establish an Operations Support Cell that would conduct the necessary gap analysis on what was required by way of corporate governance and where the JTF was falling behind. From there we would be able to propose a concept to the CJTF on closing that gap. The final outcome was a list of tasks, in priority order that needed to be undertaken. While there were many, they provided clear direction to our effort and enabled an easy measure of what we achieved and what the next FLLA-MEAO might address. An example was the work done in addressing issues identified by previous audit teams in regard to the management of Class 5. The cell made significant progress on this issue, enabling an increased level of Class 5 support to the JTF.

It is important to note that the Operations Support Cell was also utilised to manage supply chain issues including assisting TG's in the use of LNIDS and SDSS, the management of critical equipment, contracting and a range of other areas.

**Develop the FLLA-MEAO framework and processes to better synchronise logistic effect.** The development of the right framework and processes to better synchronise logistic effect has been mentioned previously so it is not the intent to expand much more on this goal. Suffice to say this was a very consuming objective and in many aspects nearly everything we did was aimed at achieving this goal, from the development of SOPs and the establishment review to the development of good relationships. We are confident we managed this during our deployment; however the real test will be to learn from 1 CSSB if our efforts positioned them to more effectively meet the unforeseen changes and situations they encountered.

A final note in regard to the objectives. While we didn't formalise it, one of the outcomes we needed to produce was to quickly demonstrate the benefits of the FLLA-

MEAO. To that end we identified a number of high-payoff 'targets' where positive change could be achieved quickly and real benefit seen. There were a number of areas that we targeted, however a good example was the work done in regards to the conduct of RSO&I. It is a good package and was being conducted well, however, with some minor refinement and a slightly varied approach we were able to more effectively manage the expectations of deploying personnel and better prepare them physically and psychologically for deployment forward. As mentioned earlier, the reputation of the FLLA-MEAO rested to a large extent on the conduct of RSO&I, and the refinement conducted helped forge the way for the new organisation.

### FLLA-MEAO philosophies

Simple philosophies were developed that were constantly emphasised throughout the FLLA-MEAO and to key personnel and organisations as they transited through our locations. They underpinned the tasks and objectives and assisted in developing the culture required within the organisation to achieve success. Not surprisingly the first was that **'the process, procedures and structure must be established to set the right foundation.'** This has been a constant throughout the article and the aim was to ensure we set the foundation for the following FLLAs. If we get that right then we allow them to look forward and become more proactive as opposed to reactive, if we get it wrong then the Unit is not positioned to provide the best possible CSS. We needed to think beyond our deployment, do the necessary analysis and work hard in establishing the new organisation. A culture of constant review ensured we achieved this.

The second philosophy was very simple; we are **'here to support and make life better.'** Sometimes, as logisticians we momentarily lose sight of the fact that we are here to provide essential support to deployed

elements. The aim was to ensure everyone throughout the FLLA understood our key purpose and to develop a strong support culture. While simple it proved to be effective.

The final philosophy was perhaps the key to developing the right culture within the FLLA and to shape the way transiting personnel viewed us. The aim was for deployed ADF personnel to see the **'FLLA-K as the home of all ADF personnel in the MEAO.'**

Through a strong campaign a mindset was developed within our own personnel and JTF 633 soldiers, sailors and airman that the FLLA-K was indeed the home of the ADF in the MEAO. It worked in that the FLLA became an organisation committed to the provision of CSS no matter what the time or circumstance and as a direct result transiting personnel saw and treated the FLLA-K as their home. Again, simple but very effective.

The aim has been to simply outline the approach taken by the inaugural FLLA-MEAO to establish itself in such a way that it prepositioned follow on FLLA's for success, while at the same time being able to provide the best level of CSS it could. It wasn't easy in that we needed to establish ourselves and provide effective support while clearly demonstrating the benefits of the FLLA-MEAO in a four-month deployment. However, the simple approach of identifying our essential tasks, setting key objectives, establishing the right culture through simple philosophies that were continually reinforced, combined with a process of regular review proved successful.

### Observations

**Command of specialist logistics personnel.** There are a number of specialist logistics personnel, such as postal operators, terminal operators and ammunition technicians throughout the MEAO. For good reason these were initially placed under command of the supported TG's such as the OBG or RTF. With the deployment of the FLLA-MEAO there is scope to place these capabilities under command of the FLLA, which, considering the specialist nature of these skills and the requirement to manage them closely, could assist in achieving a more coordinated logistic effect. It would not undermine the support provided to the TGs and would allow the CJTF 633 to better position for surges.

**Deployment of Combat Service Support Teams (CSST).** During the deployment the FLLA supported TGs who deployed with a CSST and those that deployed primarily with their first line assets (Administration Company). From the perspective of the FLLA those supported by a CSST were provided increased levels of support. This is in no way meant to question the

support provided to those TGs who were not supported by a CSST it is simply to state a fact from the FLLA perspective. A CSST is designed and trained to look internally and externally to the organisation it is supporting, which provides the supported CO with a more robust logistic capability that better understands the logistic support structure and provides a more effective interface between the TG and the logistics support system.

**Logistic Information Management Systems (LIMS).** The key observation in regard to the current suite of LIMS is that they enhance our ability to provide CSS to deployed FE in the MEAO. The current LIMS combined with a simple distribution system meant that items indented for on SDSS would generally arrive at the user unit within 14 days. While there will always be exceptions to this (items managed on Lotus Notes Interim Demand System) 14 days was generally the standard. The other point to note is that the ADF has developed a better understanding of


systems such as the Standard Defence Supply System and they are now starting to be used to their full potential.

**Contracting.** Contracting is a function we will see more and more of as the ADF deploys offshore. No recent deployments have been conducted without engaging commercial organisations. The inaugural FLLA-MEAO did not have the required experience in this regard and it could be argued that the ADF does not have the necessary level of deployable expertise to ensure commercial contracts assist in delivering logistic effect. In its simplest form, that is the purpose of a contract, to deliver logistic effect and we need to ensure we have the necessary skills to achieve.

**Drivers.** A statement you will often hear from people with a licence code is that they are a 109 driver. There is obviously a big difference between the two. You are either an ECN 109 meaning you are a professional driver and you have the skills that go with that, or you have a licence code. Driving conditions in the

MEAO, no matter where you were deployed are extremely challenging. The observation made was that an ECN 109 managed those conditions much more confidently and safely than a person who simply held a licence code. Driver positions should be manned by professional drivers ie. ECN 109.

### Conclusion

The deployment provided many challenges for the FLLA-MEAO including, change management, commanding a geographically dispersed (and joint) unit in a complex and demanding environment and providing effective CSS to TGs spread throughout the MEAO. Overall, the deployment of the FLLA-MEAO under command of an O5 proved successful in linking disparate logistic capabilities to better synchronise logistic effect through the MEAO. Although the deployment was only four months, it was a once in a lifetime opportunity and hopefully a rewarding experience for those involved. 

## 6 RAR TRANSPORT PLATOON

/ LCPL THRELFALL

**Transport Platoon (Tpt PI) had another busy 12 months, kicking off a hectic second half of 2006 with pre-deployment training at Murrumbidgee.**

Tpt PI was kept busy running stores around and conducting VCPs to prep drivers for their upcoming deployment. Pre-deployment training didn't finish there, with other exercises and activities seeing us head into Tin Can Bay where the PI merged with the drivers from 7 CSSB.

The compilation of 6 RAR truckies and 7 CSSB made up the complete CSS element for the rotation to Timor Leste. It was at this point the two groups started to work together and form a wonderful relationship that lasted the entire deployment, performing daily tasks in Tin Can Dili, running stores and practising front gate guard duty.

With no rest for the wicked, Tpt PI finally deployed to Timor Leste in early September. The PI hit the ground running and were straight into tasking. Taking over from the Battle Group Faithful Truckies was WO2 Valencia leading the push and SGT Bills making sure all the trucks were facing the same way. The Drivers took time to scratch their collective heads wondering why Tin Can Dili in no way resembled Dili itself and some of the lads cursed their luck for rotation two or three in some cases. Armed with a map and a point in the general direction, Transport Platoon was kept busy for the first

three months, with a section sent to Suai to help the Grunts on the south side of the Island. This left the other section to hectically run all the resupply runs to the outer FOBs and maintain the vehicle fleet in Dili.


The start of the new year saw a shift in the staffing of Transport Platoon HQ, with LT Slinger posted, WO2 Valencia posted to 1 Sig, CPL Orlicki being promoted to SGT and posted to 8/12 MDM REGT, CPL Shipley promoted and sent to 3CSSB as punishment, LCPL Coliyer was promoted to CPL and left Timor for the School of Trucks and CPL McAnelly posted to MP's. This saw CPL Morritt march in and take charge of rear detail truckies who marched in after the Battle Group had left.

WO2 Foon, CPL Spain and LCPL Threlfall had marched in early to 6 RAR and deployed to Timor Leste soon after to fill gaps left by those members who had returned to Australia. LT McIntosh was also posted into 6 RAR as the TOCO after returning from Operations in MEAO. After a quick reshuffle, work resumed as normal, finding Transport in it again, conducting its resupply convoys to Aienaro and Gleno. Jobs started to come thick and fast, which led to the trucks deciding that the wonderful Timor Roads had caused them enough pain and started to break down. Strangely enough, whilst moving the Aienaro FOB, the kitchen truck had a break down

about an hour out resulting in that truck limping back to Aienaro.

February was an extremely busy month for Transport Platoon, which had seen them supporting Alpha Coy at Samè, where most of the drivers had finally seen some real action. While this was all happening, our recovery brothers had rolled a HRV near Maliana. This stretched Transport thin, with the recovery of the HRV being done by stripping it to a frame and carting it back in pieces through the back roads of Timor and Dili. This was made harder as the MSR was closed due to hostilities around the Airport. If that wasn't enough, Transport had moved an FOB to Los Palos on the Eastern tip of the Island, only having to rush out at 2am to pack it up and close it down not 2 days later. This was in addition to running its regular resups to other, outer FOBs. Come middle of March we saw the battle group starting to be replaced by 1 RAR and transport being handed over to a new batch of truckies, allowing us to gratefully take a break at the FET before coming home.

Once back in Australia, 7CSSB truckies parted and went their own way. 6 RAR truckies took a well deserved leave period to recuperate before recommencing training back in the Battalion.

The end of April saw everyone back on deck and the Battalion gearing up for more trips overseas. The Platoon has settled back into normal work routine and is busy assisting the Battalion with courses and trying to squeeze in some Corps training, with non-continuous courses to round up another busy 12 months, proving that no matter what we're doing, 6 RAR Transport Platoon is always PAR ONER! 



# OVERLAND TO AFGHANISTAN

/MAJ M. YOUNG

**With a sigh of relief, in January 2007 I was able to inform the Commander Joint Task Force 633 in Iraq, that the final load of the Reconstruction Task Force plant equipment had arrived in its final destination in Afghanistan. This was a journey that reached back to June 2006, across six countries and involved assets and people from four nations. By sea, air and road, the deployment of the RTF equipment was a success the 1st Joint Movements Group could look to with pride.**

It began as a problem of size. When the RTF were confirmed to go to Afghanistan, the sustainment assets available to move into the land locked country were confined to Australian C-130s and local jingle trucks. Quite simply, the large and heavy excavators, Mack trucks, rollers and trailers would not fit on the current lift assets. IJMOVGP had to provide an alternative solution.

The equipment was to deploy in two phases. The first phase would include plant equipment that was in the Land Army and ready to go immediately. The second phase would move those pieces of plant that had to be up-armoured and would not be available for six months. It was June 2006 and the RTF were to deploy in late-August.

In mid-2006 Afghanistan was reasonably quiet. The border between Afghanistan and Pakistan had stabilised and the road networks, particularly in the east, were usable by friendly forces. As such, Australia decided to follow the lead of the US, UK and Dutch forces by moving bulky equipment part of the way by sea and then overland to Afghanistan. So, a month later I found myself at the transshipment point "somewhere in Asia".

Our visit there was brief. Three days of haggling, negotiating and site visits, intermingled with street rioting, shootings and mango ice-cream, made for a weekend I won't forget in a hurry. With the assistance of Coalition forces and various Defence Attachés, IJMOVGP were able to contract a local business to truck the equipment from the Sea Point of Disembarkation into its intermediary point in Afghanistan and then on to its final destination.

Back in Australia, Joint Movement Control Offices from Darwin, Sydney and Townsville proceeded to consolidate plant equipment in Darwin and prepare them for sea movement to the SPOD. By August, IJMOVGP had contracted a civilian freighter to undertake the task. To coordinate the unloading at the SPOD,

IJMOVGP also sent over a small detachment of movers, led by Captain Adam Evans and Warrant Officer Class Two Geoff Vaughan, who lived and worked in-country for a month. The freighter arrived at the SPOD in September and the equipment was cross loaded onto flat bed trucks. Within a week, two convoys were driving towards Afghanistan. Back at the Joint Movement Coordination Centre Middle East Area of Operations, I could monitor the location of the two convoys, which became vital in briefing both the theatre Headquarters and Canberra on the movements of the trucks as they crossed the border into Afghanistan. Despite a small delay on the border, which had temporarily closed due to tribal unrest, the equipment soon arrived at its intermediate point in Afghanistan.

At this point, the equipment was cross loaded onto local trucks with local drivers. The drivers set off before almost immediately turning back. That same day a military convoy was ambushed further down the road. The Afghan drivers waited three more days, much to the frustration of senior staff in Iraq and Canberra, before setting out again for their final destination. This time, by day's end, the convoy was untouched and safe inside a holding area at the end destination. JMCC MEAO movers, such as Private Jake Potaka, were on hand to coordinate the unloading of the trucks and handover the equipment to the RTF. After the two week journey across two countries, the only losses sustained were the indicator lights off the trailers.

With phase one complete, IJMOVGP could now concentrate on phase two. The up-armoured vehicles and plant equipment that hadn't initially been available, were now ready to be moved in late-2006. By that stage winter had arrived in Afghanistan causing creeks to cut the road. The local runway was unsealed and becoming unserviceable due to rain and snow, and finally, the Taliban had started a campaign targeting fuel trucks crossing the border from Pakistan.

With road movement untenable and air lift limited by weather, IJMOVGP came up with a coalition solution – delivery into the Point

of Disembarkation by air using Australian and Coalition assets during the brief periods of fine weather.

Firstly, JMCOs in Australia consolidated and loaded the HMASTobruk with RTF plant equipment, also using the opportunity to bulk load ASLAV tyres, Hesco barriers and ammunition destined for Iraq and Afghanistan. Once loaded, HMASTobruk crossed the Indian Ocean. Docking briefly in a port en route allowed the JMCC to place some experienced hands to plan the unloading at its end destination. This brought the movers within JMCC MEAO, the Force Level Logistic Asset and the Ship's Army Department together for the first time. After two days HMASTobruk set sail once more and arrived at its SPOD three days later.

HMASTobruk had less than 24 hours in port, so the unloading had to be carefully coordinated. With the enormous assistance of the FLLA, the efforts of the Overwatch Battle Group drivers, the RTF's plant operators and the co-located US Army Transport Regiment, the ship was unloaded and the port cleared in 20 hours. This was only achieved by the detailed planning undertaken by those force elements involved, particularly Lieutenant Daniel McTainsh and Warrant Officer Class One Anthony Coughlan of the JMCC MEAO.

However, the operation was not even close to finished. In order to clear the bulk cargo and continue running sustainment supplies to the deployed troops, JMCC MEAO enlisted the aid of a combination of Australian and Coalition air and road assets, which together were able to move the general stores forward.

As for the up-armoured plant equipment, these needed to be inspected for damage and then prepared for movement by air. IJMOVGP had arranged for AN-124 aircraft to fly the plant equipment forward to an intermediate point in Afghanistan.

The Antonovs were the largest mass produced plane until the A-380 came on the market. Think of an aircraft that opens up at the front and rear and can hold two Mack trucks, side-by-side, each towing two trailers. Now imagine these aircraft arriving at night, flown by Russians who don't speak English, a bitterly cold desert wind whipping up the sand and a local policeman telling you that there is less than one hour left for the plane to take off or it'll be impounded. Now ask a corporal and private to sort it out. It is a testament to the quality of

soldiers in IJMOVGP soldiers like Privates Leith Szymanski, Andrew Tomkins and Kara Prasser, that all AN-124s took off problem free.

The Antonovs flew without incident into Afghanistan and disgorged their cargo at the intermediate point. There the JMCC MEAO coordinated the staging of the plant equipment while it sourced Coalition military and chartered aircraft.

By now winter had settled in and extended periods of rain and snow flurries were causing havoc. At one stage the road was impassable due to flooding and the cloud was so low over the surrounding mountains that even helicopters were turning back.


The equipment was held in its staging area for almost a fortnight until weather conditions improved. With a week of sunny weather the airstrip hardened and Lieutenant Matthew Weldon and Corporal Ben Strutynski of the JMCC MEAO ensured that the Coalition

**AT ONE STAGE THE ROAD WAS IMPASSABLE DUE TO FLOODING AND THE CLOUD WAS SO LOW OVER THE MOUNTAINS THAT EVEN HELICOPTERS WERE TURNING BACK**

forces were able to deliver the equipment to the eagerly waiting engineers. Once word of the successful delivery reached me – by way of the Movements network stretching across the Middle East – I was able to deliver the good news.

The movement of the RTF plant equipment is a tiny snapshot of the vast amount of personnel and equipment that are moved by IJMOVGP each year; yet it provides an appreciation of the degree of planning, preparation and coordination required to enable a task force to achieve its mission. It's a

rare posting that allows you to personally see a strategic lift be planned and executed from start to finish. It's even rarer to belong to a unit that is neck deep in coordinating and executing such a move by physically being at every location. In this case, IJMOVGP had members at Sydney, Townsville and Darwin, as well as in six other locations in five countries ensuring that the plant equipment was available for the engineers to begin assisting the Afghan people.

Movement Operators are in key locations about the world, small in number but a vital enabler of Australian forces. 



## 7 CSSB DEPLOYED

/SGT S. WOODHOUSE

**In years gone by, a posting to 7 CSSB meant that you could actually take the time to re-acquaint yourself with your family and loved ones, but not any more. In mid-2006, 7 CSSB got the call to prepare to deploy with 6 RAR to Timor as part of the ANZAC Battle Group. The mood and attitudes within the organisation quickly changed. The Unit banded together and turned around from being a non-deployable capability to deployable within six weeks.**

The deployed members consisted of 60 personnel from the following sub call signs within 7 CSST: 5 TPT PL, 106 WKSP, 52 SUP PL, 11 HLTH PL and of course HQ 7 CSST. The first of the members departed from Brisbane for Timor in early September 2006, with the last member returning early April 2007.

Our 'home' for the deployment was located at the Heliport in Dili, where the local citizens just don't sleep. Our 'accommodation' for three-and-a-half months was tents (leaking, hot, dusty tents). As the pre-fabricated two-storey buildings came on line, you were given the keys to your new 'Hilton hotel room' (air-conditioning has never been so appreciated). The food we were given was some of the best that I have been served in my career; that's right, it was contracted out – no company starting with 'S' in sight.


There were many memorable moments throughout the deployment, too many to write about, but I will let you in on three of them. We were called upon to move around 400 tonne of rice to stop the people looting the warehouse; mind you, this rice was donated to the Government of Timor for free. A team of us went in under the control of 52

SUP. We stacked the 50kg bags on pallets by hand; I have never seen so much rice in my life. The rice was then loaded a few days later onto Mack trucks supplied by 5 PL and they were assisted by the FDTL to move the rice to the docks out of harms way.

We all assisted 106 WKSP to recover their HRV from the hills as it had come to grief. The boys only wanted to take the quickest way home. While the recovery exercise was being conducted, a few members from WKSP's were left in the hills to supervise the destruction of the HRV, which only took a month. The vehicle, or what was left of it, was returned to the heliport piece by piece; the truck is not really that big when it is all broken down in to little pieces – never mind as it is a big company.

5 PL held their own with resupply runs up into the hills. These resupplies could consist of up to three runs a week, but this did come at a cost, with a large amount of live stock that was hit or simply run out in front of the vehicles for some reason.

5 PL was a vital player within the ROCL plan, with two trips three days a week to the airport and also with the change over of Battle groups. TPT were only too happy to help the Heliport movers with all their requests and cargo requirements to and from the airport, even when more cargo turned up than was planned for. It kept them on their toes.

The members that deployed held their own and they meet every task as a challenge. They gave their all to ensure the best service to our customers possible, even if that meant changing booked flights for the 100th time for some members. All members returned safe and are now looking forward to the next deployment. 



## 5 PL, 7CSST, 7CSSB

/ LCPL B. GARRETT

The excitement grew as the whispers of possible deployments started blowing around the Battalion. These rumours were soon confirmed and preparations began. Two deployments were on the horizon: one to the Solomon Islands and the other to Timor Leste. CPL Ford was the only member to be selected for the tour to the Solomons. Fourteen members from 7 CSST Transport were selected to support 6 RAR in conjunction with some of their truckies on Op ASTUTE in East Timor.

After an initial meeting over at 6 RAR and the pre-deployment briefs, we hit Tin Can Bay for the mission rehearsal exercise. With permission from the locals, parts of the quiet bay side community were transformed into mock up markets, FOB's and Embassy. Five days of MRE training were held with protests, demonstrations and rock throwing (tennis balls).

Following the MRE and a much deserved week off, we hopped on a plane bound for

Timor. For most of the truckies this was their first overseas deployment. After a long trip, not knowing what to expect, we finally arrived on foreign soil. We arrived at the Heliport in Dili, which we would call home for the next six months, and settled into our accommodation. The first few days were spent finding our way around and getting into a rhythm.

We were initially kept busy with the heavy tasking, which seemed to slow down after the first two months. Following this initial busy period, the weekly supply runs to Glenno and Aileu and a few local tasks were handed over to civil contractors, taking over our Corps responsibility. They held up their end for eight days until their work ethic and professional ability, or lack thereof became apparent and we regained our initial role.

The start of the ROCL period happened to coincide with the opening of another FOB in Suai. Due to the poor condition of the single lane roads, oncoming traffic and wandering animals and locals, trips that were as little as 250 km away took all day.

Christmas was a well deserved day off for the personnel deployed in Timor. The Christmas lunch and two beers was a disappointment compared to the stories we were getting from loved ones back home, however, we tried to make the most of the day with a trip to the beach.

With Christmas behind us it was back on the job. The construction of the new air conditioned accommodation buildings was complete and all were relieved to be out from under the hot canvas.

The heavy tasking continued again with the opening and closing of FOB's all over the country. With this done it was time to prepare to return to Australia. We eagerly waited as names were shuffled around for the flights home. It had been a tough and enduring six months and all were keen to return home.

Upon return, the deployed personnel enjoyed a short break before getting back into the daily grind which is 7CSSB.

On our return the following members of the PI were posted out:

<b>LT Press</b>	<b>JMCO Brisbane</b>
<b>SGT Boniface</b>	<b>1 Field Regt</b>
<b>CPL Conolly</b>	<b>2 HSB</b>
<b>CPL Dowd</b>	<b>2 RAR</b>

## OP CATALYST AMTG 3 / OBG (W) I EQUAL TO THE TASK

/ WO2 C. MANN

Mah-ha-beh (hello) to all within RACT from all deployed with Overwatch Battle Group (West) I in sunny Iraq. Our tour began with the usual lead up training and a Mission Rehearsal Exercise conducted at Townsville field training area. Those not from Townsville experienced first hand a late wet season and some very humid weather, however this did not prepare any of us for the heat we would experience when we arrived in Kuwait on the 27 May 2006.

After completing our training in Kuwait doing the normal range shoots and trying to get used to the heat of the Middle East we were finally ready to deploy into Iraq.

Our arrival at Talil Air Base was to a ripper of a sand storm so first impressions were "what the hell is this!" Little did we know that in two months time the place we first landed in Iraq would become our new home. We boarded the Bushmasters and LAVs for the three hour journey to Al Muthanna Province.

Arriving in Camp Smitty and with a week

to conduct handovers from AMTG 2 we set about getting used to life inside "The Box". The five Truckies – WO2 Mann, CPL Greaves, PTE Parsell, PTE Edwards and PTE Mainwaring – took control of all the B vehicles, which, besides your normal Macks and Unimogs, included six Valir Hardened Cab Unimogs which we had never seen before. Their most popular feature was without doubt the air conditioning, a luxury never seen in your normal poverty-pack Unimog.

Personnel that made up the Talil logistics detachment were the Air Dispatchers (CPL Butt, PTE Mcphee), one of the Termites (LCPL Stafford) and Movements (SGT Caddell, CPL Smith, PTE Brown and CPL Smidt). They were all kept busy organising all the stores, mail and personnel arriving from the almost daily aircraft and getting them ready for transport to Camp Smitty. CPL Morgan-French was the resident Postie at Smitty, and was kept busy sorting through the many bags of mail that arrived three times a week and posting home all the stuff we had bought from the locals.



Valir UNIMOGs at Talil

Back at Camp Smitty the new Valir Unimogs were fitted with radios and other cool stuff in preparation for their first trip outside the wire. After much debate and many confirmatory orders, the big day finally arrived and the Unimogs joined the Bushmaster and LAVs on Operations along the many routes between Camp Smitty and Talil Air Base. The journey can vary between one hour 45 minutes and three-and-a-half hours, depending on routes taken. The roads were a combination of asphalt capable of speeds around 80 kph through to roads with moon-crater sized potholes that dropped speeds to as low as 25 kph. Due to the poor condition of the roads, new ways of tying down loads were established involving four straps per pallet and tarping everything to catch anything that did break free.



WO2 Mann with JIRSG

It was great to get outside the wire finally and have a look around at the landscape through bullet proof glass. The scenery was a mixture of dirt, sand and salt bush with the occasional person walking or riding a push bike in the middle of nowhere! Passing through Iraq checkpoints or through towns was always an experience. The locals were generally friendly and appeared quite used to having military convoys pushing their way through traffic.

After a couple of months of getting used to life in Camp Smitty, rumours began circulating that we were to close Camp Smitty and hand it back over to Iraqi control. The rumours were confirmed and the time came to pack up the camp and prepare for the move from Camp Smitty to our new location at Talil Air Base. This was a very busy time for all members of the RACT and we were heavily involved in the

draw down of equipment, relocation to Talil and setting up of our new home – now known as Camp Terendak. This was by far the busiest time for the Truckies and the Termites, at both Camp Smitty and Talil Air Base. At Camp Smitty, CPL Smith was running around making sure everybody's movements were squared away (he became a very popular guy when relief out of country leave was approaching). CAPT Kerr was busy planning the move and trying to reassure us that all was well and if we were patient it would all go smoothly. Our resident termite at Smitty, PTE Hass, was always busy on the forklift loading the Truckies and driving around the base finding more loads for us to carry. After many trips back and forth carrying equipment to Talil we finally conducted our last run out of Camp Smitty on 26 July 2006 and moved into our new home at Talil Air Base.

It was a culture shock from living with the British Queens Dragoon Guards at Smitty to a base full of Americans and Italians. The facilities at the camp are quite good, with a large dining facility that had donuts for breakfast and Baskin-Robbins ice cream for lunch and dinner. Our new location and role required a name change from Al Muthanna Task Group to Overwatch Battle Group (West).

The new location was basically a large patch of dirt with some tents and buildings which required a lot of TLC. Very few buildings had power and even fewer had air conditioning so, after a lot of self help and begging from the Yanks, we began to occupy and set up our piece of Australia in Talil Air Base Iraq.

Also at Camp Terendak is the Australian Army Training Team Iraq, CAPT Ommrod and WO2 Golding are often busy driving around in their armoured Landcruisers working with and assisting the Iraqi Army with logistics training.

We have now settled into Camp Terendak and, with still a lot of building to be completed, the Battle Group is getting on with the job of Overwatch tasks in Al Muthanna province. A lot of building is still required to bring the Camp to a reasonable standard but we getting there. All from the RACT are doing a bloody good job providing support over here under very difficult circumstances, a long, long way from home. At present, we are getting very close to the middle of our tour and some have already been home for ROCL and others are soon to go home for a few weeks break. From all of us at Camp Terendak at Talil Air Base Iraq all the best and we look forward to getting home sometime in December and having a few cold ones to wash out the dust! 

## AUSTRALIAN ARMY TRAINING TEAM IRAQ – VII (AATTI-7)

/ WO1 M. FRAMPTON

**"It is better to let them do it themselves imperfectly, than to do it yourself perfectly. It is their country, their way and our time is short".**

**T.E. Lawrence '1918'**  
**Training of the Arab Soldier**

The Australian Army Training Team is a unique and diverse operational unit. The Training Team's origins date back to 1962, when the first Australian Army Training Team – Vietnam (AATTV) was raised. Since its conception, the Australian Army Training Team's mission has been focussed on the conduct of training, advising and mentoring of foreign forces in time of conflict.

The Australian Army Training Team – Iraq

(AATTI) was raised in late 2003 in support of the 'War in Iraq'. There have been seven rotations so far during the Iraq conflict, with the next Training Team (AATTI-8) currently preparing for their deployment. The mission of AATTI-7 is "to advise and mentor selected units and personnel from the Iraqi Army and Coalition Force in order to support the development of a professional, values based, competently led Iraqi Army".

The Training Team Headquarters and its main detachment of advisors/mentors, the Regional Training Centre detachment, (RTC Det) reside in a corner of Terendak Barracks. This piece of sand is what the Aussies call home and forms part of the larger Imam Ali

Airbase (previously known as Talil Air Base), located South West of An Nasiriyah in Dhi Qar Province. The Training Team is co-located with the Overwatch Battle Group (West)-2 (OBG(W)-2) who provide some life support measures while in camp and force protection escorts when outside the wire.

The Training Team's main effort is to advise and mentor Iraqi Officers and NCOs in the conduct of Basic Combat Training courses (Recruit Training) at the Iraqi RTC, Camp Ur. Additionally, the RTC detachment also advises and mentors on Specialisation Training, Junior NCO Training and on a variety of other miscellaneous courses.

In addition to its main effort, the Training



Team has two small detachments north of its location. In Taji (north of Baghdad) a detachment is responsible for the training of Coalition and Iraqi Forces in Counter Insurgency Operations. Further to the east, a small detachment (which augments two embedded Australian WO1s) advises and mentors at the 1st and 2nd Iraqi Training Battalions (ITB), Kirkush.

The Training Team is commanded by LTCOL Peter Power (RAInf) and consists of personnel from 8 Corps and 22 Units. Within the Training Team there is a broad spectrum of members both in rank and age, with the oldest member a sprightly 54. The youngest member of the Training Team has had a few challenges; apart from being the only PTE soldier, she is the only female member and the Team medic. However, this diverse collection of soldiers is what makes the Training Team so unique and effective. Their strength is in the team members, their experience, knowledge, initiative and maturity.

There are two RACT members in the Training Team, WO2 Killen (alias Killa) and myself. WO2 Killen's primary role is a team advisor/mentor; however, his prime responsibility is performing the duties of the Locally Employed Contactor Warrant Officer (LEC WO). He is responsible for the management and payment of Iraqi interpreters and maintenance of other local contractual agreements. Due to his trade qualification, WO2 Killen is also responsible for the management of the Training Team's small fleet of Asbecks (up-armoured Landcruisers).

WO2 Killen is better known within the Training Team for his editorial endeavours with the *Daily Bugle*. This local Training Team rag (printed weekly) has a captive circulation and is renowned for never letting the truth get in the way of a good story. Through his weekly reporting and creative writing, WO2 Killen has, without a doubt, put RACT on the map. He has proven a master, through the *Daily Bugle*, of addressing contentious issues, with a touch of satire, resulting in humorous and at times candid reading. His determined efforts as the editor have proven WO2 Killen is 'Equal to the Task'.

To back up his editorial skills, WO2 Killen (who is never short of a word) is always expressing his opinion and/or the facts as he sees them on how the 'Arms Corps' team members could improve their performance. His honest appraisal of their performance and the following debate that pursues makes for good listening. WO2 Killen generally creates a situation and during the developing argument he will endeavour to deflate the opposing member's point of view, and then walk away.

Also of particular note is WO2 Killen's close relationship with the Training Team's CO. Both members have competitive and extrovert personalities, and any chance for a dig at

each other is embraced. The learning curve for WO2 Killen is to know which argument you can win, how far you can take it and/or is your point worth fighting for; remembering always that, even during casual banter with the CO, rank does have its privileges. WO2 Killen is also the Training Team's self appointed "Entertainment/Social Member", and as such, he has done an outstanding job. The ad hoc functions and trivia nights are always entertaining and the prizes, well, let's just say they were different but interesting...

It would also be remiss of me not to mention WO2 Killen's divided attention between the Training Team's mission and his fiancée CAPT Pru Burrows (also in the MEAO). Due to sensitivities and operational security issues, there are some stories that just cannot be told. However, their relationship made front page news both here and in Australia. For those that were lucky enough to view the footage or read the article, their parting of ways on return from leave was sealed with a kiss "in the hot, noisy belly of a RAAF Hercules aircraft".

On a work note, there are many challenges faced by members of the Training Team. The predominant challenge is working within the Arab culture. This is an experience that is hard to quantify and the situational dynamics are never constant. No amount of pre-deployment training can prepare you for the challenges and diverse environment you will be exposed to. As an individual it can be overwhelming, however, as part of a team it is controllable, at times definitely frustrating but achievable. There is no easy way of achieving outcomes in this environment; it comes with persistence, commitment and a lot of hard work.

The Iraqi system can be very bureaucratic, at times suspect, and they look upon advice and/or change as suspicious. If you operate on the mindset that you are not here to necessarily train Iraqis in the same way as you would train Australians, then you will generally achieve results. One must remember: it's their country, their military system and we are here to provide the guidance and advise they require to achieve their training.

Six months can be a long time working in this environment. For the mentors, every day is a challenge and some times it feels a bit like 'Ground Hog Day'. The barriers are huge and include language, culture, religion and philosophical beliefs. The Iraqi approach to life is different to our social foundation and beliefs. However, as a group, the Australians are generally well received and respected by the Iraqis we train. We don't enforce our philosophies or methods of training on them; we simply assist them in improving theirs.

The Iraqis have a saying, "Inshaallah", simply translated: 'God willing'. This word is the essence of their work ethos; if they turn up for


work and/or achieve something then it was meant to be (God's will). If on the other hand they don't turn up and/or nothing is achieved then it was also due to the will of God. This one word is the foundation of their daily routine and has become the Training Team's unofficial motto.

By the time this article goes to print, AATTI-8 will be on the ground and well established. Substantial changes would have occurred both with manning and directed tasks. In brief, AATTI-8 will be augmented with an additional 70 trainers, 50 of which will be Logistical Corps personnel. The Training Team HQ and the logistic personnel will operate out of Taji, which will require a new Australian camp to be constructed.

AATTI-8's main role will be training, advising and mentoring Iraq's logistical personnel in their two major logistic establishments (the Australian equivalent of DNSDC and ALTC). The extant tasks in support of RTC Camp Ur, Counter Insurgency training and 1st and 2nd ITB will also continue. It may well be an end of an era, as AATTI-7 will be (by name) the last true Australian Army Training Team. As it stands now, Training Team 8 will be augmented by members of the RAAF. A way of the future and/or a possible name change, only time will tell.

As the RSM of this unique and diverse unit, the job has been both challenging and very rewarding. I have been lucky enough to work with a bunch of particularly talented and experienced soldiers who collectively have an enormous amount of knowledge. I have found the team environment to be a great leveller. Regardless of Corps, trade and experience, it recognises the strengths and weaknesses of individuals and shapes all the positives into a collective strength which ensures the best outcomes are always achieved.

RACT members have always been a part of Australian Army Training Teams in the past and no doubt will continue to do so in the future. WO2 Killen has worked extremely hard and has been particularly focus in all that he has undertaken. His achievements have been many and he has always shown the attributes of the Corps motto, 'Par Oneri'. As the RSM of AATTI-7, I know WO2 Killen has left his distinctive mark on all members of the Training Team, as well as our Iraqi comrades.

As for me, I am especially pleased I had the opportunity to serve as RSM of a unit on operations. I have travelled a fair portion of the country, met some very interesting people, stayed at some questionable locations and experienced most of what the Iraqi people can offer. I leave this place knowing that the Australian Army Training Team has left its mark on the Iraqi and Coalition Force personnel we have trained, advised and mentored. 

# THE REVITALISATION OF RAIL: 1<sup>ST</sup> BRIGADE EXPERIENCE AND THE FUTURE OF THE AUSTRALIAN RAIL NETWORK

CAPT S. MCMAHON

**With sweat already having drenched his uniform, the young digger carries the heavy tie-down equipment along the length of the convoy in search of his vehicle.**

It is only 1000h, but the humidity of the wet season has already sapped him of much of his enthusiasm for a job that he thought only existed in his grandfather's World War II yarns. The crux of his grandfather's yarns revisited him as he arrived at his vehicle – they always revolved around the greatness of rail during the war years, and how it was always more than 'equal to the task'.

"And so it would be again", mused the digger to himself. After securing his vehicle to the rail wagon, he gazed forward through the haze in an effort to see the end of the monstrous convoy. This particular train was over one kilometre in length, and was the first of eight rail deployments that 1st Brigade units would undertake during the conduct of Exercise Southern Reach 2007. The usefulness of rail as a key transport mode was self-evident in the eyes of the digger.

The extensive use of rail by the 1st Brigade during the deployment and re-deployment phases of Exercise Southern Reach 2007 demonstrated that this mode of transport remains an efficient means of moving vehicles and military equipment over long distances.

The aim of this article is to discuss the revitalisation of the rail industry in Australia, and how its use can enhance Australian Defence Force (ADF) exercises and operations. This will be achieved by examining the use of rail in Australia and during modern conflicts, the 1st Brigade's rail experiences during Exercise Southern Reach 2007, and what the future holds for Australia's rail industry and its potential use by the ADF.

## The railway revolution

Horse drawn transport and coastal shipping were the dominant transport modes used during the early 1800s in colonial Australia. However, when construction of the first railway was completed between Melbourne and Port Melbourne in 1854, the railway revolution was born. Rail became a key economic contributor to the development of the Australian colonies as the initial networks linked the agricultural hinterland with the export sea ports. Unfortunately, the colonies of Australia did



HRV with recovery trailer being secured on rail

not consider a national rail network, and by Federation in 1901 there were three different gauges used throughout the country.

The movement of large quantities of war material and personnel throughout Australia was required in support of the war effort during World War II. While rail remained an effective means of movement, its efficiency was hampered by the lack of a standardised national rail network.

Australians had to wait until June 1995 before travel on a standardised gauge could be achieved from Brisbane to Perth, via Sydney, Melbourne and Adelaide. While three different gauges still exist throughout Australia, all state capitals (including Darwin) are now linked by a standard gauge.

While the current rail network links all major state capitals throughout the country, road transport remains the dominant user of the national transport network. But one of rail's inherent limitations is that it is restricted to fixed routes. The use of terminal, road and sea assets is essential for rail to be a viable business for the transportation of goods and personnel. Therefore, before a company in Perth can even access the benefits of rail, it must first utilise local road transport and rail terminal support.

## From the Great War to Kosovo

On 28 June 1914 a young Serbian terrorist, Gavrilo Princip fired several shots from his revolver and killed Archduke Franz Ferdinand, heir to the Austro-Hungarian Empire. Within months, all of Europe was embroiled in the

'conflict to end all conflicts': World War I. While the causes of the war continue to be the subject of historical literature, one of the enablers of the commencement of the war has not received the same level of acknowledgement.

Both the German Schlieffen Plan, and the mobilisation schedules of the French and Russian militaries, were reliant upon the use of rail to deploy their newly raised armies to the front lines. Their war plans were synchronised on the timetable of the railways, and without the extensive use of rail by all sides during the commencement of hostilities, the rush to war would have been slowed considerably, potentially allowing cooler heads to prevail. This hypothesis aside, one fact is indisputable: rail was crucial to the mobilisation plans for all protagonists involved.

The use of rail was to remain a dominant feature of the war waged on the western front. The first of the 'industrial wars' called for massive quantities of munitions to be expended in an effort to overcome the deadlock of trench warfare. In the seven days prior to the start of the British Somme offensive in 1916, 1.5 million artillery shells were fired, with a further 250,000 shells fired on the actual day the offensive began. The movement and stockpiling of this vast quantity of artillery ammunition was made possible by the use of rail.

Rail would continue to play an important role throughout the war, moving troops and material in large numbers to, from and





OP ASTUTE pers clearing weapons on deck

BELOW: AATI  
WOI FRAMPTON  
and W02 KILLEN

RIGHT: CPL  
MILLER of 9 Tpt  
Sqn on Obs Cse



15 TPT SQN - ANZAC DAY 07



PTE Coral Gilmore being awarded the RACT GRES  
soldier of the year



DHOC cutting the Corps Birthday Cake 2007 with Private Zoe Hatherall



LEFT: Collecting the  
Banners 7 CSSB

RIGHT: Pte Cullen  
during Exercise  
TALSIMAN SABRE

FAR RIGHT: A and B  
Tp - 9 TPT SQN





between the front lines.

Rail was utilised again during World War II, to great effect. The ability of German commanders to move troops from the western to eastern front was made possible by a well developed rail network that existed throughout Europe. A more sinister use of rail was also effected by the Germans: the herding of Jewish, Polish, Russian and other 'undesirables' into cattle cars for their mass movement to the horrors of the concentration camps. World War II also highlighted another attribute of rail: its Achilles heel.

The vulnerability of rail's fixed routes was exploited by allied air power over the skies of Western Europe. Rail nodes were frequently bombed, resulting in delays that lasted from days to weeks. And this vulnerability was not only able to be targeted by air power: Special Forces and members of anti-German organisations (including the French Resistance) actively targeted rail networks in the lead-up to the D-Day landings. This disruption to the rail network was a contributing factor in the German's inability to bring sufficient combat weight to bear upon the forces landing on the beaches of Normandy.

### The rise of roads

In the period after World War II, the dominance of rail in western societies began to wane as road infrastructure improved, and the automobile became a possession of most middle-class families. Air transport was being used with increasing frequency and the use of road transport to move goods and cargo began to take business away from the traditional method of rail.

Transport in military conflicts during this era also replicated the trend to move away from rail. As conflicts during this period were predominantly counter-insurgent in nature, the enduring symbol of these conflicts, the helicopter, reflected more accurately the move away from rail to lighter, more flexible road and air assets.

During the post-WWII period, militaries acquired road transport assets that afforded them greater flexibility in their ability to move combat supplies from the 'factory to the foxhole'. While rail was still being utilised in

Europe for the movement of NATO forces, the emphasis had now well and truly shifted from rail to road and air transport. Recent ADF operations in Somalia, East Timor, Afghanistan and Iraq have all involved units possessing organic or assigned transport assets that afford commanders a greater level of flexibility and responsiveness: two attributes that do not apply to rail with its fixed routes and ease by which it can be interdicted. Despite the preference for air and road transport assets in recent conflicts, rail has been used to great effect on recent operations.

During NATO's intervention in Kosovo in 1999, the British Army deployed the 79th Railway Squadron, a unit that had been facing extinction since being withdrawn from mainland Europe at the end of the Cold War. But in Kosovo the use of rail became invaluable. The road infrastructure between the Macedonian Border and Pristina (the capital of Kosovo) had been allowed to fall into disrepair, and it was taking road convoys up to six hours to complete the trip. Two British shunt engines pulling Yugoslav carriages completed the same journey in one-and-a-half hours. The movement of men and material in this operation was more efficiently completed utilising the existing

and unloading facilities, rail stock and qualified operators.

If the ADF is to utilise rail in the future, action must be taken now to work with the Australian rail industry to develop the skills, knowledge and attitudes (SKAs) to a level of expertise whereby the ADF can utilise rail in direct support of operations. A greater use of rail in support of ADF exercises in Australia will ensure that the required SKAs are developed and, over time, adapted to suit the needs of the ADF for the future.

### Exercise Southern Reach 2007

Since the completion of the Adelaide-Darwin rail line in January 2004, 1st Brigade has regularly deployed elements by rail to CFTA (in vicinity of Port Augusta, South Australia) during the wet season to conduct individual and unit training. The success of these previous deployments to CFTA culminated in Exercise Southern Reach 2007. This deployment was the largest non-PSMA exercise for the ADF during the 2006/07 financial year, and the largest deployment by rail of the 1st Brigade since their move to Darwin during the late-1990s.

Movement statistics provided by Lieutenant Ben Jones (Joint Movement Control Office

## EXTENSIVE USE OF RAIL BY THE 1ST BRIGADE DURING DEPLOYMENT PHASES OF EXERCISE SOUTHERN REACH DEMONSTRATED THAT THIS IS AN EFFICIENT MEANS OF MOVING VEHICLES AND MILITARY EQUIPMENT LONG DISTANCES

and established rail network. Fortunately for the British, their extensive use of rail in the past allowed them to easily adapt their existing rail doctrine to the situation in Kosovo.

The ADF's current rail doctrine can be found in Land Warfare Doctrine 4-3: Transport Support. While this doctrine details the advantages and disadvantages of the use of rail, the most poignant aspect of the current doctrine reads as follows:

The Australian Army has no railway capability. If the ADF required the use of rail to support operations, an agreement would have to be entered into with the host nation for the use of existing rail facilities, including the loading

— Darwin) clearly demonstrate how efficient the use of rail was when compared to other modes of transport. A total of eight individual trains, consisting of 330 individual rail wagons, were used, weighing in at a net freight weight of 8611 tonnes. The combined length of the trains was 6.6km and the total gross weight was in excess of 16,000 tonnes. To put these figures into perspective, if this deployment were to be undertaken by air, it would involve 111 C-17 sorties, or if deployed by road, a total of 176 double road-trains.

The advantages of rail in this example are evident, and the use of rail has the added benefit that units are not spending 10-12 days

on the road deploying to and from the exercise.

The contracted rail provider for Exercise Southern Reach 2007 provided a maximum of 60 wagons per train. Each train took two days to complete the journey, with one to two days required for loading and unloading. With only five personnel required to travel as escorts on each train, the use of rail was not manpower intensive and allowed the exercising soldiers to arrive at CFTA free from fatigue and ready to commence training. The logistic principles of simplicity, economy and foresight were all embodied by the use of rail during Exercise Southern Reach 2007.

The planned expansion of CFTA, which will triple the size of the current training area, and the future re-location of a 1st Brigade Battalion Group (7 RAR) to RAAF Edinburgh, mean that biannual deployments by the brigade to CFTA will continue for the foreseeable future.

The recent acquisition of a regiment of M1A1 Abrams tanks is an area where the ADF is engaging with the rail industry, as the most efficient method of moving these tanks long distances will be through the use of rail. The ADF is in the process of procuring rolling stock capable of transporting the M1A1 (and the recovery vehicle, the M88A2 Hercules) along Australia's existing rail network. These wagons will be leased to rail provider FreightLink (which owns the Adelaide-Darwin line) and utilised for the movement of M1A1s not just to CFTA, but conceivably to any training area that can be accessed by the existing national road and rail transport network.

### The future

The Federal Government's budget for 2007/08 detailed an additional \$22.3 billion that would be invested in Australia's land transport network between 2009 and 2014. This funding is in addition to \$11.8 billion that was already allocated over the five years leading up to the end of the 2008/09 financial year.

AusLink is an Australian Government project that was commissioned in 2002 to address the issues facing the country's land transport infrastructure over the coming two decades. These issues include the poor performance of rail as a transport mode, the doubling of domestic freight tasks and a desire by the general public to reduce the amount of urban congestion that would result from an increase in the volume of domestic freight.

AusLink is designed to eliminate the

multitude of regional and state transport projects that are often being developed in isolation or direct competition with another project. The project will address the future needs of the country's transport network, and aim to develop a network whereby each mode compliments the other. A key aspect of this network is the revitalisation of the national rail network.

Road freight accounts for 80 per cent of goods moved over distances less than 100km, but it is still utilised for the movement of freight over medium and long distances. A revitalised rail network will hopefully result in much of the medium to long distance freight being moved by rail instead of road. Road and air transport would still remain the primary mode for moving time sensitive goods over large distances; however, an efficient and effective rail network would ultimately replace much of the road transport assets that ply their trade along the highway network of Australia.

In anticipation of the construction of a dedicated Melbourne-Brisbane rail freight line, companies like SCT Logistics are moving their operations to Parkes, NSW. At present, the company receives approximately 4000 tonnes of freight per week by road, which it then transfers onto a Perth bound train at Parkes. Should the Melbourne-Brisbane freight line come into being, SCT Logistics estimates that it could move up to 8000 tonnes of freight, without the 130 plus trucks required to deliver the freight to Parkes. While the impact of this rail link would diminish the number of semi-trailers moving along the Newell Highway, it would also increase the business of supporting transport operators at key nodes along the rail network.

The continued development of an integrated rail, road and sea network has advantages for the ADF as well. The amount of time spent moving to and from an exercise area would be decreased significantly through the utilisation of an integrated network. If the government's national transport network vision is realised, it is not inconceivable that the 1st Brigade could deploy by rail from Darwin to Shoal Water Bay Training Area, or that the 3rd Brigade could use rail to deploy en masse to CFTA.

An increased use of rail by the ADF would see a decrease in the overall cost of movements, resulting in an increase in the amount of funds that can be directed to the

conduct of exercises. An increased use of rail by the ADF would ease the logistical burden that is currently shouldered by our scarce third line road transport assets, and allow these assets to be utilised for high priority tasks, while still retaining redundancy and the flexibility to respond to additional short notice tasks.

### How far we've travelled

Since 1854 rail has played an important role in the economic success of Australia. Rail's ability to haul large quantities of freight over great distances saw it being the mode of choice from the late-1800s to the mid to late-1900s. It was a key enabler to the mobilisation plans of the great powers in the early days of World War I, and continued to be the primary means of moving men and material long distances over land throughout WWII.

The military's use of rail began to diminish during the latter years of WWII, when its vulnerability to air and ground interdiction became evident. The ADF's use of rail also diminished during the post-WWII era, to the point where the implementation of the current ADF rail doctrine is completely reliant upon the active participation of host nation support.

The 1st Brigade has been utilising rail since the opening of the Adelaide-Darwin line in January 2004. The use of rail reached a peak between February and May 2007 when 8611 tonnes of military freight was deployed to and from CFTA. The use of rail by 1st Brigade is likely to increase over the coming years once the M1A1 Abrams rolling stock is procured and the expansion of CFTA is complete.

In line with the 1st Brigade's increased use of rail as a means of deploying units from Darwin to CFTA, the ADF as a whole should increasingly look to the use of rail in support of the movement of units to and from training areas.

The proposed road and rail infrastructure projects being considered under AusLink will enable this to become a reality, thereby making exercise movement safer, more economical and efficient. Rail will never again be as dominant as it was during the industrial revolution or the two world wars, but it can and will play a vital role in the continued economic success of Australia. The ADF should harness the ability of rail now in order to improve the manner by which its assets can be moved. ■

### LITERARY PRIZE

#### Best Essay/Article \$250

Captain S. McMahon 'The Revitalisation of Rail'

#### Commended:

Captain R. Willard-Turton 'Defence Pioneers the Next Generation of Integrated Logistics'

Lance Corporal O'Harte 'Manoora: A Soldier's Perspective'

#### Shortlisted for the Award were:

LTCOL A. Botterill 'Op ASTUTE - A result of Lessons Learned'

LTCOL M. Ashleigh 'Establishing the FLLA - MEAO'

MAJ D. Kreutzer '15th Transport Squadron - A model Army Reserve Sub-Unit'

SGT P. Sidwell '1st Recruit Training Battalion - KAPOOKA'

CPL S. Menso/WOI C. Hodder 'More Than Just Delivering the Mail - Life in an Australian Forces Post Office'

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'Track and Trace' equipment in Deployed Mode Showing Server, Portable Data Entry Terminal (PDET), Ancillaries, Fixed Reader on Tripod and (at front) active RFID Tag

## DEFENCE PIONEERS THE NEXT GENERATION OF INTEGRATED LOGISTICS

/ CAPT R. WILLARD-TURTON

**You may have heard on the grapevine that SDSS is to be upgraded again, or that there is a new project called Joint Project (JP) 2077 which will have an impact on the work environment. You may be thinking 'Why am I interested in this – isn't SDSS for the roaches and the spanners?' If we talk about the current SDSS program, you would be correct. However, the new system to be delivered under JP2077 is shaping up to be very innovative in its objectives and should bring significant benefits to many in the transport world.**

Most accounts of contemporary or past military operations will make at least one reference to the importance of logistics to success on the battlefield. Acknowledging this conventional wisdom is easy; delivering a logistics system that actively contributes to winning military campaigns and operations has always been the hard part.

Australia's own experiences have served to highlight the significant challenges of providing logistic support to the ADF in a high tempo operational environment while simultaneously providing for contingencies and Defence's corporate needs. The problems encountered trying to coordinate over 100 different Logistic Information Systems (Log IS) to support and sustain the 1999 East Timor deployment brought home the stark reality that our Log IS environment was just not up to the job that our logisticians and war fighters were asking of it. The shortcomings were even more acutely

felt as the logistics system was further stretched to support numerous other ADF deployments across the globe.

In commenting on our experiences after the 2003 Gulf War, General Peter Cosgrove, then Chief of the Defence Force, observed that 'we've still got to move hard to bring automation into our logistics system and make sure that we can support the troops at the end of a very long pipeline'.

The challenge of trying to manage a complex Log IS environment also created considerable problems further back in the Defence supply chain. Defence was facing significant challenges in properly tracking and accounting for an increasingly large and valuable portfolio of assets. This resulted in a series of adverse findings by the Australian National Audit Office (ANAO); a situation that could not be allowed to continue if Defence hoped to maintain a high level of credibility with the Government and general public.

With the 1999 East Timor deployment and

ANAO findings providing the catalyst, it was clear that the demands of our 21st century Defence environment was fast outstripping the capacity of the existing Log IS to support it. To address this, the Military Integrated Logistics Information System (MILIS) was born.

The MILIS vision represents more than just the next generation of Defence logistics. It represents a first for integrated logistics anywhere in the world, Defence or otherwise – and it has already started to become a reality.

MILIS will replace the Standard Defence Supply System (SDSS) as Defence's core logistic management capability. MILIS will also rationalise the numerous systems that make up the existing Log IS environment and assist in the standardisation of logistics business processes across Defence. Specifically, MILIS will provide the foundation for integrated supply, inventory management, maintenance, movements and distribution throughout the Australian Defence Organisation. This will include support to logistics processes for ADF units, both in the barracks and in the field, including to deployed locations without access to reliable communications.

MILIS is being delivered through JP2077 in several phases; each phase representing a major project in its own right. The first phase has already been delivered with the April 2007 roll-out of an automated 'Track and Trace' system into selected sites in the Middle East Area of Operations. This system is driven by Cargo Visibility System (CVS) software in conjunction with advanced Radio Frequency Identification (RFID) technology and enables stores and equipment to be more rapidly and accurately tracked as specially tagged containers, pallets or even individual items move through the supply chain.

The next phase, Phase 2B.1, is currently in the development and build stage. Scheduled for delivery in late-2008, Phase 2B.1 will replace SDSS with a leading-edge, Australian-developed software application called Mincom Ellipse. As well as providing the core logistic transaction system, it will provide new and enhanced interfaces into Defence's ROMAN financial management system and will provide the foundation for subsequent phases. This will increase the Department's ability to accurately value and account for its assets while also

### JP2077 Phase 2B.1 – The Next Step Towards the MILIS Vision

The replacement of the core transaction system and introduction of the improved interface into the Defence financial management system is being delivered under JP2077 Phase 2B.1. This phase is scheduled to go live across Defence

in late 2008, and will impact SDSS and finance users, logistic policy and procedure managers, support organisations, and some contracted service providers.

With the Materiel Logistics Financial Framework (MLFF), Phase

2B.1 will also deliver a new and improved interface into Defence's ROMAN financial management system, supporting enhanced financial management and assisting the ADO to meet its governance and compliance requirements.

### SO WHAT'S IN IT FOR ME?

#### JP2077 PHASE 2B.1 – BENEFITS FOR RACT

- Improved decision-making support for commanders and logisticians through reliable, accurate, timely and predictable data.
- Improved stocktake planning and execution through new and enhanced tools.
- New work planner tool for materiel maintenance. These new and improved capabilities will reduce the amount of paper forms to be completed by hand and provide equipment managers with standardisation of equipment management procedures, visibility of upcoming equipment maintenance schedules and availability, and identification of early servicing requirements.
- Improved consistency in user interface across the suite of Mincom Ellipse programs.
- Access to a more user-friendly web interface.

addressing financial management deficiencies identified by the ANAO.

Building on the core Ellipse transaction system, JP2077 Phase 2B.2 will then deliver deployable MILIS capabilities to support ADF operations anywhere in the world. Scheduled for delivery commencing in the second half of 2009, this will include a deployable MILIS interface designed for use in a communications-interrupted environment at sea or in the field, employable from a static Joint or Combined Force Headquarters right down to sub-unit level.

The other key enhancement being delivered in this phase is the Integrated In-Transit Visibility (ITV) system which will build upon the 'Track and Trace' infrastructure developed during the earlier phase. It will also provide further improvements to Defence's ability to track and manage inventory and assets in transit through the supply chain. Improved capability will include full management and visibility along the supply chain from the JLG warehouse in the National Support Base to the last logistic node within the Area of Operation; with the ability to split and re-consign cargo whilst in transit, manifest cargo and conduct bulk receipting.

The final phase currently programmed, JP2077 Phase 2D, will deliver a range of additional capabilities to reduce the remaining gaps in Defence's future Log IS environment. Phase 2D is scheduled to commence rolling out in 2010.

"MILIS represents a significant leap forward in our ability to manage and sustain a truly integrated supply chain to support ADF operations in barracks and the field," said



Brigadier David McGahey, Director General Materiel Information Systems (Defence Materiel Organisation): "The vision that we're working towards hasn't been achieved anywhere else in the world – it will put Australia at the forefront of integrated logistics management and provide a significant boost to the ADF's ability to mount and sustain military operations. Importantly also, MILIS will greatly enhance Defence's ability to track and account for its assets, thereby helping to ensure that the ADF gets even more capability for each dollar spent. With the roll out of 'Track and Trace' to the MEAO already underway, JP2077 has started to make the MILIS vision a reality. We'll be working hard to deliver the remaining capabilities commencing early 2008."

Brigadier McGahey went on to say, "In the meantime, our SDSS sustainment operation will continue through the transition to MILIS, and our SDSS improvement team will continue to work hard to deliver major improvements to existing systems to ensure the best possible support to our logisticians, war fighters and Defence corporate stakeholders is maintained until the MILIS comes online."

JP2077 is being delivered through the Logistic Acquisition Program (LAP) within the Defence Materiel Organisation's Materiel Information Systems (MATIS) Branch at RAAF Williams in Melbourne. Complementing the work of the major projects that make up JP2077, LAP's Minor Acquisitions Program is delivering a range of smaller projects that will round out the ADF's logistic capability.

Minor projects of most interest to RACT include the Electronic Supply Chain Manual project that will replace the current Defence Supply Chain Manual with an online manual that will operate in parallel with Ellipse to provide context sensitive help. This will be similar, although not identical, to that which you may have experienced in Microsoft Office products.

The Defence Transaction Processor – Warehouse Technology (DTP-WT) Project

is upgrading a range of existing warehousing technologies that use obsolete Radio Frequency systems to international-standard warehousing infrastructure standards. Whilst this technology will be provided to JLG Warehouses in the first instance, once JP2077 Phase 2B.2 rolls out, the new system should have the capacity to be deployable on operations and will provide the ability to read barcodes as well as active and passive RFID tags and will meet the ADF's security requirements.

While MILIS is being built and tested under JP2077, the MATIS Branch will continue to work to sustain the current systems and also pre-condition and strengthen the current Log IS environment for MILIS delivery. This includes preparation of people and infrastructure, as well as a program of continuous improvement in existing systems in the areas of training, data quality, IT controls and reconciliation of not-in-catalogue items amongst others.

The logistic information systems currently being acquired will be progressively rolled out over the next four years. The key component will be the replacement of SDSS v4 with Ellipse and its subsequent enhancement to make it deployable and to provide Integrated In-Transit Visibility. Complementing this will be a range of minor projects.

This program of improvements offers significant benefits to Defence in improved management of inventory and greater visibility of stores and equipment as they move through the supply chain. The impact of this change will be felt across RACT.

#### Further information

Visit the JP2077 DRN intranet website (<http://intranet.defence.gov.au/dmoweb/Sites/JP2077/>) or e-mail:

- the project: JP2077@defence.gov.au.
- the Stakeholder Liaison Officer to Army and Joint Operations Command, CAPT Richard Willard-Turton. Richard.Willard-Turton@defence.gov.au.



15 Transport Squadron  
assistance to AVALON Air Show

## 15<sup>TH</sup> TRANSPORT SQUADRON – A MODEL ARMY RESERVE SUB-UNIT?

/ MAJ D. KREUTZER

**The discussion as to the value of the Army Reserve (ARES), in particular in relation to its contribution to the wider Australian Army, has been happening since time in memoriam. This discussion has been fuelled over recent times with the introduction of the Hardened and Networked Army, which has a strong capability focus.**

The essence of this initiative is that given the cost and complexity of modern military capabilities, the Army needs to ensure that these capabilities are directed in such a way to ensure maximum, sustainable, combat power.

This discussion has been, and will continue to be, emotive, due mainly to significant personal investments by all members of the Army. Anecdotally, the argument often expressed by the Australian Regular Army (ARA) is based on a perceived lack of capability that is delivered by the ARES which in turn is based on a perceived lack of ability, job competence and personal commitment.

Put simply, there are elements of the ARA that believe that the ARES is a waste of resources. Conversely, the arguments in support of the ARES are many and varied, and not easily detailed. The main thrust of these arguments, however, is that there are many dedicated and competent individuals within the ARES that have the potential to augment the

ARA in order to meet capability gaps.

Developing capability from the ARES is clearly an Army priority. Recent initiatives such as the High Readiness Reserve (HRR) are based on the premise that harnessing the dedicated and competent individuals into ready and deployable 'capability bricks' is one way of achieving the desired capability.

The thesis of this article is that there are numerous additional methods that can be implemented to achieve a real and significant capability from ARES units. 15th Transport Squadron (15 TPT SQN) is an example of an ARES sub-unit that has a long history of providing significant capability to Army.

### The capability of 15 TPT SQN

15 TPT SQN is a sub-unit of the 9th Force Support Battalion (9 FSB). It comprises Squadron Headquarters, Support Troop and 14th Transport Troop at Bendigo, and 128th Transport Troop at Horsham. The Squadron's strength is currently at 91 personnel, with nine ARA personnel, and 15 personnel currently fulfilling Continuous Full Time Service (CFTS). Of the remaining 67 ARES personnel, three are currently serving on HRR, although this figure is likely to increase significantly by the time of publication. Average ARTS usage is greater than 70 days annually across the SQN, with an average AIRN compliance rate of between 70–80 per cent. The Squadron's

full-time task vehicles include a variety of Mack CH Fleetliners, Mack R Series, Mercedes-Benz Unimogs and Scania's. Combined, these vehicles provide a one time lift of 102 tonnes of cargo, 14,000 litres of bulk POL, 42,000 litres of bulk water and 70 tonnes of raw materials.

In line with being under command of 9 FSB, 15 TPT SQN's role is to provide third line road transport support. Although capable of limited independent operations, the Squadron usually achieves its role through either augmenting 26 TPT SQN, or through the assignment of specific tasks in support of wider activities. In addition to a comprehensive training program designed to develop both individual and collective military and trade skills, the Squadron has been tasked with, and has completed, over 40 live support tasks during the first half of 2007.

Historically, the Squadron has provided significant contributions to operations. Since 1999, a total of 72 Squadron personnel have served on operations. This has included relatively short notice deployments, with 15 personnel deploying to OP WARDEN in 1999 and 38 to OPTANAGER in 2000–01. In 2004, the Squadron deployed 16 personnel to OP ANODE. In addition, three individual deployments to the MEAO over the last two years have continued to reinforce the Squadron's operational availability.

The short notice deployments have continued, with nine Squadron personnel currently deployed to Rifle Company Butterworth as an Infantry Section. These personnel made themselves available overnight, and given that they, in the main, are employed by civilian employers, it is a testament to both the individual's commitment and also their relationship with their employer.

The question of job competence is an interesting one when assessing 15 TPT SQN. In short, the individual personnel hold the qualifications and appropriate experience necessary to perform their tasks to a high standard. Trade training is ongoing as it is everywhere in the Army, with the added complexity of dealing with employers in times of national skills shortage. Military skills are an area of extreme individual and collective pride, with the 15 TPT SQN Military Skills Team having secured the coveted 9 FSB Military Skills Championship in 2006 and 2007.

All this leads to the conclusion that 15 TPT SQN has a high 'readiness' culture, with the opportunity to conduct live tasking and the potential to deploy on operations acting as a significant incentive at the individual level to maintain personal readiness.

The challenge therefore is based on how that capability is maintained. Unlike an ARA sub-unit, where the availability of personnel for training is guaranteed, maintaining the

ARES capability involves a significant amount of work in just getting members to attend. At 15 TPT SQN this is achieved through a combination of ARA, CFTS and dedicated ARES key personnel. The ARA and CFTS personnel are largely in positions of command, operations and administration, thereby allowing for the appropriate dedication of time to these important enabling elements. This largely allows the key ARES personnel to concentrate on their tasks and responsibilities without day-to-day distractions, which in turn deliver more robust training activities. The net effect is that the ARES members of the Squadron are exposed to good, well developed training activities, which in turn excites their interest in the Squadron, the Battalion and the Army as a whole.

The positioning of 15 TPT SQN within 9 FSB, and consequently 17 CSS BDE, undoubtedly assists with creating a wealth of opportunities for its members. The Squadron is always involved in Battalion activities and frequently consulted about tasking. 15 TPT SQN is simply treated as another task element by 9 FSB (albeit with some limitations).

### The future for 15 TPT SQN

Where to then for 15 TPT SQN? In short, the job is not complete, and there is always room for development and improvement. The key to 15 TPT SQN's future is to develop sound, sustainable, capabilities.


Traditionally, 15 TPT SQN has focussed on the maintenance of a deployable road transport section. This section has now been integrated in to 26 TPT SQN utilising HRR as the method of providing 26 TPT SQN with a guaranteed capability. The vision for 15 TPT SQN is to take the next step; that is to develop a second road transport section capability that can either continue the Squadron's tasking concurrently with the deployment of the HRR section, or to provide a second deployable section.

In addition to the second road transport section, 15 TPT SQN aims to develop the Squadron Headquarters into a sustainable and deployable force element, capable of providing command and control to a task organised third line CSS organisation. It will integrate much of the Squadron's first line support capability and will be achieved through the use of current ARA and

HRR personnel throughout the structure. Consequently, this vision is achievable within a relatively short time frame, and by all accounts should be sustainable into the future.

### Conclusion

This article has not set out to dismiss the argument as to whether the ARES provides a capability to the Army. It merely aims to provide readers with an understanding that there are ARES sub-units that do offer significant real and measurable capabilities to the Army, and have done so consistently for quite some time.

Is 15 TPT SQN a model ARES sub-unit? You can draw your own conclusions from the evidence provided. The Squadron comprises a large, and dedicated group of men and women who choose to serve the Army, as well as their civilian employers in addition to balancing their active family lives. The Squadron delivers a significant capability; what that capability equates to in real terms, and whether that capability warrants the investment, are factors that will influence decisions to be made regarding not only the Squadron's future, but also that of the ARES. 

## BUSHMASTER INFANTRY MOBILITY VEHICLE TRAINING

/ WO2 K. DAVIES

**The RACT has taken on a large responsibility with regard to Bushmaster Infantry Mobility Vehicle (IMV) training. Bushmaster training is currently undertaken at Motorised Combat Wing (MCW) at the School of Artillery, Puckapunyal. Instructors are drawn from the RAINF, RAAC, RAA, RAE and RACT.**


At present RACT members posted to MCW are, WO2 K. Davies, SGT R. Nixon, and CPLs D. O'Loughlin and G. Davies.

RACT's input was originally to provide expertise in driver training and fleet management, but the role has expanded and these instructors are required to be proficient in all facets of the operation of the vehicle, including its tactical manoeuvre.

A large amount of work is being done to re-align the training with the changing role of the vehicle on operations and its more widespread issue across Army and the RACT members posted to MCW are closely involved to ensure that the integrity of the driver

training component of the course is maintained.

SGT Nixon has completed a review and upgrade of the Infantry Mobility Vehicle Testing Officer Course TMP and it is expected that the training for the Bushmaster will eventually be exported to Land Command Units when sufficient TO have been trained.

MCW currently conducts Driver, Operator and Supervisor Courses in six week blocks, qualifying approximately 210 personnel per year, as well as APV conversion courses and IMV Testing Officer Courses. 

## WANTED: SPORTS/ ADVENTUROUS TRAINING ARTICLES

## WE ARE HOPING TO ADD A NEW COLUMN TO NEXT YEAR'S JOURNAL – 'SPORT AND ADVENTUROUS TRAINING'.

SO IF YOUR UNIT HAS BEEN VICTORIOUS IN ANY ADF SPORT OR IF YOU HAVE A SPORTING HERO/HEROINE IN YOUR ORGANISATION OR YOU HAVE RECENTLY PARTICIPATED IN SOME FORM OF ADVENTUROUS TRAINING, GET WRITING!

ACCOMPANYING PHOTOGRAPHS WOULD ALSO BE GREAT.



# MOVERS AT EXERCISE TALISMAN SABER 2007

WO1 B. NEAL

The Talisman Saber series of exercises are conducted biennially in Australia with the United States. These Exercises are designed to train Australian and US Forces in planning and conducting Combined Force operations, which helps improve ADF/US combat readiness and interoperability.

It focuses on operational level warfighting with training based on fictional scenarios and simulated exercises between ground, air and marine activities. The field training portion of Talisman Saber 2007 (TS07) will be conducted 19 June–2 July with force preparation and deployment 12–18 June 2007.

Current planning indicate Australian Forces likely to participate are 20 ships, 25 aircraft and 7,500 personnel and US Forces are 10 ships, 100 aircraft and 20,000 personnel.

The build up to Exercise TS07 for many units throughout Australia has been the main focus over the past few months, this being the major exercise for 2007. Due to the size of the exercise preparation, and set up for reception of equipment and personnel, the start of the exercise began in early May.

As part of the movements organisation for this exercise, a Combined Movements Coordination Centre (CMCC) was created and was established on 23 May at CSI Rockhampton with personnel from JMCO Sydney & Melbourne and JMOVGP.



Both Australian and US movements staff were located in the same building and commenced operations, liaison and joint operations. This provided the opportunity to share information and different ways of providing a movements service to each Force. Problems and frustrations were funnily similar on both sides of units, not providing the correct information and last minute changes to moves just to highlight a few.

On 5 June, the increase in US force movements and the arrival of more staff from JMCO Sydney and Adelaide and JMOVGP the MC Det Rockhampton was established. Continuing use of both US and AS movements staff for all movement tasks. Continuing issue of task orders and move reqs increased with the momentum of the exercise.

JMCO Brisbane provided manning for Staging Areas for convoys heading north and also a presence at Gladstone for the unloading of US equipment off the US Ship. Port Alma was also used to unload ammunition for the exercise.


A high emphasis was placed on the environmental aspects of the location and a program of cleaning weeds and seeds from incoming vehicles needed to be calculated into all movements through Rockhampton. A presentation conducted by RS&I at CSI Rockhampton covered the environmental hazards and policies for the exercise that all participants attended. Rain has also presented some more challenges for movements in maintaining transit areas and parking bays.

The presence of the Pers Tracking Cell introduced the scanning of ID cards and associated computer programs to the exercise. Movements staff assisted with portable scanning at both CSI Rockhampton and the Rockhampton Airport this ensuring the numbers of members passing through Rockhampton were correct. This may be a new way of doing business for movements.

Members of JMCO Townsville arrived at Rockhampton on 6 June and deployed to SWBTA to become the Det in the field MC Det SWB reporting back to CMCC.

All members together with US movements personnel attended the RACT Birthday Celebrations conducted at 26 TPT Sqn lines on Sunday night 3 June, which included a meal, presentation of medals, promotions and the reading of Birthday Message.

The reception of US personnel both through domestic and commercial air travel provided some problems due to the sheer volume. Customs and AQIS proved to be another obstacle that was overcome.

This being one of the largest exercises and movement in and out of Shoalwater Bay Training Area, the movements team provided an effective and efficient service to both US and Australian Forces. 

# MANOORA: A SOLDIER'S PERSPECTIVE

LCPL O. HARTE

I'm a soldier in the Royal Australian Corps of Transport. I've been in the trade of Terminal Operator (Cargo Specialist) for the last six years. I love the job of picking heavy loads up with big machinery, and moving it around with even bigger machinery.

I'm currently employed on HMAS Manoora, which is based out of Sydney, NSW. I've worked with the ship for the last two years, and before that I was posted to HMAS Kanimbla. HMAS Manoora is my home; I live, eat and work onboard as part of the Ships Army Department (SAD), within the Ships Company. I try to keep to the Army ways, naming things as we do in a barracks environment, but sometimes you have to give in to the way the Navy think and talk.

Over the last two years onboard HMAS Manoora, the ship has sailed on many exercises, operations, and port visits to other countries. Some of the trips I have been involved in since I joined the ship in July 2005 have included: Operation Relex II (stopping illegal immigrants sailing into Australian waters); Exercise Ocean Protector 06, which was the lead up exercise to OP ACOLYTE (Commonwealth Games) in which HMAS Manoora embarked units including 4RAR (CDO) and 171 SQN; Exercise CROIX DE SUD where the ship conducted many amphibious operations, including stern door marriages and helo operations with other nations and HMAS Tobruk. HMAS Manoora spent ANZAC Day in Noumea, after which the ship sailed home to Sydney via a short port visit to Vanuatu.

After minimal time in Sydney, HMAS Manoora's crew were recalled and sent north towards Townsville where we loaded stores and equipment for our next stop of East Timor (OP ASTUTE), then to Darwin to reload for a second trip. Prior to sailing north from Townsville, HMAS Manoora conducted LCM8 lifts outside Townsville harbour. The sea state was unfavourable but the SAD got the job done, demonstrating the procedure successfully to a Navy Captain.

After our deployment to East Timor we sailed to Exercise RIMPAC (a Conventional Naval Warfare Exercise) in Pearl Harbour, where we were used as a command and logistic platform. While we did not partake in amphibious operations, all members of the SAD were kept busy with normal day-to-day duties. Our time alongside in Pearl Harbour was very successful with the Ship's Company participating in many sporting activities, of

which soccer was most successful as we picked up the runners-up trophy.

2007 OP RESOLUTE was all about fish. Manoora was tasked to conduct patrols of Australian waters and stop and apprehend illegal fishing. Border Protection and Migration Law Enforcement within Australia's territorial waters and Exclusive Economic Zone. HMAS Manoora had ANZAC Day 2007 in Darwin, where the Ship's Company held a dawn service onboard and then marched through the city.

Tank trials where the SAD lifted an M1A1 Abrams tank and Hercules recovery vehicle broke up the OP RESOLUTE trip, before heading back into the area of operation. Sailing back into Darwin, HMAS Manoora picked up stores and Sea Riders (RAN New Entry Officer cadets) who joined the ship for experience, before sailing towards Asia for our up top trips to Jakarta and Singapore.

The ship spent four days in Jakarta where many of the Ship's crew spent their time off the ship if they weren't working or on duty for the time alongside. The main reason for our trip to Jakarta was for a liaison visit and platform for a cocktail party for the Australian Chief of Navy. From Jakarta we sailed to Singapore where the ship spent five days alongside and again, if you weren't on duty or working, you had the time off to shop, see the sights and experience the local culture before we headed towards Townsville and Exercise Talisman Sabre.

Working with other Army units onboard the ship and helping many adjust to the Navy life and terminology is part of the job. Getting loads off, on and secured in a short amount of time is what we cargo specialists do. We work tirelessly to get the job done; usually working around tidal windows, the amount of watercraft support, and the time frames that the operational tempo dictates.

Our department (SAD) has a nominal roll of 20 personnel, which are spread out into 4 main elements: HQ, Aviation, Signals, and Terminal Operators. For the time I've been onboard, the SAD has never had full manning, yet as the minority onboard we continue to rise to each situation and ensure every job thrown at us is completed.

As part of the Ship's Company, the SAD also perform other duties onboard when not in Amphibious watches, both while alongside and while sailing. Some of the duties alongside are:

- Officer of the Day (OOD) – (Captain) the 2IC
- Duty Chief Petty Officer – (WO2) the SSM

- Duty Petty Officer – SGT
- Quarter Master (QM) – CPL and LCPL
- Quarter Masters Assistant (QMA) – PTE, SIG and TPR
- Duty Driver – PTE, SIG and TPR
- Executive 1, 2, 3, and 4 (Café Hand) – PTE and TPR


At sea the junior ranks have additional duties to hold which include: QMA, Helm's man, Lookout sentry, Lifebuoy sentry, Café party, plus keeping a normal days work.

The SAD also help with the berthing and leaving harbour requirements, by being line handlers. Our poly uniforms get rather dirty, and we try to keep the best uniforms locked away for parades and other special occasions, in what small space we have. It is very difficult to keep our uniforms clean as washing machines onboard are not the industrial type and have the tendency to breakdown. Yet each time we put the uniform on, regardless of whether there are stains on the pants or shirts, the effort has been put in to keep a high standard of dress.

Day-to-day work onboard varies a lot, and depends on what loads and stores may arrive and need to be craned aboard. Servicing and maintenance of the SAD Manitou forklifts, tie-down gear (ratchet straps), and lifting gear takes the most time, especially when the SAD is undermanned. Our main place of work is on the vehicle deck, which tends to look like a huge storeroom. Many of the ships departments can not understand that this area is not storage area, and regularly have their stores and equipment spread from one end to another. However, we always clean out the vehicle deck prior to an amphibious or sea transport task.

The Cargo Specialists also operate two cranes onboard the ship, the 70 tonne Kenz crane, positioned on the front end of the ship and used for the lifting of LCM8s, vehicles of different types and stores, and the 3 tonne Effer crane positioned on top of the ships hanger at the rear of the ship, also used for lifting stores and small vehicles and trailers. Both front and rear positions have access to the vehicle deck, front via a ramp that equipment maybe driven down, and the rear hatch that equipment can be raised and lowered through.

The SAD is a very close-knit team, and as such we try to keep one another out of trouble and work as a team. The Navy supports us in every way possible, and as Army, we strive to succeed in all we do.

There are two other ships that SAD are posted to, HMA Ships Kanimbla and Tobruk. To say which is the better of the ships, you'll have to try them all. Personally, I've enjoyed working on both Kanimbla and Manoora. It's the crew that makes the ships feel like home, no matter how you look at it! 

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## CONGO GOES TO (BRIS)VEGAS:

### THE RELOCATION OF 9<sup>TH</sup> FORCE SUPPORT BATTALION TO RAAF BASE AMBERLEY

**In a previous article, the background to the move of elements of 9 Force Support Battalion (9 FSB) to new facilities at RAAF Base Amberley was explained. Things have progressed extremely well and the construction of the new facilities is currently on time and within budget.**

The facilities within 9 FSB's new precinct, the new Vung Tau Lines, are first class. The soldiers of the Battalion will be very well served by the quality of the facility and the standards of construction. The difference between the current levels of working accommodation and those within the new Vung Tau Lines will, without doubt, be very well received by the members of the Battalion.

Despite an onerous workload for 2007, 9 FSB is gearing up for the move and planning with both the multitude of external agencies and within the Battalion is progressing well. The support from the RAAF Base staff, local

Defence Community Organisation (DCO) and Defence Housing Australia (DHA) in particular has been tremendous. In early 2007 these organisations, in conjunction with representatives from the Ipswich City Council and Toll Transitions, participated in a series of briefings to the soldiers and families of the battalion to explain, in detail, about the new location and to set in train the myriad of things that the families need to do to ensure a successful move. A similar 'Road Show' is planned for 37 Force Supply Company in Townsville in August 2007.

To further assist soldiers and their families, 9 FSB is in the process of launching a website at [www.army.gov.au/9fsb](http://www.army.gov.au/9fsb) that will provide a wealth of information about the relocation.

An interesting part of the preparations for the relocation is the requirement for each



of the Sub-units in Randwick, Puckapunyal, Townsville and Moorebank to prepare their local communities and local support agencies for the move from their present locations; again a complex and, in some cases, sensitive task after many years in these locations.

In summary, things are well on track but there is still much to do. Construction of the new site will be on time and the planning for the furniture, communications and other infrastructure fitout is progressing.

DCO and DHA are preparing for the new arrivals and DHA is purchasing a very good selection of homes as well as building houses in a new estate primarily aimed at 9 FSB families. Single Leap for Amberley has been brought forward for the living-in members of the Battalion and accommodation will be ready for occupation a few months after arrival. The Battalion's plans for occupation, with the Advance Party in location by mid-November 2007 and then a staged transition from mid-January 2008, are looking good.

Amberley will provide a new, purpose-designed and built working facility that will place 9 FSB in great position to continue its high level of support to the ADF, while the Amberley and Ipswich communities are looking forward to the new arrivals over the Christmas posting period. **PAUL**



**TO FURTHER ASSIST SOLDIERS AND THEIR FAMILIES, 9 FSB IS IN THE PROCESS OF LAUNCHING A WEBSITE AT [WWW.ARMY.GOV.AU/9FSB](http://WWW.ARMY.GOV.AU/9FSB) THAT WILL PROVIDE A WEALTH OF INFORMATION ABOUT THE RELOCATION**

## THE GROUNDING OF THE *NELLA DAN*: 3 DECEMBER 1987

**/LT D. HARRISON, WO2 A. SCOTT**

**2007 marks the 20th anniversary of the *Nella Dan* running aground at Macquarie Island, south of Hobart. The *Nella Dan* was a supply ship that provided logistic support to bases and research groups as part of the Australian National Antarctic Research Expedition (ANARE).**

The ship was being unloaded by the crew of the LARCV vessels, consisting of LT Phil Clarke, CPL Tim Gay, CPL Ken Barrington, LCPL Greg Crowe and PTE Alistair Scott. The LARCVs were employed to conduct resupply and cargo transfers from ship to shore, with their first stop being Macquarie Island. Unfavorable weather conditions meant that the ship had to come in closer than normal to the shore for refueling. On the third day of unloading, the skipper of the *Nella Dan* decided to transfer the oil to shore. The weather had steadily worsened with wind speeds up to 53 knots in the afternoon, and with the deteriorating weather the ship had moved a further 55 metres towards the shore. This posed significant safety issues and the unloading ceased, leaving some 33 crew and 17 ANARE personnel on the *Nella Dan*. At 1800h on 3 December, the wind was at force eight and the sea state had increased to six.

At 1830h, the skipper noticed that the transit markers on the *Nella Dan* had moved and instructed the Second Officer to inform the shore that the pumping of oil was to be suspended immediately. At 1835h the ship hit the bottom for the first time. The anchor could not be heaved in due to the automatic cut-off designed to prevent overload on the ship's electrical circuit. The skipper was unable to manoeuvre the ship and it soon became obvious that the ship was aground. The skipper ordered life boat stations and contacted the LARCV vessels to begin conducting the rescue of personnel.

The LARCV crews had been stood down for the day and were preparing to eat dinner when they received the call to assist in evacuating the personnel on board the ship. The LARCV crews immediately proceeded to the vessels and onwards towards the ship. When the LARCVs were along side the *Nella Dan* they had trouble securing the vessel due to the heavy swells. Shortly after the LARCVs arrived at the distressed ship, the passengers began to disembark the *Nella Dan* down the

Jacobs ladder onto the LARCVs. While this was occurring, the passengers were being sprayed by diesel fuel that was being forced out of the tanks by the incoming seawater, out through the ventilators and onto the deck through the scuppers. Two of the LARCVs were secured side by side, and once the passengers were safely on board the first LARC, they were transferred to the outboard LARC. On arriving at the beach the LARC had some difficulties getting out of the water due to the steep embankment and rocky beach, however, all passengers were safely disembarked. The evacuation took 15 minutes and the only injuries sustained were some eyes injuries from the diesel spray. The skipper and four crew members stayed on board the ship. During the night the ship listed 11 degrees to port and by daylight on 4 December the *Nella Dan* was firmly aground approximately 50 m from shore.

On 13 December, the offshore services vessel, *Lady Lorraine*, arrived at Buckled Bay to remove oil remaining aboard the *Nella Dan*. LARCV crews assisted the salvage team, using the LARCVs to transport equipment to and from the *Nella Dan*. They were also used as a dive tender. Divers could only spend five minutes in the water at any one time before they had to come up and defrost their hands as they did not have the right equipment for the cold conditions. On several occasions the LARCV crew had to take some of the divers back to shore in order to warm up.

The *Lady Lorraine* crew were waiting for a spring tide, which was due around 20 December, after which she dragged the *Nella Dan* around 90 degrees until it was facing seaward. However, the *Nella Dan* could not be re-floated as more ballast was required in

**AT 1830H THE SKIPPER NOTICED THAT THE TRANSIT MARKERS ON THE *NELLA DAN* HAD MOVED. AT 1835H THE SHIP HIT THE BOTTOM**

the bow of the ship to give the stern more clearance as the rudder and propeller was still touching bottom. At 2347h on 21 December the *Nella Dan* was re-floated and moored offshore using the ship's oil anchor and ground tackle laid by the salvage team.

On 22 December one LARC crew spent the day taking soundings between the *Nella Dan* and the *Lady Lorraine* to assist the *Lady Lorraine* in getting close enough to retrieve the remaining oil on board. The crew and passengers were ferried out to the *Nella Dan* in order to off load as many stores as possible to assist with the winter months. Within about 45 minutes the ship listed another five degrees to port and the ship's alarms were sounded. Once again everyone was evacuated. When all personnel were off the ship the ground tackle was cut and the *Nella Dan* was towed out to sea.

The following morning on 23 December, the LARCV crews were on their way out to continue the unloading of more supplies. About 800 metres from reaching the *Nella Dan*, the LARCV crew thought someone had started the ship as it began to puff white smoke from the funnels. Within a few seconds the *Nella Dan* was ablaze and the decision was made to tow her out to sea, where her remains rest on the ocean floor to this day.

The LARCV crews were presented with commendations for their bravery in their efforts in the rescue of the crew and passengers off the *Nella Dan* on 3 December 1987. 35 Water Transport Squadron is currently in the process of planning a service in recognition of the LARCV crew and the part they played in rescuing the crew of the *Nella Dan* and ANARE personnel. **PAUL**





## I TPT SQN 2006/2007

LT M.J. NELSON

2006 started off quietly for I Tpt Sqn with only a handful of Sqn personnel overseas on deployment and the focus being on training and exercises in support of I Bde. The first point of call for training was to be IMTs, which due to the unpredictable weather in Darwin was unfortunately rained out. The cam cream wasn't off for too long though as the Sqn began preparation for Ex BOHEMOTH 06.

Ex BOHEMOTH 06 was a 2 Cav Regt activity to be conducted at High Range in Townsville. I Tpt Sqn provided the Tpt element for a Coy sized CSST that was to support B Sqn 2 Cav Regt.

Having conducted a tactical deployment into a green field site, the defensive tasks came thick and fast. The CSST position was developed, shell scrapes dug down and the enemy activity increased in line with the support demands from B Sqn. Concurrently, JNCOs conducted theory lessons in the field, specifically covering actions on vehicle ambush, TCP drills, the conduct of DPs, VCPs and capture and search techniques. This theory was put into practice numerous times throughout the conduct of the exercise. CO I CSSB, OPSO I CSSB and RSM I CSSB

soon learned the value of these lessons as they were, quite rightly, detained during the conduct of a snap VCP, perfectly executed by I Tpt Sqn soldiers.

Technical tasks soon took priority, providing a great opportunity for members to experience life in the field and gain an understanding of the complexities of being a logistician within the field environment. The Truckie elements particularly gained an understanding of these difficulties as they were required to undertake daily routine specialist tasks outside of the CSST location. In all, this exercise provided a great learning opportunity for I Tpt Sqn and was a good start to the year.

The next exercise to be conducted was Ex PREDATORS GALLOP 06 (Ex PG 06) at Mt Bundy Training Area. Once again I Tpt Sqn provided a Tpt Pl as part of a Coy sized CSST. The CSST supported several I Bde units during this exercise including I Armd Regt, 2 Cav Regt and 5/7 RAR. This provided a chance for some of our newer members to experience the difficulties faced in supporting a Mech Bde and also in dealing with the hot and trying conditions faced in the north. Ex PG 06 was yet another great opportunity for the Sqn to further develop its skills in the field.

2006 was also to be a time of change for I Tpt Sqn and the RACT as we saw the first of the Heavy Tank Transporters (HTT) come into service. Heavy Troop (HyTp) sent several of its members to RAAF Base Amberley to participate in the first HTT conversion course. This also incorporated the movement of the first Australian Abrams M1A1 and M88 from Webb Dock (Melbourne) to the School of Armour at Puckapunyal, and a further movement of Abrams to the Army Logistic Training Centre, Bandiana. The incorporation of the HTTs into HyTp has provided I Tpt Sqn with the unique capability to support I Bde and Army into the future.

The start of 2007 saw I Tpt Sqn once again deploying personnel on operations overseas, with several members heading off on the FLLA Afghanistan, Iraq and Kuwait. The Sqn also had a busy start to the year running courses for both I Bde and I CSSB as well as several members deploying to the field as part of Ex Southern Reach 07 (Ex SR 07). Ex SR 07 culminated with the MRE for OBG(W)-3 on which I Tpt Sqn again had several members deploying.

Early 2007 also saw the first M1A1 Abrams delivered to I Bde and a chance for HyTp I Tpt Sqn to show their unique lift capability on this historic occasion. Our thoughts are with all the Sqn's personnel currently serving on operations and their families.

2006/2007 has been a very busy and exciting time for I Tpt Sqn and has shown that it is well and truly 'Par Oni'.

## SCHOOL OF TRANSPORT AND ORDNANCE – MARITIME WING

WO2 M. ADAMS

On 8 June 2007 Army School of Ordnance and Transport – Maritime Wing (ASTO-MW) conducted a memorial service to mark the 62nd anniversary of the Battle of Porton Plantation during World War II.

The service was attended by unit members as well as invited guests from the Australian Water Transport Association QLD and NSW branches, 51 FNQR, 35 WTS, 31st Infantry Battalion Association, 51st FNQR Association and members from the local RSL Branches.

The ceremony was conducted at the Water Transport Memorial Garden, which had been previously constructed by the Wing to commemorate the battle fought during World War II against the Japanese. The Battle of Porton involved members of 31 RQR and 51 FNQR and was supported by watercraft (which at the time was operated by RAE). The Catafalque Party was mounted by current

serving members of the Marine Specialist trade with a bugler from the 1 RAR Band providing the finale to a solemn and memorable service.

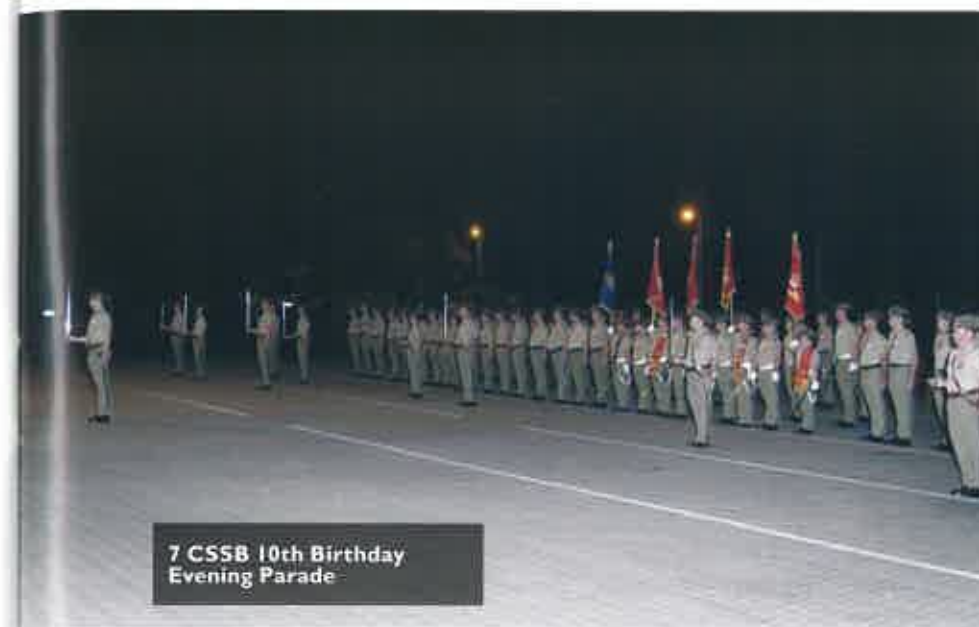
Serving members and 'olds and bolds' mingled at a morning tea, during which CPL Andrew Powell presented to ASTO-MW a model of one of the Landing Craft, used during the battle. The model was constructed on behalf of CPL Powell by CPL John Mewett of Marine Engineering Training Section. CO ASTO, LTCOL Brendan Stevens, also attended the service and took the opportunity to promote PTE Robert Love to LCPL.

The invited guests were then given a presentation on the current situation of the Marine Specialist Trade including the roles, current equipment and the direction of the trade. The final official activity for the day involved a trip on the LPA-W enabling the Coxswain, CPL Powell, to demonstrate the craft's capabilities. This also involved a treat

for the current Operator Movement Basic course, who, after being provided a short demonstration of the RHIB's capabilities, conducted a boarding of the LPA-W whilst on the move. This activity had many of the 'olds and bolds' lining up for their opportunity to have a go on the RHIB, however, duty of care prevented this from occurring.

The day concluded with drinks at the Townsville RSL for all members and guests. The Townsville RSL to their credit provided a round of drinks and bar snacks for all and topped off what was an enjoyable and memorable day.

Both the BBQ lunch and morning tea were made possible thanks to a generous contribution from the RACT Central Fund. The support of the Central Fund went a long way to the success of the day and enabled current and previous serving members to talk, discuss and compare issues, which in the long term can only strengthen the trades.



## 7<sup>TH</sup> COMBAT SERVICE SUPPORT BATTALION

The 7th Combat Service Support Battalion (7 CSSB) was officially opened by then Chief of the Army, Lieutenant General J.M. Sanderson, AC on 6 July 1997.

The 6th Brigade Administrative Support Battalion (6 BASB) based at Enoggera and 7th Brigade Administrative Support Battalion (7 BASB) based at Kelvin Grove were amalgamated to form 7 CSSB. The amalgamation was the result of a re-structure of 6th and 7th Brigades and consequently their logistic support requirements. 7 CSSB was created to provide dedicated and centralised ordnance, medical, maintenance, catering and dental support to the soldiers of the 7th Brigade.

The Unit symbol chosen to represent 7 CSSB, a stylised Rising Sun directly related to the Units long history dating back to the 1st Australian Imperial Forces (1st AIF). The 1st AIF marked their logistic transport wagons with a modified Rising Sun. It featured the division number (that owned the wagons) at the centre of the Rising Sun. 7 CSSB adopted this symbol as it proudly reflects the long history of logistics support to the Australian Defence Force.

The Battalion is structured unlike any of the other CSSB throughout Army. In January 2006 the then Commanding Officer, Lieutenant Colonel Chris Whitting, changed the Battalion structure from the traditional five companies based on corps affiliations to a three company model to better reflect the role of the unit. The new structure saw the raising of 6th and 7th Combat Service Support Teams (CSST) and an Administration Company. This change was necessary due to limited manning at the Officer

Commanding level (as a result of APEP) and a greater focus on the Battalion being structured to provide 2nd line support to 7th Brigade.

Given that the Battalion was to fade from the ORBAT at the end of 2008 it was considered unlikely that the manning situation was to improve. Following the Government's decision to grow the Army under the Enhanced Land Force concept, 7 CSSB was reborn.

The current establishment was frozen pending a review that occurred in May 2007. The review proposes that the Battalion remain and grow in personnel strength to be able to provide two concurrent or consecutively deployable CSSTs. This will be achieved through the progressive growth of a third CSST in the Battalion. The review also supported the restructured model.

Once the new establishment is approved, the Battalion will have two high readiness

**THE REVIEW PROPOSES THAT THE BATTALION REMAIN AND GROW IN PERSONNEL STRENGTH TO BE ABLE TO PROVIDE TWO CONCURRENT OR CONSECUTIVELY DEPLOYABLE CSSTs**

Combat Service Support Companies (CSSC) and a reserve CSSC as well as an Administration Company that includes the traditional Health Company elements. The companies can then be task organised to support the motorised or cavalry battle groups as required.

The Battalion has had and will continue to have a role in supporting our deployed elements. In 2006, the Battalion had 162 people deploy and 76 have been or are deployed to date this year. This tempo is likely to increase over the next 12 to 18 months as 7th Brigade units provide rotation forces.

On 8 June 2007, the unit celebrated its 10th Birthday with an evening Parade that included the Banners of RACT, RAAOC, RAEME, RAAMC and AACC. The parade was reviewed by the Commander 1st Division Major General Ash Power, AM, CSC, who, in his address, made specific mention of the Battalions future growth and its unique construct. The Parade was also used to mark the Corps Birthdays of RACT (1 June), RAAOC and RAAMC (1 July).

Although an extremely chilly Friday in Brisbane, the Parade was attended by some 300 spectators including the Commander 7th Brigade, the Commanding Officers of the 7th Brigade units, former RSM's and former unit members who have retired in the Brisbane area as well as family and friends of current Battalion members. The Battalion Commanding Officer, Lieutenant Colonel James Evans then hosted a post-parade function at the Borlace Club.





# 9<sup>TH</sup> TRANSPORT SQUADRON

## Officer Commanding Forward

2006 and 2007, as with all other years in the 3rd Brigade, have been busy. The 9th Transport Squadron has provided a level of recognised support to her dependencies, whether they be in Lavarack Barracks, High Range or Shoalwater Bay Training Areas, the Innisfail area or within an Area of Operations. This achievement draws from a long line of distinguished performance that every RACT member privileged to be posted to the Squadron knows the critical work that is done in Townsville.

This year has presented many challenges owing to some initial equipment and personnel shortfalls. To maintain and generate capability some hard decisions were made early, with the Animals being allocated as the online Troop and the Bears being designated as the training Troop. This has produced some fantastic results with all taking the challenge in their stride and the Bears now scheduled to take over the online responsibility in 2008.

As always the members of the Squadron are focused on the high readiness aspect of the job and the potential for overseas deployment after successfully completing the individual and collective training milestones this year. In 2007, the Squadron has supported Rifle Company Butterworth, ANZAC Exchange, OP RESOLUTE and OP ASTUTE. In 2008, this support is anticipated to continue while also providing support to the Force Level Logistic Asset rotation 4 in the MEAO. In achieving this diverse range of tasking SCMA has steadily improved the numbers on the books by posting good quality soldiers straight from the Basic Driver Course. This has allowed the Squadron to grow internally with numerous promotions to LCPL and CPL occurring. The current climate is conducive to achieving promotion, career and trade courses for the soldiers of the Squadron alongside an opportunity for operational service.

As for equipment, we have steadily improved. Post-OP ASTUTE the equipment the Squadron deployed remained in-theatre. This resulted in a period of equipment shortfalls that has been tightened up through the avid support of the 102nd Field Workshop, JLU-NQ and the OP ASTUTE Remediation Program.

2007 to date has generated some significant gains. The members of the Squadron are focused on the job not as drivers but as well-rounded Australian Soldiers. That's not to say we don't take pride in being truckies, as the Corps birthday celebrations can attest to. We are a colourful bunch in Townsville, but also

consummate professionals who take great pride and satisfaction in being members of the Corps.

MAJ S.P. Muldoon

## Alpha Troop (The CSST Troop)

With the temporary disbandment of Charlie Troop in late-2006 the position of the premier Transport Troop was up for grabs. While the restructuring of Alpha and Bravo Troop took some getting used to, with the new structure came new responsibility. It was evident that without a Specialist Troop the Alpha Troop Animals would have to step up and provide the heavy vehicle, bulk fuel and bulk water support to the 3rd Brigade. With a raft of responsibilities including providing the Transport component of the CSST the year was always going to be busy.

The year started with a shakeout to Cairns and Troop level deployment training prior to exercises CATA07 and TS07. With attached elements from Bravo, Alpha Troop showed the 3rd Brigade just how professional RACT soldiers are. With multiple green field deployments, DPs, LZs and DZs the Animals once again proved that RACT are equal to the task.

The RACT Corps birthday this year marked a special occasion for the Animals, with the ownership of the vehicle fleet being reaffirmed to the soldiers. A parade in the transport compound was held to mark the occasion where members of the Troop were allocated a vehicle that is now their responsibility to operate, maintain and name. Once vehicles were allocated and first parade concluded, the Troop started up simultaneously after some fancy drill from the head Animal.

LT G. Mitchell (Animal)

## Bravo Troop

As with the rest of the Squadron, 2007 has been a busy time for the Bears.

The Troop focus has been on training with the restructure providing the necessary direction to succeed. As with the 'Aardvarks', this year the Bears conducted Troop level shakeouts to Cairns and HRTA prior to detaching themselves to Alpha Troop for EX CATA07.

Under the Squadron restructure the focus of the Bears has been to re-raise a second fully deployable Troop in both equipment and personnel by November. With over 20 members of the Squadron overseas at any one time this has been a challenge, however there is definitely a light at the end of the tunnel. The OP ASTUTE Remediation



Program has returned vehicles to the Troop while a steady flow of new march-ins adding substance and focus to rebuilding the Troop capability. As the Bears transition from a temporary training Troop to a fully operational Troop, a similar allocation and naming of vehicles (although with 'B' words) will occur around August.

LT L. Sipos (AO)

## Exercise Combined Arms Training Activity 2007 (EX CATA07)

The Squadron deployed to HRTA with both spirits and morale high. It was our chance to show 3 CSSB that truckies are always 'equal to the task'. As expected, tasking came thick and fast over the four week exercise. From the outset it was obvious that the Squadron was the hardest working sub-unit while being two Troops short of a Squadron.

After several deployments, the Puk Puk airfield was to be the Squadron's home for the next three weeks – not even the spear grass could dampen morale. While located at Puk Puk there were still many training opportunities that the truckies had the privilege to partake in. This was in addition to normal tasking, of course. These included:

- All Arms Call for Fire
- Dynamic entry of buildings
- Counter mobility for convoys
- Vehicle Check Points
- Section Defence Ranges
- Observe the 3 RAR parachute drop of personnel and cargo
- Urban training within the MOUT facility

Not only did the Squadron maintain the rage to support the exercise with formation line support up to and after EX CATA07, a concluding activity in the urban environment was the farewell to HRTA for that month. The training highlighted that the soldiers of the Squadron are a diverse bunch. They are skilled in many ways; however, their most admirable trait is a willingness to give anything a go. Once they put their mind to a task, rarely did they fail.

LT W. Brittain (Boss Bear)

## Voices from East Timor

Timor-Leste Battle Group – Two (TLBG-2) deployed in March 2007 under the command of Lieutenant Colonel Gallaway, CO 1 RAR. The Combat Service Support Company (CSSC) has been kept very busy. The logistic support that is made available to TLBG-2 is transportation, catering, vehicle maintenance, financial services, travel arrangements, medical, and co-ordination of these varied tasks by Operations and Headquarters staff.

The RACT component of the deployment is centred on the 1 RAR Transport Platoon with attachments from 3 CSSB and 4 FD REGT greatly increasing the capability. Located at the Heliport, the Transport element is kept gainfully employed with a myriad of tasks both in Dili and the surrounding areas of operations. The Transport Platoon is conducting the

continuum of first, second and third line transport, allowing the drivers to gain a broad spectrum of experience.

Fortunately the elections ran smoothly and were relatively calm. This didn't mean that it has been quiet for the Transport Platoon. Things literally don't move without their efforts. Daily tasks include the delivery of meals, mail and a 'taxi' service from base to base within Dili. Pax and cargo lifts are always utilised by the Battle Group, while weekly resupplies to forces in the mountains provide ample opportunity for the soldiers to see the country. Trade and all corps specific skills are maintained when providing vehicle escorts, maintaining vehicles and obligatory maintenance of the Heliport security with piquet's and roving patrols.

The resupply runs to positions on the southern side of the island make for long

demanding days behind the wheel as the roads are generally of poor construction with hair pin turns common in the hills. These trips afford amazing views and a stark contrast in temperature on the small island. Locals frequently greet military vehicles with a wave or smile, indicating that the mission's integrity has been maintained since its initial deployment in March 2006.

Finally, spirits among the Transport Platoon ebb and flow as one would expect during a six-month deployment. There are days that would best not be repeated but, those periods of hard yakka enhance the down time. As the deployment continues recreational and welfare facilities are further developed, such as the gym, internet room and phones. As always the RACT members in Timor-Leste remain Par Oni.

LT M. Lamerton (CSS Coy, TLBG2)

# 16 TRANSPORT SQUADRON 2006/07 – ANOTHER BUSY YEAR.

/ CPL B. WEST

The 33rd Corp birthday was celebrated late in June 2006 due to tasking, with most current members, a few ex members and also a few dignitaries, notably the Corp RSM WO1 Armstrong and WO1 Kelly who spoke about Land 121. All members, ex-members and guests had an entertaining night, which lasted into to early hours.

The start of the new financial year gave member's fresh days and a packed training program. The company had plans to achieve a lot throughout the year and members were willing and ready.

Our new recruits were soon on their BDC at Holsworthy, this gave our half dozen guys the ability to operate those big cool Mogs and their

faces showed they enjoyed themselves.

We also gained a new Sergeant who had been lost in the paper work pile, so we welcomed SGT Ed Cooper to 16 TPT SQN.

To train up most of the unit, our previous TRG WO (WO2 Russell) conducted a DG course; NVG and living in an environment of threat, which turned out to be a fun and tiring nine days.

With not an idle month, it was time to conduct a HR2/HR4. Under the control of WO2 Russell we packed up and dropped into 7CSSB at Brisbane where our Moggy drivers were taught what a real army truck is all about. This is where two of our female soldiers (PTE Kramer and PTE Laing) became HR4 operators. They were the first female Mack drivers in the unit for over 10 years. PTE Laing was given the award for the most improved driver of the course. Congratulations Michelle.

Soon after, our engineer mates required bridging to be transported from Wallangara to Holsworthy and this was another seven day trip.

At the same time, we transported four more trainees to Brisbane to complete their BDC, this time LWCSQ held the course, and were moved up to Tin Can Bay for a change of scenery and enjoyed some of their cross country tracks.

Before we knew it, Santa was knocking on the door, but first we had one more task, bring the Battalion Sports trophy back from those

young workshop boys. Yes, we have the trophy in our possession for another year.

The end of 2006 saw PTE Kramer being presented with the Soldiers Medallion which was a fantastic achievement, well done Kate.

We also had a big change in staff, gaining a new OC and losing a great one. MAJ Ed McCann was highly motivated with a fantastic training plan and, with a motto like "LEARN, CONTRIBUTE, HELP and HAVE FUN!", we were always going to enjoy having him as OC.

A very long-term member became our new OC, CAPT Farmer; who started off as a PTE in the Squadron and over the years progressed her way to OC. After a months rest over Christmas, which was most welcome, we gained new staff, TRG WO – Sgt Murdoch and 381 CPL Hicks.

The new year arrived and we went straight to work, our new TRG WO held a 6x6 course in Brisbane, for OP ANODE participants.

12/16 HRL needed to make room in their hangers to make room for their new bushmasters. So we were moving APCs from Armidale, Tamworth and Muswellbrook and transporting them south to Bandiana for a refit, it was an enjoyable task with quite a few hours spent in our Macks and 20T trailers.

LCPL Dunford fulfilled one of his dreams and was deployed to the Solomon's for operation ANODE for a six-month stint.

Also, we hope to get CPL Sarkis back from 7 FD Regiment after being seconded for more than 12 months.

With a lot of members coming and going, on courses and instructing, it's been a very full year. This is shown by a lot of members having exceeded 100 days and pushing the 150 mark.

Well done on a great year 16 Trucks, enjoy the belated 34th Birthday and we hope to be seeing you all in the new financial year. **LAST**







MAJ Davies (OPSO 10 FSB), MAJ Alexander (OC 30 Tml Sqn, MAJ Burgess (HQ 17 CSS Bde), MAJ Smith (OC 35 Wtr TPT SQN) and MAJ Brick (OC 26 TPT SQN)

## 26 TPT SQN

/SGT D. SEWER

Since our last letter in the Truckstop news, 26 Transport Squadron (26 TPT SQN) has been extremely busy, as have all the other transport units within the Army at the moment.

The last half of 2006 saw the unit go through a large change, the OC, MAJ Mal Brick was moved to Bn HQ in Randwick and assumed command of the battalion whilst the CO, LTCOL Ashleigh, and key members from HQ 9 FSB, deployed to Iraq. From there the year just became a blur: CAPT Michael 'Bags' Bigalla, the 2IC, was now required to command the Squadron. It wasn't unusual to go past his office and hear him talking to himself about how he had started as a driver in 9 Trucks and was now running the biggest Transport Squadron in the Army.

As usual the SQN continued to send trucks around the country ranging from individual vehicles to Troop tasks. The only real lull was the week in Sydney for the Waggoner's Way, where 176 were convincingly flogged. The Christmas stand down period didn't provide everyone with the expected period of R&R as the Victorian bushfires resulted in the SQN providing refuel support to the CFA crews.

The beginning of 2007 saw the SQN HQ running on skeleton manning as the OC was still running the Bn, the new 2IC and OC WKSP were both on operations and the new LTs were on their LOBC. This combined with the removal of the CAPT Tp Comd positions from 86 and 87 Tp meant that the OPSO and two Troop Commanders in Puckapunyal were particularly busy. 85 Tp had its complement of HQ staff but they were all new. Despite the challenges that this provided the unit powered through induction training and its AIRN requirements. As part of the induction training, the soldiers and families in both Sydney and Puckapunyal were briefed on the unit move to Amberley at the end of the year. The briefing party included the relocation project Officer,

day and it was a successful event. Well done to SGT Sewer and his assistants.

The OR's dining-in night was held so that the soldiers of the Squadron could become familiar with the customs and traditions of a formal dining-in night. Throughout the night, JNCO's gave briefs on certain aspects of a dining-in night. There were also two promotions on the night: LCPL Nabbs and LCPL Graafmans were both promoted to CPL.

AACAP and Exercise TALISMAN SABRE (TS07) were then on the radar and the focus became catching up on the admin from being on the road for two months, preparing the SQN to deploy again, competing in the 9 FSB Mil Skills competition, supporting a large number of ANZAC Day activities, conducting the SQN range week and trying to spend some time with families over the Easter break. April was a busy month. This period saw the return of the OC, 2IC and new LTs which helped to spread the workload.

26 TPT SQN hosted the RACT birthday dinner at Camel Barracks, a feast was had by all, provided by the best cooks in the ADF – the 26 TPT SQN cooks. A majority of the RACT trades were represented including the movers, COFS 17 CSS Bde COL Condon, CSC promoted LCPL Phillips to CPL and PTEs Walmsley and Dendle to LCPL. A good night was had by all with the ability for this to occur on exercise being a highlight. Thanks to the soldiers from 85 Tp for letting the SSM help you get everything ready.

There are lots of different loads as we move the Marines from their ships into the Bay. It is providing a good opportunity to see some different bits of kit and get to talk to a few of our American allies. We expect to be here until the end of July. This will mean that some of us will have spent five months in Rockhampton this year.

The remainder of the year is busy for 26 TPT SQN. On return, we commence a stocktake period that will ready us for the move to Amberley at the end of the year. Yes, we are finally moving. We will also complete the redeployment of 17 Construction Squadron back to Sydney.

Part of the move to Amberley will be a Bn farewell parade at Puckapunyal as well as a farewell function for the closing of the Camel and Road Runners Clubs. More detail on these activities will be made available soon via the Army Newspaper and the digger net. There will also be the annual Waggoner's Way Cup activity against 176 AD SQN, who were convincingly flogged last year.

With the move of the unit also comes the moving of the Camels, so Penny and Vernon will also be moving to Amberley into a new enclosure within the compound. So this means that it is happening.

# 30 TERMINAL SQUADRON – 2007 IN REVIEW

MAJ D. ALEXANDER

## Overview

2007 has been another successful year for the Terminal Squadron, and the Termite trade in general.

Just to keep us out of trouble, the Sqn began providing terminal support to the civilian-led construction of the urban ops facility at SVBTA. Working alongside our truckie brethren at 26 Tpt Sqn, our Cargo Specialists helped establish the 20 foot container city using our Kalmar, 50T Terex crane and 8T Manitou. The task took over two months to complete, and it was a highly beneficial training activity for our soldiers. We utilised nearly all our truckie equipment, especially our 274 driver with our s-liner, our Macks, various forklift operators and two dedicated section commanders to achieve the goal. A great working relationship was developed between 26 Tpt Sqn and 30 Tml Sqn, and this ensured the collective task created a professional product.

Our sub-unit trade training activity, EXERCISE MERLIONS BITE, soon followed in May. This was our activity to train the soldiers in basic trade theory and trade related skillsets. We then stepped up the tempo with our soldiers participating in a courses camp, culminating with an extended ops phase to test their new found skills. It was very satisfying to observe the newly coded operators working their trade in the Transit Areas with customers arriving throughout the night. C2 was tested at every level, and some of our newest soldiers actually experienced 'complex terminal operations' for the first time in their short careers. Well done to SGT Warren Hubbard, SGT Brett Ackland and CPL Garry Player for their trade knowledge in establishing this task.

To test our Force Support Squadron readiness levels, we completed that trg activity and returned to Ross Island Barracks to immediately commence loading our containers and equipment onto 26 Tpt Sqn. We had quickly transitioned to EXERCISE TALISMAN SABRE 2007 (EXTS07), and headed to Rockhampton to commence our logistic support to the CTF. Interesting to note, the Sqn had not deployed in full force to a major exercise for a number of years so this was going to be a great opportunity to test our C2. With our Sqn HQ, Tml Tp (69 and 72 Tp combined), two Petroleum Operators and a Platoon from Foodstuffs attached OPCON from 2/37 FSC, we gathered at CSI-Rockhampton as one unique CSS capability. With an entire Squadron group consisting of

57 personnel on a good day, we operated the main Transit Area (TA) in Rockhampton with smaller TAs at Gladstone and SVBTA, the KRP for local refuelling and provided the fresh ration breaks for FSG dependencies. Very interesting to see the different capabilities working together and learning each other's 'black art'. All the while, our Amphibious Beach Team was aboard HMAS Manoora helping launch the land forces to SVBTA, and we had sent one PTE as a 'searider' to each SAD for the deployment phase. Our support to EX TS07 continued for over two months and gave us ample opportunity to work closely with US forces and RAN elements.

## Operations

30 Terminal Squadron is fortunate to be involved in providing support to operations in Timor Leste, Iraq and Afghanistan. This is the enjoyable part of being a Commander of a small trade as we are witnessing a majority of young PTEs (who have been in the trade just over 12mths) being selected for operational deployment. It is very uncommon to participate in a 10 FSB monthly parade without at least three or four of our soldiers being called up to collect their medals. Most of our subbies are feeling left out as they wait valiantly for their ADMs!!!

Recently we deployed our largest det to FLLA-3. This rotation was not just Termites for a change. It also included our OPSO (CAPT Mandy Kershaw), LT McKenzie (Tp Comd), SSM (WO2 Scott Robey), SGT Brett Ackland (Tp SGT), CPL Cindy Bowen (Tpt 381), Q PTEs Martin and Malone, and the Termite

det – CPLs Matty Overton and Dale Reeves, with PTEs Jim, Scotty, Pig, Tave and Pete. Some members are on their second tour already. During EXTS07, all termites were fortunate to be familiarised on the new cargo tracking network, RFID. This new skill should help them maintain greater visibility of cargo in the future, alongside CVS tracking. Our other SECDet lads, Pearso and Batesy have already gone on rotation for OBGW, while PTE Mick Gleeson is still enjoying the sun in Timor. Leaving such gaps in our structure, the Sqn reshuffled and has temporarily closed down 72 Tp to provide one solid Terminal Tp.

Welcome back to Abers, Burkey, Paddy, Shorty, Carstairs, Kev Forgacs, Macca, McDowell and Huffy who are on their way home soon. Belated welcome home to Griz Adams for being the longest serving termite in Afghanistan so far. Hope you enjoyed your rest overseas. See you in Townsville!

## Training

It is hoped 2007 holds a successful review for ECN 171's ECSSO. It is common knowledge across the ADF that our termite soldiers have to attain several major codes (including Mack and DG), are paid a pay group less than an ECN 109 driver and in some cases cannot gain PTE (P) within 36 months. To help soldier retention, the Sqn basically turned into a 'Trg Sqn' last year to give the soldiers the opportunity to gain their codes and move to the next pay scale. We raised a training cell, who worked closely with the Transport Cell to accommodate the increase in trade courses. This small cell organises our TMP requests,





creates course packages and keeps the fleet maintained. In 2006-07, we conducted over 20 internal courses, ranging from Mack to MIHE variants through to 50T Crane. Overall, we have successfully trained an additional 135 terminal codes. Training plans for 2007-08 will surpass this effort as we will be receiving 22 new PTEs from the next Cargo Specialist IET Cse. Well done to LT English, SGTs Towne and Hubbard and CPLs Henderson, Swenson and Goulding for their dedicated work behind the scenes. The various course managers have also been passionate in their delivery of the training as they know how important this investment is for the trade. Of note, CPLs Camp and Reeves ran the best 30T Crane course of late with 100% pass mark. In the next few weeks, we are also sending small dets to 1 Bde to help with their rail movement of assets to Adelaide.

### Sqn activities

Whilst training over 100 pers, and participating in various joint exercises we slipped in a quick Bn obstacle course competition. Our team put in a great effort despite not winning overall. Thanks goes to PTEs Letisha Scott, Michael

Hooper, Jim Holman, Chris Storey, Gavin Savage, Pig Werner, Ben Mooney, Tave Viney and Trent Mondino for putting their bodies on the line. We also supported our Bn MILSKILLS team, obstacle course team, cross country squad and soccer team. Good coordination by our sports leader, LT Chris McCullough RAAOC.

### JP 126 Update


We are expecting to receive two HTTs in September this year to give us a greater deployment capability for our kit. 30Tml Sqn are also on standby to receipt four new RTCH (Kalmars) and heavy cranes in 2008. I do believe we will sink Ross Island Barracks when they arrive, thus we are trying to secure a more appropriate compound at Lavarack Barracks. Nevertheless, we are still maintaining our intensive courses suite to ensure we have a large number of soldiers coded in preparation.

### Conclusion

In my final year as OC 30Tml Sqn, I can proudly state it has been a truly satisfying time in command that has exceeded my expectations. The positive attitude of the

soldiers, the steadfast competence of the JNCOs and SNCOs, and the enthusiasm of the young Officers within the hierarchy make every day in the Sqn worthwhile. A definite highlight is the need for never ending trips to the Townsville airport to farewell or welcome home our soldiers for operations. Our training prepares soldiers for deployment not for exercises, which is why we focus so strongly on competent, effective training.

For the next six months, we have LT Melissa Hopkins running the combined Terminal Tp, LT Ben Ireland sailing his ABT around the east coast of Australia, LT Chloe Dray taking over training, and our Tpt Spvr, SGT James Knights, stepping up to be SSM. Good luck to our 2IC (CAPT Jas Bradow) and OPSO (CAPT James Ford) who will hold our new Squadron flag high into 2008.

For the young LTs and CAPTs of the Corps, if you want a command where you can 'get amongst it' and work closely with your soldiers and prepare them for real time operations, then OC 30Tml Sqn is worth considering. Having a \$1.2 million dollar Kalmar for a staff car is also hard to beat! 

and honing their considerable nautical skills.

EX SEA LION, an amphibious operation conducted with the Navy, commenced the main water transport activities for 2007, with three exercises already completed by August.

70/71 Tp has also provided invaluable support to 51 FNQR for OP RESOLUTE, who had nothing but glowing praise for our competent crews. The OC was concerned that 51 FNQR was going to steal her crews away!

The crews also embarked on EX CHARGING BULL, the 35 WTS shakeout, and battled the storms of Cowley Beach and Mourlynn Harbour to achieve their objectives. They were then heavily involved in EX TALISMAN SABRE at SWBTA, playing a critical role in the lodgment with the Amphibious Task Group (ATG), involving both Australian and US forces.

The next LCM8 activity is EX GREEN ANCHOR, with crews validating watercraft SOPs, revising watercraft systems, and conducting operator maintenance. CPL Peterson and PTE Bean have deployed on FLLA-3.

42 Amphibious Troop (42Tp) also commenced the year with a new command group. LT Dahlia Harrison became the Tp Comd, while a newly promoted WO2 Anthony 'Retro' Bate took over as Tp WO. 42Tps key capability is the LARCV, an invaluable asset for lodgment/sustainment operations, Logistics-Over-The-Shore (LOTS) operations, and ship-to-shore connector activities. The Sqn is dedicated to increasing the profile of this vessel

to ensure the capability is maintained and used to its best advantage. This commenced with a lodgement activity conducted with 2 RAR onto Magnetic Island. The LARCVs and crews are also a critical asset of the 10 FSB Amphibious Beach Team (ABT), along with the capabilities from 30Tml Sqn, and conducted three EX SEALION activities this year as part of this capability. The Troop also supported EX CHARGING BULL, where they conducted beach landings (gale force winds permitting), validated SOPs and conducted recovery tasks on the beach when some plant required assistance.

The LARCVs also provided a section to the ABT for the ATG lodgment on EX TALISMAN SABRE, where they gained invaluable experience working with a coalition force on a large scale.

The next LARCV activity will occur in



early-2008, with EX SURFING PENGUIN. The troop will practice drills and SOPs, and will no doubt 'get some air', while 'surfing' the waves on the beach. 42Tp also contributed a LARCV section to the 10 FSB Open Day, where the rides provided for 10 FSB members and their families were the hit of the day. In other 42Tp news, three troop members, PTEs Turner, Winley and Ewart, deployed on Rifle Company Butterworth (RCB), PTE Dobbie lived it up on EX LONG LOOK and LT Harrison deployed on FLLA-3. CPL Keenan is due to return from FLLA-2 in the coming months.

42Tp also houses the Landing Platform Amphibious (Watercraft), which is a new craft introduced as an Army water transport trial vessel in 2006. It is designed for ship-to-shore connector tasks with the Navy LPAs, as well as coastal/riverine operations. 42Tp has the qualified skippers and deckhands for the vessels, and conducted a trial in Darwin in July 2007, which was a great success.

36 Water Transport Troop (WTT), located at Larakeyah Barracks, Darwin, has been ably commanded by LT Luke Tindale since September 2006, assisted by his Tp WO, WO2 Frank McKechnie. 36 WTT's main role is providing crucial water transport support to NORFORCE for OP RESOLUTE in Australia's

## THE CREW WERE HEAVILY INVOLVED IN EX TALISMAN SABRE AT SWBTA, PLAYING A CRITICAL ROLE IN THE LODGMENT WITH THE AMPHIBIOUS TASK GROUP (ATG), INVOLVING BOTH AUSTRALIAN AND US FORCES


northern waters. These tasks give the Troop invaluable operational experience and allows them to practice their own SOPs. 36 WTT also contribute LCM8s and crews to the NORFORCE training programme and are able to utilise this training to complete their own All-Corps-Soldier-Training objectives, such as IMTs. For the first time in several years, 36 WTT participated in a large-scale exercise with the Townsville-based crews.

One LCM8 and several crew members participated in EX TALISMAN SABRE as part of the ATG, playing a crucial role in beach landings and amphibious operations. In personnel news, LCPL O'Grady recently returned from Malaysia, while CPL Tanis and PTE Noyes are deployed on FLLA-3.

What a full year! It is now hoped that the Sqn will have some rest time, and conduct craft maintenance, Sqn training and recreational activities. The year has been busy and fulfilling, with the Sqn the proud winner of the 10 FSB Swimming Carnival, where PTE Fox achieved

the Champion Female Swimmer award. The Sqn came second in the 10 FSB Obstacle Course Competition, with a sterling effort by all, in particular CPL Parish, who competed in both the mixed and female competition, showing tremendous determination.

2007 also came with some sad news for the Sqn, with the sudden death of SGT Kevin Hayes in an ultralight plane crash on 20 May 2007. This was a shocking loss for the Sqn, 10 FSB and the Army, and our thoughts are with Big Kev's wife Tracey, and his family and friends. He was an all-round good bloke, the epitome of a soldier who could say 'I know boats' and was always good for a laugh. We'll miss you, mate.

All Sqn personnel have performed exceptionally well throughout the year and have pulled together as an inspirational team. Everyone has gained valuable experience and skills from all activities, and there is no doubt that the laughs, professional development and experiences will continue right up until the end of the year. Par oner! 

## 35 WTS

/ MAJ A. SMITH

**True to form, the members of 35 Water Transport Squadron (35 WTS) finished off 2006 out and about on the water, with a deployment on HMAS KANIMBLA off the coast of Fiji for OP QUICK STEP. The crews unfortunately did not disembark the ship, however, they were prepared for anything.**

2007 saw an influx of new leadership to 35 WTS. MAJ Anita Smith arrived as the OC, WO2 Chris Mann as the keen SSM and CAPT Nick Aplin as 2IC, who deployed in March on OP ASTUTE. The irrepressible LT Ben Plumb then became the 2IC. The Ops Cell had some old faces in new positions, including CAPT Luke Condon as OPSO, WO2 Pete Caputo as OPSWO, LT Eddie Vetter and LT Illie Odgaard as Ops LTs, and the old salty sea dog SGT Kevin Hayes as the Comms SGT. CPL Toni Parish carried the old torch for the Orderly Room, along with PTE Emily Huang.

The 35 WTS Q Store continues to keep everyone well stocked, competently run by the Sqn's Morale Booster, SSGT Pete Lukic.

Everyone has been on the go since the year began. 70/71 Water Transport Troop (70/71 Tp), who operate the LCM8s, began the year with a new Tp Comd, LT Kim Wilson, with a familiar face, WO2 Ric 'Black Swan' Tassell, remaining as the Tp WO. They have been extremely busy, accumulating many sea hours



## 176<sup>TH</sup> AIR DISPATCH SQUADRON – THE YEAR THAT IS 2007

/ LT S. ROBERTSON

**This year has been an eventful one to date for 176th Air Dispatch Squadron. The Squadron has both a new Officer Commanding (MAJ Colin Bassett) and Squadron Sergeant Major (WO2 Trevor Morgan). The work tempo has increased as the months have passed, with the Squadron's soldiers assisting**

**in various deployments overseas and exercises within Australia, providing aerial delivery to Perth, Townsville, Sydney based units and participating in exercises in both Shoalwater Bay and High Range Training Area.**

In January and February the Sqn participated in a number of continuation training days out of RAAF Base Richmond to ensure that all paratroopers maintained their parachute currency. As well as qualifying our own members, the Sqn provided and is continuously providing assistance to 3 RAR in the way of loads comprising Classes 1, 3 and 5 stores. Airdrops range from supporting small groups to supporting elements up to company size.

As well as providing Air Dispatch support to 3 RAR, in February the soldiers busied themselves with supporting 4 RAR and their water insertion techniques. The Sqn rigged a number of Zodiac inflatable boats so the Special Force elements were able to practise

their airborne water insertion capabilities. The soldiers worked eagerly on two different ways of rigging, to ensure that the training objective of 4 RAR could be met. One scheme provides the 4 RAR soldiers with an inflated boat and the other provides them with a boat bundle that must be inflated in the water.

In March, the Sqn was involved in three major activities. A number of soldiers and officers competed in Rugby Union, Australian Rules Football and Netball during the annual sporting competitions held at Kapooka. All team members competed with enthusiasm, displayed a high level of sportsmanship and improved as respective rounds were played out. The 176 AD Sqn Men's netball team placed second with the Mixed team placing third. The gold medal was awarded to the Women's team comprising of members from 176 AD Sqn and 1 RTB. They brought home victory on behalf of all the members that represented the Sqn in all sports.

During the field phase of EX WANDERING SPEAR (LOBG), a small section comprising of LT Sara Robertson, CPL Nathan Alcock, PTE Eddie McPherson and PTE Sylvio Szilvagy provided a display of the Sqn's capabilities for the newly promoted logistic officers. The small section air inserted onto a new drop zone within Puckapunyal having rigged three small cargo loads prior





CATA 2007 – A22s under canopy (G12s)



to the drop. The three cargo loads were dispatched by other members of the Sqn and on completion, the small section centralise the cargo in preparation for an external rotary wing lift. Shortly after the Air Dispatch display the 176 AD Sqn Military Skills team competed against various other units within 9 FSB during the Military Skills competition. All of the section members put in a good effort, which earned a credible third place overall, and were awarded the Colonel Reagan Award for their efforts on the 'Battle Run'.

Ex FALLING PELICAN conducted in April, in conjunction with 38 Squadron was an opportunity for the Air Dispatchers to practice and maintain their manual dispatching skills out of a Caribou aircraft (DHC-4). The dispatched loads consisted of a number of compacts and heliboxes (cardboard self-slowng boxes containing items up to the weight of 22lbs) containing dummy loads. Unfortunately, due to technical difficulties with the Caribou (DHC-4) at the completion of the cargo drops, the

pre-planned parachute opportunity had to be cancelled, much to the disappointment of many.

The importance of ANZAC Day was remembered during dawn services at Rooty Hill RSL and Silverwater RSL with the majority of the soldiers parading at Penrith. At the completion of the services the Sqn cooks provided a number of family and friends with a tasty meal at the Myola Club (Sqn Boozer). Small banner parties for both the RACT Banner and Air Dispatch Banner marched in Sydney CBD.

In May, both of the Air Dispatch Troops deployed with 1 Tp providing support to SASR and 2 Tp providing support to several elements within 3 Bde for the Brigades Combined Arms Training Activity (Ex CATA). Ex EMU MOON was conducted over a two-week period in Perth and comprised rigging of Zodiac inflatable boats.

The deployment provided an opportunity for the Sqn's junior soldiers to experience the differences in SASR parachute load follow procedures when inserting compared to our well-rehearsed 4 RAR procedures. The soldiers practiced their skills and the technical side of the Air Dispatch while working closely with SASR officers and soldiers preparing dangerous goods and 'live' loads.

It was not only work, with several members of the Tp including the Tp Comd (LT Andrew Glover) leading the soldiers in a number of parachute descents.

The Air Dispatchers from 2 Tp during Ex CATA provided aerial delivery support to 4 FD Regt, 3 RAR, 2 RAR and 3 CSSB. The troop resupplied rations, water and consumables on a regular basis from both RAAF Base Garbutt and Puk Puk Airfield. A handful of Air Dispatchers and Parachute Riggers were provided with the opportunity to jump in with 3 RAR during the tactical parachute company group insertion at High Range Training Area. The Air Dispatchers

rigged two drop zone bikes along with four containers that were dispatched after the completion of the paratrooper insertion. To the amazement of many, the parachute carrying a DZ bike failed to open in time and the cargo collided with the earth with full force, resulting in the Air Dispatchers having to carry out their malfunction drills real time.

The Sqn has heavily supported the RAAF in 2007 by providing loading crews, drop zone recovery crews, dispatching crews and dummy loads up to 35,000lbs. Support to the RAAF is a continuous relationship as pilots and aircrew have a requirement to train in dropping cargo by day and night, of various weights and sizes, carrying and dropping paratroopers and requalifying in a number of areas annually.

As well as supporting Royal Australian Air Force Units, in the early months of this year the Royal Singaporean Air Force paid the Sqn a visit. Working to the rear of our hangar it provided an excellent opportunity to cross pollinate techniques and procedures highlighting the difference in how each Defence Force conducts the same trade.

The first half of 2007 has been busy within the Sqn due to the high tempo external task requirements. Though this has been the case, the Sqn has completed a number of internal activities which have prepared all members for future activities to be conducted in 2007, which include: Ex TALISMAN SABRE, Sqn IMT's, Ex UNIQUE PELICAN, a second EX EMU MOON, and heavy drop trials for 37 Squadron (CI30).

The future of Air Dispatch is evolving, with 3 RAR moving to a more land light infantry based future. The Sqn has supported elements of the northern Army in the past and is looking to foster closer relations with 1 Bde, 3 Bde and 7 Bde in 2007.

Par Oneri de Caelo. Equal to the Task from the sky. 

Our role is to provide support for all courses and events that DFSS hold, from the basic combat signals course to all other IETs and ROBCs as well as the day to day tasks designated by the school. We are also responsible for the maintenance of 100 vehicles and trailers. This is a large undertaking considering there are at least 600 people at the school on any given day.

Despite our size we have been responsible for a wide variety of tasks and important undertakings. One of which is bringing vehicles back from the brink of extinction, in the form of the restoration and reanimation of a 1956 Dodge gun carriage, International truck and an old Canadian Dodge truck. It is hoped that after these vehicles are in good working order they may be donated to a museum as a part of

## OUR MAIN FUNCTION IS TO SUPPLY FOOD, FUEL, AMMUNITION AND VEHICULAR SUPPORT. WE ALSO HAVE A COMMITMENT TO SUPPLY VIP DRIVERS FOR DIGNITARIES AND OTHER SPECIAL GUESTS THAT VISIT THE SCHOOL

Army Transport History.

One of our biggest commitments is to supply field-deployable support for all the courses that DFSS run. These vary from the basic signals course that runs over a week to the officers' course that lasts seven weeks. Our main function is to supply food, fuel, ammunition and vehicular support. These courses can be as close as Broadmeadows or as far away as Sale. In addition we are in charge of enemy parties that the trainees in holding platoon make up. We also have a commitment to supply VIP drivers for dignitaries and other special guests that visit the school.

In addition to supporting courses, we are also required to undertake courses to further improve our skills and knowledge. PTE Morris and PTE Poxon are completing their subject


one and subject four for corporals' course, respectively. All of the Transport section are completing a forklift course, which will come in handy with all the loading and unloading of heavy stores around the school. SGT Fox scored a trip to Tasmania to instruct on a Mog and Rover course.

Our biggest change this year is the reconfiguration of the yard. At the beginning of the year it was looking a bit drab and run down. Thanks to a team effort the yard has had a bit of colour added to it, with a new paint job and new signs, which add some life to the place. We are also in discussion about the possibility of expanding the yard. We would like to do this by putting in new bays and converting the road to incorporate a ring road. This will make for easier access as at the moment the transport yard is

of a 'Y' configuration.

The latest addition to the Transport Section was the new F250 ceremonial with gun carriage. Unfortunately, it was put to use almost immediately by being involved in the funeral of CPL Michael McAvoy, one of the SAS soldiers tragically killed in a car accident in April this year. The F250 will also be used in the ceremonial burial of the soldiers killed during the Vietnam War, whose remains were found recently and will be brought home soon.

Some events coming up in the year include an OR's dining in night and transport function. This will be a great opportunity to meet together with the other sections of the school in a relaxed and informal environment.

At the end of the year transport will be losing two of its members due to posting and discharge. CPL Clarke will be posted to Holsworthy and CPL Willsher will be discharging in September after 20 years of service. We wish CPL Clarke and her husband as well as CPL Willsher and his wife good luck and all the best for the future. 

During the year, Tpt PI conducted numerous trade courses ranging from Hiace to Coach, with the occasional M code thrown in for good measure. Last year also saw a number of the Tpt members receive their M113 restricted licence, however, the jury is still out on whether this is a good thing or a bad thing, because now we seem to get more jobs driving APCs than B vehicles!

The year also saw the Bn receive six of the new Suzuki DZ400 motorbikes. All I can say is, a few members have seen more of the sand and ground than they would have liked.

The end of 2006 saw Tpt PI return to full strength again with the return of our overseas comrades. We then subsequently lost the same amount on yet another operational deployment, so the beginning of 2007 saw Tpt PI with a skeleton staff with numerous courses and exercises planned for the future.

To all our truckie comrades out there (overseas and Australia), keep your chins held high and your camel backs filled with liquid amber. If you ever want non-stop fun and excitement just come here to 5 RAR and 7 RAR where the fun never stops.

Par Oneri 

## 5/7 RAR TO 5 RAR AND 7 RAR

/ CPL D. HINES

It has been over three years since the truckies at Tpt PI 5/7 RAR (MECH) have reminded the corps of our existence here in the far north, but over the last 12 months the members of the Tpt PI have had their fair share of work. The beginning of 2006 saw a large portion of the Bn, including Tpt PI, deploy overseas. With a posted strength of a SGT, CPL and 4 diggers the workload seemed never ending. However, we soldiered on like all good truckies do to continue supporting the Bn in its many exercises, support of M113 driver courses and the Infantry Subject 2 promotional course.

The Bn played host to a Malaysian Infantry Coy for a few weeks, which meant that transport was tasked to drive them out to the fabulous Mt Bundy Training Area. It presented a new obstacle that not many of the truckies had experienced before, and that was trying to understand what the Malaysians were saying. Most of the time we just nodded and hoped we weren't agreeing to something strange.

Mid-2006 saw the Bn travel to Cultana, SA to conduct a M113 driver's course. This move was left to the truckies to handle, and for many it was our first exposure to a rail

move. Chaining down a variety of APCs and B vehicles in the Darwin sun took its toll on a lot of the new guys, who couldn't wait to rest at the end of the day. That wasn't the end of the experience though, as the truckies then travelled with the train which had to stop every four hours so that chains could be checked. Let me tell you, it's a great way to get some exercise and lose track of time.

Around the end of 2006, 5/7 RAR went through some major changes with the splitting of the Bn back in to two separate units – 5 RAR and 7 RAR. This presented yet another new experience for some of Tpt PI in the act of performing VIP duties for visiting guests. For a while there, the truckies didn't know if they belonged with 5 RAR or the newly formed 7 RAR, but things sorted themselves out and everyone settled back into supporting both Bns.

**TO ALL OUR TRUCKIE COMRADES OUT THERE (OVERSEAS AND AUSTRALIA), KEEP YOUR CHINS HELD HIGH AND YOUR CAMEL BACKS FILLED WITH LIQUID AMBER. IF YOU EVER WANT NON-STOP FUN AND EXCITEMENT JUST COME HERE TO 5 RAR AND 7 RAR WHERE THE FUN NEVER STOPS**

## DEFENCE FORCE SCHOOL OF SIGNALS TRANSPORT SECTION

/ PTE D. DALTON

The first week of the working year was spent sitting in the lecture theatre listening to brief after brief after brief. This is what the Transport Section had to endure before getting stuck into our real work, which is providing transport and logistical support for the Defence Force School of Signals (DFSS). We transporties at the DFSS are a small

bunch and try to stay unnoticed. We are a part of Support Wing and consist of only five members: SGT Darren Fox (Testing officer); CPL Kim Clarke (Desk NCO); PTE Troy Morris (Servicing NCO); PTE Jarrod Poxon and PTE Daniel Dalton (Yardies); and have SPR Michael Berry attached (in the process of becoming a sig). We also have CPL Mark Willsher attached to ALTC Puckapunyal.



# 5 AVIATION REGIMENT TRANSPORT TROOP

/ SGT V. HICKEY

**Have you ever heard the term 'if it doesn't hover, don't bother'? If you haven't, then the most likely explanation is that you have not yet experienced an aviation unit. Don't feel too bad, I hadn't heard the saying either until I marched in this year and it is a good mindset to have in a unit such as this!**

An introduction to the ways of aviation will not fail to surprise, but it helps to keep the above mentioned unwritten aviation law in the back of your mind and a good sense of humour on hand. The level of assistance required to support an aviation unit constantly fluctuates depending upon the operational demands and requirements.


The focus for TPT Tp this year has been getting back to basics, which has included providing driver training support to the Regiment. To date the Tp has conducted three courses and CPL McNamara has taken up the

Training NCO position with much enthusiasm. Driver's courses have assisted greatly when you consider the Unit has a fleet of over 160 vehicles and trailers. There are several more courses programmed to the years end.

The remainder of the Tp have been kept busy supporting various operations that 5 Avn Regt is involved with and have taken up the tasking gauntlet thrown down to us. Tasks have included day to day support to the individual squadrons within the Unit including range practices, support to the numerous adventurous training activities conducted to date, assistance to the return of personnel and equipment from Afghanistan, as well as sending members away on the normal suite of courses required for trade and career progression. Manning within the Tp remains a challenge and CPL Jones has become the master of the delicate juggling act, but the challenges set have been well and truly met.

The Tp has conducted continuation training

with a day drive to Mission Beach, which saw members of TPT Tp practice methods of Self Recovery and gain valuable driving experience. We also celebrated the RACT birthday with the traditional birthday cake and a rally across Townsville with a bit of an RACT flavour. Fun was had by all and the festivities came to a close with a BBQ back in the yard. Also, TPT Tp welcomed home PTE Skinner who recently returned from East Timor and we are also getting ready to farewell CPL Reece-Hoyes who is preparing to deploy mid-year.

Should the tempo continue, 5 Avn Regt TPT will be very busy for remainder of 2007. With the year flying by, and the race to the end of the year well and truly in full swing, the challenge will be to keep providing the dedicated TPT support that is required and preparing for the departure of Tp members at the close of 2007. Nevertheless, members of 5 Avn Regt TPT Tp have, and will remain PAR ONER! 

## 1<sup>ST</sup> RECRUIT TRAINING BATTALION – KAPOOKA

/ SGT P. SIDWELL IN CONSULTATION WITH WO2 MICHAEL FUERSTE

**It has been yet another busy year for the members of Kapooka. The 1st Recruit Training Battalion (1 RTB) has produced record numbers of almost 4000 (ARA and GRES) soldiers for future employment within the Land Army.**


Just when we thought it couldn't get any busier, the expected throughput of recruits for the next financial year is set to increase even more; however, that is balanced by an increase in staff on establishment. There have also been major changes to the program with the Common Recruit Training (CRT) and the Advance Soldier Course (ASC) being replaced by an 80 day training program known as the Army Recruit Course (ARC). The General Reserves (GRES) training that was combined with the CRT is now a 28 day program known as the Reserve Recruit Training Course (RRTC).

1 RTB is home to 33 RACT members, the third largest contingent of instructors of any corps here at Kapooka. These RACT personnel are employed in a wide variety of jobs ranging from section commander/recruit instructor Corporal to RSM, PI Comd to OC and various other training and support roles.

It is no secret that the JNCOs posted here are Army's hardest working soldiers. As a Recruit Instructor, you are responsible for transforming civilians into effective and efficient soldiers that have begun to develop their basic soldier skills and the nine Corps' behaviours ready for further improvement at their IET schools. You can witness first hand the difference you have made to a person's life that walks off the bus on a Tuesday night and marches out a proud and capable soldier some 11 weeks later. You get to see the pride and joy on their parents' or partners' faces as they approach you with congratulations and thanks for the positive influence you have made to their son/daughter/husband/wife's life.

Traditionally, there is a lack of enthusiasm when a soldier is offered or realises their worst nightmare as he/she receives a posting order to Kapooka. Is that because it is hard to find a dedicated soldier in today's Army willing to work the long and tough hours in a training establishment? However, there is now a "new initiative" in place to help get the numbers of instructors we require to train tomorrow's soldiers. An "attraction bonus" of ten thousand dollars is in the final stages of approval in

parliament to all those willing to accept a posting as an RI to 1 RTB. Furthermore, an additional ten thousand dollar "completion bonus" for every year you complete whilst employed in an RI position. That equates to an additional thirty thousand dollars for a two year posting to Kapooka. There is an opportunity that you may complete your Subject One for Sergeant (S1SGT) in the second year of your tenure. The CO SCMA has also made it clear to his Career Managers (CM) that all members of 1 RTB should be given their first preference on completion of tenure. It's worth some serious thought.

There is no doubting that a two year posting to Kapooka sets you up for the rest of your career. You gain, by far, a broader range of all corps knowledge and skills that will benefit you in whatever you set out to achieve while employed within the ADF. As a JNCO, there is no other job in the Army that allows you to work closely with peers from a vast range of corps. The experience you gain just from that is amazing. Your future employment and promotion goals and aspirations will be easily met as you become a wealth of knowledge not only to your subordinates, but to your peers and superiors alike. Kapooka can be a tough place; but a bit of RACT pride, dedication to duty, an attitude that upholds the Corps Motto (PAR ONER! – Equal to the Task) and the ability to ask for assistance, anyone can achieve very good results and job satisfaction. 



# ROUND UP FROM JOINT MOVEMENT CONTROL OFFICES AUSTRALIA

## JMCO Adelaide MAJ J. O'Grady

What's been happening in South Australia? More than you think. South Australia is the 'Defence State' with the Australian Submarine Corporation, the Air Warfare Destroyer project, about to commence along with a myriad of other Defence industry providers based here.

The development of the Hardened Networked Army (HNA) will also see the relocation of 7 RAR and other units to an expanded RAAF Base Edinburgh commencing from 2008 onwards. From an infrastructure perspective, 350 km north of Adelaide locations such as the expanding Cultana Training Area, the large scale rail head at Port Augusta and port of Whyalla are all literally at the cross-roads of Australia. About two hours north of Port Augusta is the Woomera Range which is approximately the same size as Singapore and one of the largest ranges in the Southern Hemisphere.

Joint Movement Control Office (JMCO) Adelaide operates in this setting as a small but busy integrated ARA/Gres unit. As is typical for most movements units, JMCO Adelaide punches well above its weight in relation to what it supports, while at the same time finding a way of keeping its own integral unit administration going. In the first four months of 2007 this small unit (12 – including five who are non-trade qualified) has participated in, or supported, the following activities: Ex SHAKEOUT – Unit mandatory training, BFA, DPI check, deployment and range practice – early-February 2007. Ex SR07-1 – the provision of movement support over the period 18 February–18 May 07 in conjunction with JMCO Darwin. This activity was conducted at the Cultana Trig Area and involved the

deployment of various elements of 1 Bde. Some key aspects of the activity included: Concentration of AATTI and OBG(W) rotations, movement of 1 Bde personnel via 1 JMOV Gp organised air charter for 1 Bde Easter Standown, movement of up to 180 personnel per day out of Adelaide Airport during early May 2007, coordination of unloading and later loading for six rail moves each way featuring trains of up to 62 wagons, the last 1 Armd Regt visit to SA with Leopard MBT.

While Ex SR07-1 occurred, the unit continued to provide on-going movement support to the following operations/exercises: Op CATYST, Op SLIPPER, Op ANODE, Op MAZURKA, Op PALADIN, Ex LONG LOOK 07 – continual deployment of small groups and/or individuals.

- OP ASTUTE – redeployment of 111 AD Bty (G Coy 6 RAR) – May 2007.
- Ex COMPUTEX – 92 Wg P3 Orion deployment to the US. Avalon International Air Show – 92 Wg.
- Ex BRIGHTFIRE 07 – Republic of Singapore Air Force (RSAF) elements exercising at Woomera Range – March/April 2007.
- Ex TASMAN RESERVE – Deployment of 10/27 RSAR – 12/40 RTR Rifle Coy Group from Adelaide/Hobart to NZ – February 2007.
- Ex RAPTORS RISING 07 – limited support to 9 Bde Combined Arms Training.

The tempo at JMCO Adelaide is unlikely to decrease and if anything the rate of effort will pick up during 2008. Whatever the case things certainly are happening in SA and JMCO Adelaide personnel will continue to be well and truly 'Equal to the Task'.

## JMCO Brisbane (BNE) LT M. Newsham

JMCO BNE started off the year with the same busy pace it ended 2006. The operational tempo and involvement of 7 Bde units in support to all operations has increased significantly with numerous units deploying from the South East Queensland area.

JMCO BNE was directly involved with the mounting of SECDET, RTF and the ANZAC Battle group, and provided general movements support to six operations, four major exercises and three major operational rotations at one time. Our relationships with Customs and Australian Quarantine Inspection Service has been a key enabler for all tasks and we have

welcomed their 'can do' approach to last minute challenges. This has allowed us to streamline various processes which have resulted in a more efficient and expedient reception of members on arrival back into Australia.

Recently the unit welcomed introduction of the C-17 to 36 SQN at RAAF Base Amberley. This was utilised for the first time during Exercise Red Flag 07 which saw 1 SQN equipment from RAAF Amberley fly direct to America with a significant payload.

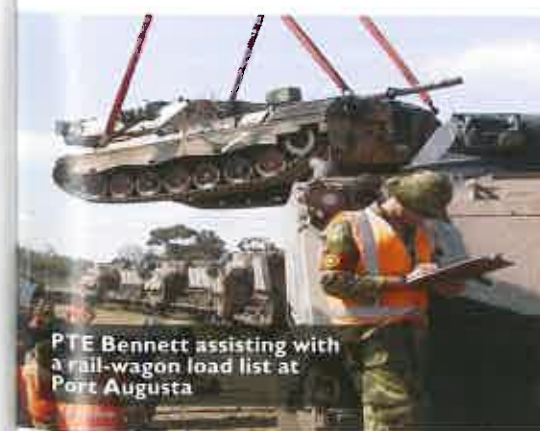
JMCO BNE has also been actively involved in the rapid deployment of health capabilities in support of operations and disaster relief. OP SOLOMON ASSIST saw the deployment of health assets and personnel from 2 HSB and 1 ATHS to Munda, Solomon Islands in response to the tsunami relief effort. Operation Anode and Operation Solomon Assist saw the deployment of 3 personnel from JMCO BNE to the Solomon Islands to assist in the Government's response to the natural disaster.

The challenges have been many and various to date, including the deployment of over half the movements detachment personnel in support of operations. The staff of JMCO BNE are keenly anticipating the future role we will play in planning, implementing, controlling and monitoring movement of the ADF forces and other approved elements associated with joint, combined and single service activities to meet the objectives of the Activity Commander.

## JMCO Darwin (DWN) LT Ben Jones

This year JMCO – DWN has once again continued to provide movements support to a variety of units throughout northern Australia. At the beginning of the year, the primary exercise being conducted was Exercise Southern Reach 01/07 (SR07), involving all 1 Bde units in some capacity. SR07 provided an invaluable training opportunity for all 1 Bde units in their maintenance of readiness objectives, and encompassed the mission rehearsal exercise for elements involved in the upcoming Overwatch Battlegroup West 3 (OBGW-3) deployment to the MEAO.

Cultana was chosen as the training area for SR07 and rail was chosen as the mode for 1 Bde freight movement owing to its ability to move units en masse in an all-weather environment. This was combined with 1 Bde personnel moving to/from Cultana via air regular public transport (RPT). The following



PTE Bennett assisting with a rail-wagon load list at Port Augusta



figures best demonstrate the huge planning task and scale of the move for JMCO – DWN. The rail movement of 1 Bde FE consisted of 8 Trains; which equated to 330 wagons giving a length of 6.6 kms, moving a total net freight weight of 8611 Tonnes. This is the equivalent of 111 C-17 sorties; or 176 army road trains; and moving a total gross freight weight of 16000 Tonnes. The air RPT movement of 1 Bde FE consisted of: 203 separate aircraft, moving a total of 2911 passengers.

Throughout this period, JMCO – DWN continued with its operational movement support to deployed FE. OP ASTUTE sustainment charter providing movement support to 12 Dash 8 sorties per week moving up to 216 personnel and their equipment per week between Darwin and Dili, and supporting the twice-weekly OP CATALYST A330 sustainment charter to the MEAO. JMCO – DWN has additionally been critically involved with the deployment and redeployment of both Overwatch Battlegroups this year. The frenetic tempo for JMCO – DWN shows no signs of abating for the remainder of 2007 as we continue to provide movements control, support and advice on a range of upcoming exercises and operations.

### JMCO Melbourne WO1 B. Neal

In September of 2006, the unit supported EX Hamel, a 4 BDE Exercise to South Australia. The move was completed without mishap and as planned. Lessons were learnt about forward planning, refuelling and MCCC operations.

At the end of 2006 there was a major change over in staffing with the withdrawal of the ARA Staff – CAPT Evans (2IC) and WO2 Vaughan (OPSWO); the posting out of MAJ Ellison (OC), CAPT Knapman (ADMIN), CAPT Flynn (TRG OFFR) – although CAPT Flynn remained until the completion of the Avalon International Air Show (AIA 07), and LT Stacey (DET Comd); and the arrival of MAJ Jarvis (Stretch) as OC, LT De-Zilva (2IC) and LT Pitman (Det Comd). Other notable changes to date are SGT Deb Coutts now on CFTS as A/OPSWO, the return from the Inactive Reserve of CPL Xerri and CPL Katahiotis, with CPL Xerri already supporting JMCO Darwin and the promotion of PTE Varga to CPL. Congratulations to WO1 Brian Neal on gaining the Australian Fire Service Medal (AFSM) in the QBH list this year.

The arrival of the ADF into Timor-Leste in May 2006 saw the raising of a Joint Movement Coordination Centre (JMCC) of 10 movements personnel from various locations around Australia. Later that year the JMCC was scaled down to form a Coalition Movement Coordination Centre (CMCC) comprising three AS Army movers and one NZ Army

mover. During 2006/2007 JMCO Melbourne deployed three reserve members on OP ASTUTE and from 13 Nov 06 to 02 Feb 07 these members comprised 100% of the AS component of the CMCC. Those members and their deployment dates were: PTE Sue Varga, LCPL Carolyn Napier, and CAPT Andy Lawler.

### JMCO Melbourne – Australian International Airshow 2007 SGT D. Daniell

20–25 Mar 2007 saw the skies over Avalon Airport filled with aircraft and the site full of spectators. The ADF involvement was 500 personnel and 44 fixed and rotary wing aircraft. The aim was to improve the public visibility of the ADF and the Australian International Airshow 2007 (AIA07) was also used as a major tri-service recruiting tool, particularly by 4BDE. JMCO Melbourne had previously assisted in air shows at Avalon but this time our involvement was for a two week duration.

Upon arrival at the site on 16 March, we were embedded with the ADF Liaison Team which saw us interworking with the RAAF HQ element. This was a very smart move, as we had immediate knowledge of flight arrivals/departures etc and were aware of any problems that arose throughout AIA07.

Our role was to identify and record all arriving stores and equipment so as to raise a MOVORD for the redeployment at the conclusion of AIA07. This involved a lot of liaison with unit logistic personnel, site security, trucking companies and Airshows Down Under (ASDU) personnel who ran the Airshow. In addition we manifested passengers on the Caribou shuttle from Pt Cook airfield into Avalon which was operated daily by 38 SQN. We had to freight more than 100 items weighing in total more than 120 tonnes, going as far away as WA and north QLD. We had all the freight off-site within four days following the conclusion of AIA07.

### JMCO Townsville Lt M. Gauci

The JMCO-Townsville (JMCO TSV) breathed a collective sigh of relief as 2006 drew to a close. Since writing the last article for AATJ (Par Oneri), this sub-unit of Headquarters 1st Joint Movement Group has provided significant movements support to a number of large-scale and short notice deployments, including Operations ANODE II, SLIPPER, ASTUTE, CATALYST and QUICKSTEP. These operations also coincided with a challenging programme of exercises including HIGH SIERRA, ARNHAM THUNDER, PUK PUK, RIFLE COMPANY BUTTERWORTH and PACIFIC KUKRI.

Despite the high workload in 2006, JMCO TSV also managed to participate in a white-water kayaking adventure training activity



conducted on the Tully River. This was one of the highlights of the year. Everyone found the activity to be mentally challenging and physically arduous, yet extremely rewarding.

The Adventure Training Wing staff also got a little bored with the continued attempts by the JMCO TSV members trying to imitate the Solo Man commercial by sliding down muddy embankments in their kayaks into the Tully River. Our Royal Australian Artillery Corps transfer, LBDR Bruce Warren, also learnt a number of new trade skills during this activity. He now understands that when on exercise with JMCO TSV, there is no requirement to sleep on the ground whilst still wearing your boots. LBDR Warren was last seen at a local disposal store purchasing a swag and mozzie dome!

2007 begun much like previous year with the busy tempo and some new faces. CAPT Clarke Brown marched in from 10 FSB and took up his appointment as the OPSO. Both WO2 Martin Lambe and CPL Ronald Ashlin came from the AFPO to assume positions as the OPSWO and OPS CPL respectively. PTEs Lisa Abbott, Samson Crocker, Jaime Still and Jason Quinn (another RAA transferee) all completed their Initial Employment Training in November 2006, and took up positions in the Detachment. PTE Rohan Brookes marched in from JMCO Darwin. The new Administration Officer, LT Rebecca Dyson, finally marched into the Unit in early May but was told to repack her bags, as she would be deploying to SWBTA for six weeks in support of Exercise TALISMAN SABRE 2007. Welcome to JMCO TSV!

The first half of the year has seen JMCO TSV coordinate a number of ongoing ADF operational rotations including the Operation ASTUTE Timor Lest Battle Group, Operation CATALYST Security Detachment and Force Level Logistic Asset, and Operation SLIPPER Reconstruction Task Force. Later in the year, JMCO TSV will be supporting additional rotations of the Timor Leste Battle Group, Force Level Logistic Asset, and the Reconstruction Task Force.

This year has not seen the same number of short-notice deployments as in 2006, which has enabled the Unit to catch up on some valuable training. In late February, SGT Gene Graham conducted a two week trade training exercise, which involved the deployment of an



MC Det into a green field site and a Command Post Exercise. It was a great opportunity for members to revise their trade skills through realistic movement scenarios, whilst shaking out the detachment's deployable equipment.

JMCO TSV has also provided significant movement support to the SEA LION series of exercises. These exercises involve fleet integration training of 3 Bde and 10 FSB with the vessels HMAS KANIMBLA, MANOORA and TOBRUK. These amphibious training


activities have enabled JMCO TSV to refine its processes after the lessons learnt during Operations ASTUTE and QUICKSTEP. JMCO TSV also deployed an MC Det to High Range Training Area in support of the 3 Bde's Combined Arms Training Activity. For Exercise TALISMAN SABRE JMCO TSV will be involved in supporting the concentration of Australian and American force elements at Townsville and their subsequent deployment into SWBTA.

Not only has JMCO TSV been exceptionally busy providing movement support to customer units within its Area of Responsibility, it has also seen a significant portion of its personnel deployed in support of operations. MAJ Ouvrier deployed to Timor Leste on Operation ASTUTE to the JMCC. In the same year, he also deployed on Operation RAMP to evacuate Australian nationals from Lebanon, and then Diego Garcia in support of Operation SLIPPER. SGT Crane and CPL Antal also deployed on

Operation ASTUTE. SGT Lianne Ingle had a short-notice six week deployment to the Solomon Islands on Operation ANODE. Shortly after returning, she then deployed on Operation CATALYST with PTEs Prasser, Tomkins and Szymanski as part of the JMCC 633. On their return, LT Hartley, WO1 Jones, PTE Gilmore and PTE Warren replaced them in the MEAO. A number of other Unit personnel will be deploying to the MEAO by the time this article is published.

Individual efforts were also recognised in 2006 with PTE Coral Gilmore being awarded the RACT GRES soldier of the year. She also achieved student of merit in her Subject One CPL Course.

PTEs Mathew Peirce and Cameron Wilson were promoted to CPL and WO2 Vivianne Northover was promoted to WO1.

Members of the Unit were also awarded a CDF's commendation for their ongoing support to ADF exercises and operations. 

## SHIPS ARMY DEPARTMENT HMAS KANIMBLA (CRY HAVOC)

/SGT S.C. LEHMANN

**On HMAS KANIMBLA there is a department which is largely unknown to Defence, the Army and even most members of our own Corps. The Ships Army Department (SAD as we are known) has a posted strength of 20, but with the manning shortfalls within Army trades only 18 members have been posted to the ship at any one time.**

All members of the SAD are posted to the ship for two years with a homeport in Sydney. Whilst posted to the ship we ditch the cams at sea and wear the baggy grey overalls of the navy. We attract Sea-going allowance, time off during Port visits where days are not debited from leave credits, and float around the sea at taxpayers expense.

Duties on board are varied, as the ship is a constant working environment there is someone working at all times. Duties do happen more frequent than if posted to an Army unit but they are more involved. Duties at sea vary, as all members below the rank of Sergeant have to keep watch on the Bridge, Damage Control Centre, Standing Sea Fire Brigade, and the dreaded Café Party (Dixie Bashing). For the Sergeants there is the Duty Petty Officer duties which are more complex than the typical duty done within Army units.

The Army trades within the SAD are

Cargo Specialists, Operator Movements (RACT), FARP Team Leaders (AAAvn), OP SPEC Comms and Tech Elec (RASIGS). The AAAvn and RASIG members are integrated within other ships departments but come under administrative control of the SAD. The rest of the SAD (Cargo Specs) are under direct control of HQ SAD. HQ SAD is made up of the OC, 2IC, SSM, Cargo SPV and the SPV OP MOV.

Last year was a busy year for the SAD. First cab of the rank was a Fleet Evaluation period followed by a crash sail to OP ASTUTE in Timor Leste.

During OP ASTUTE the SAD conducted Stern Door marriages, Crane Operations, Sentry/ Force Protection duties on the main wharf in Dili, Humanitarian support to a Dili Orphanage and Hotel support to troops on the ground in Dili. After 87 days at sea the SAD KANIMBLA finally returned to Sydney for a leave period and some repairs.

At the end of October the ship again sailed North to participate in Ex Wyvern Sun after a quick port visit to sunny Cairns where we enjoyed five days of unchecked leave. In November we deployed to Fiji for OP QUICKSTEP as the political situation in Fiji was in crisis and the evacuation of Australian Nationals may be required.

With a hasty embarkation of 365 Embarked

Troops and cargo we headed off to Fiji. After four days sailing we arrived in the vicinity of Fiji where we postured and conducted rehearsals. Midway through November we were informed that there was civil unrest in Tonga. The ship was turned around and headed for Tonga. 24hrs from Tonga we were informed to hold our position and wait. This turned out to be a non-event.

After a long and congested trip we were finally told we would be home before Christmas, so early December saw us heading home to Australia. First stop Townsville where the SAD conducted a quick disembarkation and then off to Sydney, finally arriving just before Christmas. During our 47 days at sea the SAD completed all normal Ship routine watches on the Bridge, the Galley, Standing Sea Fire Brigade, and conducted daily maintenance on all cargo equipment. Also during our South Pacific cruise we had within the ship 610 troops including crew.

This year the RACT members have sailed to Exercise Sea Lion in Townsville. Exercise Sea Lion is an amphibious type exercise in which we practice ship to shore amphibious assaults utilising LCH landing craft and LCM8.

As always during this type of activity the SAD works in conjunction with our 10 FSB brethren within the Cargo and Watercraft trade streams.



# LIFE AWAY FROM THE FIELD

/ CPL J. ENTWISTLE

**Prior to 17 June 2006 HMAS Manoora was making preparations to sail across the equator to join an international exercise called Ex RIMPAC 06. This exercise was to take place in the very panoramic and historic Pearl Harbour, Hawaii.**

A lot of work was yet to be done before we could set sail, the ship would have to load up with tonnes of food, fuel and all the stores that could be called on in case of an emergency or disaster. When you sail from Australia you have to be prepared for anything, as there aren't too many other people out in the middle of the ocean to help you.

On 17 June 2006 we set off on our independent passage to Pearl Harbour, which took us 10 days to complete. In those 10 days we continued to refine many skills that are essential to life on a LPA (Landing Platform Amphibious). These many skills are mainly made up of Damage Control, which include pump and flood, leak stop and repair, fire fighting procedures, toxic hazard detection and repair. The skills being refined will possibly save your life one day and are not to be taken lightly, that's why everyday there will be at least one exercise covering at least one of these skills. As well as all these life saving exercises, ships husbandry is also underway. This includes chipping and painting, cleaning stations, servicing of each departments equipment, crane maintenance and many other ships duties.

One of the benefits of being on a long deployment such as an overseas exercise is that there is ample time to work on ones fitness. Within the SAD department we stress heavily that everyone gets at least one hour of physical fitness every day, from the OC all the way down the chain. The ship has some surprisingly great facilities on board, with a generous gym comprising many machines and enough weights to suit the smallest or biggest person.

Once we arrived in Hawaii there was a sense of relief that this part of the trip was over. Prior to leaving Australia I had seen photos of the Harbour in the midst of battle and still to this day there are many recognisable features. It's kind of eerie when you think of all the bombing raids that took place within the one area, but on the other hand it is rich with amazing history.

Once we had secured the ship to its berth and the gangway was down it was time to get some ship formalities out of the way prior to stepping out into Honolulu. Now this is

arguably the best perk about being on a Navy ship, we just sailed to Hawaii and I didn't even have to pay for it, can't complain with that at all. The Ships company had seven days off before we started the exercise, but that was the furthest thought from our minds. In the midst of the week off you may get one or two duties on board but that is all part and parcel of life on a warship. There were many sights to see and enjoy and the shopping was fantastic. I myself have been to America three times and it gets better and better everytime.

It was 6 July and it was time to head out of Hawaii and insert ourselves into the exercise. Many countries were involved, including the USA, Australia, Japan, Canada, Korea, Peru, Argentina and many others. There were some awesome displays of technology including submarines, frigates, patrol boats, helicopters and fighter jets. The most impressive was the USS Abraham Lincoln. It is one of America's finest aircraft carriers; when the ship sailed anywhere near us the crew of Manoora was out on the decks to sneak a peek of an impressive piece of naval history. We acted as a logistic and command platform for the exercise, so we weren't really in the thick of things. The scenario for the whole exercise was that there basically were two teams who were intent on trying to defeat each other.

A couple of days out from the end of the exercise, CAPT Danita Ronald, SGT Jamie Feetam and I had to be flown to the main land to organise all the store returns to Australia. As a part of that we were picked up by a US Blackhawk and flown to the aircraft carrier, USS Abraham Lincoln. We were to spend roughly seven hours on the ship.

Coming in to land on the ship was just amazing because there we got to appreciate exactly how big this thing was. It was just like the movies where people are walking around in their different coloured vests, distinguishing their different jobs on the landing platform. Truly amazing how high off the water the flight deck was, but as soon as we got out of the helicopter we were ushered to the flight lounge where we received a snappy brief about the place and when we were required back for our flight off. At the time there was an Australian Navy liaison officer on board just for people like us. We were shown all the fighter jets in the hangar below the flight deck and the huge elevator that takes them from deck to deck. They have more aircraft on that one ship than the whole Australia Air Force, with just as

much variety. One thing I really wanted to see was the aircraft take off and land, and we had a great vantage point to watch this occur. The noise is just so loud, not what I expected at all. The flight deck is just a hive of activity with the flying serial only going for one hour, but in that time about 30 to 40 aircraft were launched and recovered. It was one of the best shows I have ever seen. Shortly thereafter we had a tour of the main parts of the ship including the Officers' mess, Chiefs' mess, gyms, laundry, aircraft hangar, accommodation and more.

The time had come to leave this wonderful experience on the Lincoln and head back to Honolulu. We were disappointed that the experience was ending but little did we know the best was yet to come. We had found out that we were to be shot off the front of the aircraft carrier just like the fighter jets do. I have never been so excited in my life. We hopped into this small propeller plane where you face backwards and are sat in a four point harness. The anticipation of how fast this ride would be was killing me. The load master said he would give us a signal when we were about to take off because your arms had to be folded in front of you whilst taking off. All of a sudden we got the signal the engines were at what sounded like max revs and oh my god the speed is so hard to describe. It is something that needs to be experienced, it's like the plane takes off 4 times over because the speed increases in 4 different levels. Going from 0 to over 300km/h in a blink of an eye is just crazy. This was definitely my highlight of the Hawaii trip.

Upon return to Pearl Harbour we settled into our accommodation and started the planning the return of all the stores and equipment that were used in RIMPAC 06. It would be three days of inspecting mainly Clearance Divers equipment and DSTO high tech surveillance toys. We acted as quarantine trying to at least eliminate the departments having troubles when returning to Australia. Once the ship had returned back from the exercise, ships company had another 6 days off in glorious Hawaii.

So the end of the trip was coming to a close, it was time to head home and sail for Sydney at last. The only things that we had to look forward on the way back was most of the ship would be involved in a crossing of the line ceremony on the equator and our trip to Vanuatu which boasts some of the best beaches and islands in the world. Lets just say that the trip home was a great success, but as most people know there is nothing like arriving home and being in your own home and sleeping in your own bed.

And the great thing is that HMAS Manoora will probably deploy to Ex RIMPAC in 2007, and this time we may be embarking troops and equipment for an amphibious exercise. **AMT**

# UPDATE FROM ARMY MUSEUM BANDIANA – HOME TO LOGISTIC CORPS

/ MAJ G. DOCKSEY

## Vision

The Army Museum Bandiana will provide a leading edge focus for the interpretation and public display of Australia's rich Military Heritage, with a special emphasis on the history of the Army's logistic corps.

## Mission

The Army Museum Bandiana is committed to best practice in the preservation, management, storage and display of its collections in order to protect and preserve Army's heritage and to promote its history to the public.

Greetings from staff and volunteers from the Winter Wonderland of Albury and Wodonga. Did you hear we now have the Hume Freeway Bypass of Albury and Wodonga open with a link directly to Bandiana? Seeing is believing. MAJ Graham Docksey has recently returned from his tenth trip to Gallipoli for the ANZAC Day activities. He was disappointed however as he was not able to go hot air ballooning because it snowed, maybe next year.

Congratulations to WO Kym Lambert and Mr Ray (Zippy) Zeinert for their award of a Head Army History Unit Commendation in December. Both well deserved and keep up the great work fellas.

## The Museum Shop

The shop stocks a range of Corps items including plaques, ties, thermal mugs, Corps statues, coffee cups, mouse mats, Corps history books, stubby holders, tie tacks, tie clips, Corps prints, collector tea spoons and much, much more. Give Sharon a ring on (02) 6055 2525 or check out the website.

## Opening of the Albury Wodonga Hume Freeway Bypass

The museum participated in the opening of the Albury Wodonga Hume Freeway Bypass on Sunday the 4th of March 2007 by providing eleven historic vehicles for the historic vehicle motorised parade. The bypass was opened by the Prime Minister to the applause of a very large crowd. This occasion provided another excellent opportunity to promote the museum.

## Corowa Military Vehicle Gathering – 2007

The museum participated in the annual military vehicle gathering in Corowa NSW on Saturday the 17th of March 2007. The theme for this year was the Military Staff Car and Military



Ceremonial gun-carriage, limber and tractor

Cycle. The museum provide three staff cars and four motor cycles for the Guinness Book of Records motorised parade and photograph. The museum provided the 1940 Willys Sedan, 1959 FC Holden Sedan and the 1978 Ford LTD. This was an excellent opportunity to further promote the museum to a wide audience of military vehicle enthusiasts.

## Development work

The development plan is well underway with many new and refurbished displays coming on line. A total revamp of the Catering Display is presently well underway. The Medical Corps Display has been completed and work has commenced on the Dental Corps Display. A new display featuring Army Contributions (less UN sponsored deployments) since 1863 is nearing completion but is lacking small objects for the display. A major refurbishment of the vehicle display is planned to be implemented

## The Unknown Australian Soldier

On Remembrance Day 1993 the remains of an Unknown Australian Soldier were interned in the Australian War Memorial. The gun-carriage that was used for the memorial service is now on display in the museum. **AMT**

OC/Manager: Major Graham Docksey, OAM (02) 6055 2833  
2IC/Assistant Manager: Captain Phil Craig (02) 6055 2549  
Curator: Mr Neil Daley (02) 6055 2234  
Museum Shop and General Inquiries: (02) 6055 2525 or Fax: (02) 6055 2886  
E-mail: bandiana.museum@defence.gov.au  
www.army.gov.au/awma\_mus/default.htm



Part of the large vehicle and cycle gathering



## CANDLELIGHT DINNER

/ MAJ J. O'GRADY

The RACT 34th Corps Birthday was celebrated in Adelaide by past and present Officers, Warrant Officers and Senior NCOs, their partners and guests at a candlelight dinner held at the Keswick Barracks Combined Officers and Sergeants mess on 2 June 2007.

Serving members came from various units in South Australia while retired members were also well represented and included COL (R) Brian Whinfield and Mr Neil Griffin who served as a 'Nasho' with 85 and 86 Pl in South Vietnam.


Arranged by the RACT Association in SA, all formalities occurred at the commencement of the evening allowing members and guests to later move into the dining room. To help

celebrate the occasion, members of the Australian Army Band – Adelaide Jazz Quartet were on hand to play some great music, which accompanied a meal and pleasant company.

The beautiful photograph shown above was featured on the dining menu to remind members of their local heritage. The setting is understood to have been a 1920s military funeral cortege complete with gun carriage being pulled over Keswick Bridge by mounted elements of the AASC from Keswick Barracks shown in the background to the nearby West Terrace Cemetery. Do any of our readers know more about this photograph?

Many thanks to committee members who assisted: WO2 (R) Paul 'Tidi' Tyson, SGT Adrian

Horan, CAPT Paul Langtree, 2LT Chris Latham and LT Vince Scotland.

The RACT in SA currently has an active interim committee but in reality for the local Association to survive in the medium to long term, it needs the promotion and support of serving and retired members. 



## RACT ASSOCIATION NSW & ACT

The RACT Association in NSW is open to all members, serving or retired.


We meet several times a year and keep in contact through our "InterACTion" Newsletter which we publish at least four times a year.

This year we have had three functions. Each ANZAC Day we gather at The Shark Hotel in Sydney and as usual last April was a busy day

with members attending from far and wide. We have also conducted our AGM, followed by lunch at the Coogee RSL, a small gathering but a good get-together none-the-less.

In late June we celebrated the Corps' birthday at the Sydney Rowers Club at Abbotsford. This venue has to be one of the best in Sydney. Sitting beside the Harbour in

good company makes for a lovely day and I commend it to you if you can join us. This is our regular meeting place so we will definitely be back. Later in the year we will also be organising a lunchtime harbour cruise. Please join us if you can.

For information at any time you can contact the Secretary on 02-9982 8846. 

## CORPS BIRTHDAY TOBRUK BARRACKS

/ SGT A. SMITH

RACT SNCO's, WO's and Officers of Victoria attended the 34th Corps Birthday Dinner conducted at Tobruk Barracks Sergeants Mess Puckapunyal. A large contingent from ASLO Bandiana (WO2 Logistic Course) also made the trek down to support the evening.

Fifty-six members attended the dinner; a very good showing considering the absence of


26 Tpt Sqn – a great shame as they will be relocating to Amberley in late-2007.

The official guests for the evening were DHOC LTCOL A. Maclean, COL COMDT Sthn Region COL J. Fuster and Corps RSM WO1 J. Carthew.

The Banner was marched into the mess by the Banner Ensign, LT S. Bates, and the Escorts WO2 G. Sharp and SGT J. Hope. This was a somber point in time where present members

of the Corps reflected on those who have passed honorably before them and in whose memory they themselves intend to serve with honour.

The RACT Central Fund provided \$80.00 for the purchase of the cake.

The night was a success made all the more enjoyable by Corps members outside of the immediate area making the effort to attend. To you all I say thank you and see you in 2008. 

## ARMY TRANSPORT ASSOCIATION

The ATA is a QLD association providing comradeship and social contact for members and ex-members of the RAASC, RACT, and RAE (TN). Current membership of approx 250 comes from all states of Australia.


The ATA produces six newsletters a year and bi-monthly social functions are held at JMCO Brisbane. In addition to this, ANZAC Day,

Corps Birthday and Remembrance Day are honoured and celebrated.

This year, the Brisbane ANZAC Day March led by Brig Noel McGuire AM (Retd) was well attended and the after parade function was a great success with representation from WW2 Biscuit Bombers through to recent conflict in the Middle East.

A Corps Birthday Luncheon was held at

the Morningside RSL in Brisbane on 1 June with 100 members and guests attending. The guest speaker was Maj Gen David Ferguson AM CSC (Retd). The luncheon was so successful that the committee is planning one for next year.

Anyone requiring more information about the ATA can contact the Secretary on 07 5465 6191, or visit our website at [www.armytransportassociationinc.org.au](http://www.armytransportassociationinc.org.au) 

## RACT RAE(TN) RAASC – W.A. ASSOCIATION BIRTHDAY

/ MRS L. HAYES

RACT, RAE(TN), RAASC Association of WA held its Annual Corps Birthday Dinner on 26th May 2007 at the Leeuwin Barracks Officers & Sergeants Mess. We were privileged to have the opportunity to farewell the Princess Alice (CIC) Banner.

The dinner was attended by Special Guests Brigadier Phillip White AM, RFD Commander 13 Bde, DHOC LT COL Andrew McLean, SO2 Corps MAJ Mark Larsson & COL COMDT WA COL Frank McGrath along with past and present corps members. The turn out by members of the Association was great to see and a special mention should be made of the junior members of the Corps that attended and gave their full support (and muscles in moving tables) to the dinner.

One of the highlights of the evening was the parading of the Banner with Banner Ensign LT Chris Burgess & Escorts WO2 Bob Wise and SGT Warren Hopkins. They were



accompanied by a brass quintet from Army Band Perth who also provided background music through the course of the dinner. Thanks to all. WO2 Wise was also one of the Banner Escorts when the Princess Alice Banner (CIC) was first paraded in Western Australia.


After dinner we were all able to enjoy the cutting of the Birthday cake by COL Wal Riley (Ret'd) and PTE Catherine Rowe, the most senior and junior members in attendance for the evening. The cake was provided by RACT

Central Funding. COL Riley was a former Head of Corps in 1977 and Pte Rowe is a current serving member with 10 Tpt Coy, 13 CSSB.

It was fantastic to see the Leeuwin Barracks Officers and Sergeants Mess filled to capacity with past and current serving members and their partners attending the dinner. If the volume of the conversation is anything to go by, everyone had a fabulous time.

The dinner provided an opportunity for current serving members to swap stories and mingle with the old and the bold. Both past and present can always learn something from each other and the exchange of knowledge and ideas benefits all.

New members to the association are always welcome and the COL COMDT would encourage any serving members to make contact and join the association.

Further details contact Secretary on 08 9419 2211. 

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## 3RD MILITARY DISTRICT RAASC/ RACT ASSOCIATION

/MR B. TYLER

**The Associations year commences in November with the AGM. We met at Oakleigh Barrack where the AGM is held and the re-union is conducted. This year after all the business at the AGM was completed the Colonel Commandant; COL Joe Fuster gave a presentation on the project for the replacement of B Vehicle Fleet and updated the gathering on Corps matters.**

The night was, they always have been, very interesting with many old stories retold and a number of new ones revealed; it was also a time for re-kindling old friendships.

The 2007 year of activities commenced with Anzac Sunday which we participated in the memorial ceremony held in conjunction with Bayside Council, Local Clubs and Beaumaris RSL. This activity dates back to the sixties when the Supply Units located at Sandringham provided the Guards and escorts for the service.

Anzac Day was with us quickly with many members of the Association in support roles for the day as Marshalls. These members assisted at the Dawn Service, Gun Fire breakfast, March marshals and of course Chief Transport Marshals.

The main group, which numbered sixty, assembled at the Town Hall in Swanson Street behind the banner and RAASC flag (RACT flag to be purchased) for the march down St Kilda Road to the Shrine.

The after action activities are held at the Southern Cross Hotel, South Melbourne, where the stories resurface, raffles are run and won, old and new members mix and watch that Ariel ping-pong – Collingwood and Essendon.

For many month's, Bob Tyler our Secretary, had been planning this year Pilgrimage to the Shrine ceremony held on Sunday 3 Jun.

Request was made to Corps for the presence of the Princess Alice Banner at the parade, this was granted. Military support was provided by 4 CSSB, we thank them for that support which enabled the parade to be a success.

The RAASC Vietnam Vets Association members were also present at the parade and their Secretary Paul Curran provided support for the service.

The service was conducted by Major (Padre) Dave Horne from 4 Bde, the President Laurie Taig welcomed all present including HOC Brig Saul, DHC Andy Maclean, Corps RSM, Present and past Col Comdt members of 4CSSB.

At the conclusion of the service, in bright sunshine, we all moves to the Shrine reception area for afternoon tea and many in depth discussions of the past. We thank all for their presence and support and hope that this support will continue for years to come.

July commenced with Reserve Forces Day with a parade and service held at the Shrine, again the roll-up was very good. The group moved to the Southern Cross Hotel for the de-brief.

The golf club which is one of the social arms of the Association conducts a monthly activity at nominated course in Victoria. On the 8 July the Club held their 25 anniversary luncheon at Upper Beaconsfields course. The limited membership of forty is maintained at all times. Members will always accommodate a game at any time your in town.

Members are encouraged to develop activities to enable members to get together. One of these activities is an annual games competition against 21 RAAF Sq.

Each year's competition is developed by a committee and could include darts, golf, pool etc. last years get together saw many of our members fire many of the current ADF personal weapon.



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