



**Royal Australian
Corps of Transport**

Equal to the Task



Par Oneri - Australian Army Transport Journal

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Corps of Transport - *Collectors Edition No 6*

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IMPORTANT INFORMATION

The RACT Head of Corps Cell is located in Puckapunyal within the HQ Army School of Transport. The primary point of contact for any RACT matters will be the group email inbox ract.hoccell@defence.gov.au which will be checked periodically.

Editor: LTCOL Sally McClellan
Sub-Editor: WO1 Peta Dawe
Graphic Design: Defence Publishing Service
Address for Correspondence: ract.hoccell@defence.gov.au
The Editor
Australian Army Transport Journal
C/- HQ AST BLD 814
Tobruk Barracks, PUCKAPUNYAL VIC 3662

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Keep up to date with RACT Matters:

RACT Website: www.ract.org.au
AST Facebook Page: [www.facebook.com/Army school of transport](https://www.facebook.com/Army%20school%20of%20transport)

Key Head of Corps Cell Appointments 2019

Head of Corps: BRIG Jason Walk
Deputy Head of Corps: LTCOL Sally McClellan
Corps Regimental Sergeant Major: WO1 Paul Frawley
SO2 HOC: WO1 Stafford Kelly, CSM

Cover Photography

Images Submitted by:

Front Cover: Army Imagery: Private Charlie Lebois RACT, 7RAR working with the 1st Armoured Regiment during a tactical resupply as part of Exercise Talisman Sabre at the Shoalwater Bay Training Area demonstrating 'Move, Shoot, Communicate'.

During Exercise Talisman Sabre 19 (TS19), several medium heavy capability trucks under Project Overlander – Land 121 Phase 3B (Medium Heavy Capability project) are undergoing test and evaluation, as part of their journey towards Initial Operating Capability. Four of these new vehicles, the 40M Medium Truck, HX77 Heavy Integrated Load Handling System, HX81 Truck Tractor and 45M Heavy Recovery Vehicle, conducted multiple transportation and tactical resupply tasks between the Force Support Group, 1st Combat Service Support Battalion (1 CSSB) and the Brigades Battlegroup elements; deployed to Shoalwater Bay Training Area on TS19. The 40M, HX77, HX81 and 45M variants are distinct from previous iterations due to their digitised network, protective armour and multi-role functionality.

Rear Cover: Private Quan Nguyen, 176 AD SQN dispatching

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RACT Celebrating 46 Years



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Head of Corps 2019

BRIG Jason Walk

While this Journal reflects the activities and events undertaken by RACT personnel throughout 2019, I write this foreword in the midst of 2020 and wish to reflect upon our collective experience over the last twelve months. Army's focus of effort toward Defence Aid to the Civil Community over recent months is unprecedented. Commencing with Operation Bushfire Assist, Army has provided support to communities, in partnership with Emergency Service organisations, on an unparalleled scale. As this task drew to a close, the Defence commitment to the Government response to the COVID-19 pandemic escalated and has remained significant in the contribution being requested of our personnel. Central to the support delivered by Army has been the capability provided by RACT soldiers. Tasks associated with this support are frequently of a logistical nature, placing high demand upon our people. Equally, I note that whether it is in response to natural disaster, or to pandemic, RACT personnel are being called upon to undertake duties that have been unusual and unique. On each occasion, we have demonstrated great adaptability in fulfilling these requirements. It is also pleasing to witness our response has included use of both our Permanent and Reserve workforce, working together in an integrated manner, amplifying the capability effect we have been able to deliver.



While our response to these events has demonstrated the preparedness and adaptability of our Corps, I appreciate it has imposed challenges upon our ability to progress our individual and collective training. Under these circumstances, it is imperative that we remain flexible and agile. I seek all our leaders to be innovative in the identification of methods to achieve training objectives within the restrictions that have been placed upon us. Indeed, the methods you develop may not just have application under current restrictions, but prove valuable into the future when constraints of time or resource demand a lateral approach. In this endeavour, I am confident you will prove to be Par Oneri.

COVID-19 has restricted Corps activities as it has impacted other planned events across Army. The Corps conference and dinner for this year has been postponed until 2021. The dates are yet to be finalised and are dependent upon progress with COVID suppression. Once dates are finalised, they will be announced, along with confirmation of the theme and focus of the Conference. Your attendance and contribution is encouraged in shaping the direction and future of the Corps.

I remain extraordinarily proud of the efforts and performance of our soldiers in training, in support of domestic operations, and deployed overseas. I look forward to your continued support of the Corps.

Deputy Head of Corps 2019

LTCOL Sally McClellan

'Respice, Adspice, Prospice' - Regard the past, Examine the present, and Look toward the future

In the 2018 journal I discussed 'Phanta Rhei' – 'All things change. This was in the context of the RACT continuing its journey to innovate and modernise our people and equipment enabling us to maintain currency with the emerging threats in the modern battlespace.



As I reflect on the last two years and numerous discussions I have had with past, present and potentially future serving members of the Defence Force, I reaffirm that we are not always good at learning lessons from where we have come from or at being self-critical of where we are currently or indeed making relevant, bold and timely decisions about where we need to be in the future.

The RACT is facing huge changes over the next decade particularly through various workforce and structural reviews, as Army attempts to rationalise and become more affordable, driving towards more flexible and agile structures. These changes will allow us to cope with technological change and harness the strengths of the new generation of soldiers coming through the recruiting pipeline.

With these changes imminent it is important that we learn from, not just our own past, but also from our coalition partners and indeed industry best practice where appropriate. We shouldn't be afraid of change but we should fear 'change for changes sake'. The RACT has some of the most professional and committed people in Army; we should capitalise on our own internal strengths and provide a united approach to future transformational change, less we be left behind.

Innovation also needs increased encouragement at all levels and needs to be focussed on a unified understanding of what we are striving for in the future. What will the RACT need to look like to remain relevant in the future battlespace, how does it need to be structured to provide best support to Defence? We have already witnessed huge changes in the way we conduct our core business resulting from the replacement B vehicle fleets. Our ability to train effectively on the new fleets has also led to the Regional Driver Training Teams initiative and we are facing further changes occurring in the operational movement trade area of the Corps. This progress will fundamentally

change the career progression of these ECNs in the future. New, larger more capable watercraft are on the horizon and the future of autonomous vehicles is becoming more of a reality as technology advances rapidly towards what we had previously believed was pure fantasy.

It is incumbent on all of us as a Corps to start to think more critically about how we adapt to the future and develop our people to enable us to remain 'equal to the task'.

I would like to take this opportunity to thank all members of the Corps who have given up their time and energy in the pursuit of continued excellence within the RACT, whether that be through your normal role within Defence or through wider engagement at Corps conferences, workforce reviews and similar activities. We cannot remain relevant without your professional engagement, please continue to provide intellectual curiosity and challenge where appropriate.

I would also like to thank both Corps RSMs through my DHOC tenure, WO1 Justin Cocking and WO1 Paul Frawley. The role of Corps RSM is a thankless one that requires considerable additional commitment outside of the RSM/MI AST role and both have done an excellent job and supported both myself and HOC fully over the last two years.

I know LTCOL Clarke Brown will continue the good fight during his tenure, in maintaining the Corps as a professional body of logisticians willing to shape and be part of future solutions and change.

Good luck to all of you in your future endeavours within the Corps.

Par Oneri



LTCOL McClellan hands over command to LTCOL Brown Jan 20

Corps Regimental Sergeant Major 2019

WO1 Paul Frawley

Firstly, I would like to thank Warrant Officer Class One Justin Cocking for the work and effort he has provided during his tenure and I am pleased the Corps is in a good place. As the 22nd Regimental Sergeant Major of the Royal Australian Corps of Transport I am extremely proud to hold the appointment. The Corps Regimental Sergeant Major is afforded the opportunity to influence a range of Corps matters, including proposals to modernise and otherwise progress the Corps. In consideration of all these matters, my focus has been to ensure that the Corps continues to provide valuable capability to the Australian Defence Force.



During 2019, the Deputy Head of Corps and I made an attempt to address all students passing through the Army School of Transport – Puckapunyal, providing context to the past and future of the Corps, encouraging active participation in Corps matters. With the 50th Anniversary of the Corps fast approaching, initial planning has commenced and we will soon be reaching out for a broader effort from across the Corps, can I please ask that you engage proactively and positive to support this significant milestone. Proactive and passionate engagement on Corps matters will add to the health and influence of our Corps, which will assist each of us individually in return. For units who are planning to conduct an event and would like to request the Corps Banner and/or Centrepiece, please contact me directly prior to submitting a request due to its availability.

With time being a finite commodity, and being unable to acquire more, it is extremely difficult for the Head of Corps, the Deputy Head of Corps and myself to have consistent face to face contact with Corps members. To help overcome these challenges the Head of Corps Cell has initiated a Newsletter to allow information to be widely disseminated. The Cell welcomes submission, comments, or suggestions to ract.hoccell@defence.gov.au.

Lastly, the way the Corps does business is changing, as our Army evolves so too should our Corps. New equipment types, new threats and new environments require us all to evolve to remain relevant, we need to adapt and encourage agility in order to be 'Ready Now – Future Ready'.

'Par Oneri'

Representative Colonel Commandant 2019

Brigadier Tim Hanna, AM

The Australian Army's current doctrine uses the 'Army in Motion' concept whereby all elements of the Army need to be ready **now** for any contingency while also being ready for **future** unpredictable requirements.



In doing so Army has stated that '... we aim to create operational agility for the joint and integrated force through our logistical capabilities' and that those logistic capabilities will be resilient in the face of those known and unknown contingencies.

We see the increasingly vigorous rise of China (including its efforts to influence our immediate region), ongoing instability in the Korean peninsula, rapidly evolving and increased cyber-crime/ security threats, the dramatic effects of local droughts and bushfires. Closed borders at an international level may force us to think more independently.

While our strategic picture can change in an instant, none of the need for an agile logistic capability should come as a surprise. The Royal Australian Corps of Transport has always prided itself on the manner in which it leads the Australian Defence Force's logistics (and sometimes operational) debate. Intellectually, we have led in many areas. Now is the time for all of us to take our practical efforts to another level. From the newly appointed driver to the senior commanders in the Corps, our contribution to our nation will be measured by how we think and act in the face of such uncertainty. The Australian Defence Force will look to us to provide the professional, prepared and agile logistics it needs.

All elements of our Corps operate increasingly sophisticated vehicles, plant and equipment and we use modern supporting tactics and procedures which reflect the need to be an agile force multiplier rather than, as some have criticised us for in the past, being an operation burden.

The efforts of the Corps in overseas theatres and on the domestic front – full-time and Reserve – are of the highest order. I can assure you all that those of us whose careers have ended look on with pride and sometimes astonishment at what the Corps looks like today and what it delivers. We are in very good shape and ready to play our part for the Army in Motion.

Par Oneri

Colonel Commandant North Queensland 2019

COL Adrian Overell

What a great privilege it has been to once again support RACT units and force elements in the region. In my third year as COL COMDT NQ, I was honoured to have been invited to visit RACT units and elements in the North Queensland Region. Each occasion reminded me once again of the professionalism and high quality our soldiers and officers display each day.



As with every year, the far north remains an active and extremely busy posting for all ADF personnel and especially for the RACT units supporting 3 BDE.

As with every year, the far north remains an active and extremely busy posting for all ADF personnel and especially for the RACT units supporting 3 BDE.



LARC V in floods

Our year in the far north started with what was initially very welcome, draught breaking rain. Unfortunately, this turned into a history making monsoon that saw over two metres of rain fall on Townsville in a little over three weeks. The resulting severe floods had many ADF units including 10 FSB and 3 CSSB providing much needed support. During and following the

floods, RACT soldiers provided great assistance in evacuating flood victims and supporting the civilian authorities to manage the disaster. Once the floods receded, our soldiers again supported in the clean-up and relief operations.

As the year progressed, all units entered a high tempo training cycle with 3 BDE preparing to commence the readying cycle. While exercise Talisman Sabre 19 was focussed on other Army formations, the RACT elements of North Queensland also supported the 3 BDE element that participated. In general, the training year rolled on at a steady pace during which 9 Tpt Sqn



HX77 with Hawkei loaded

continued its build up of Land 121 vehicles and the essential driver training courses to man the new fleet. The RACT Squadrons of 10 FSB, 30 Tml Sqn and 35 Water Tpt Sqn, also continued with a solid period of exercise and operational support and a good range of training and qualification courses to ready the battalion for another busy year in 2020.

All too soon the year's end was rushing towards us. As with the routine of posting cycles, many RACT members completed successful postings and moved on to new challenges. I wish to recognise the great efforts of three members who have provided me with support over the last two years. Outgoing CO of 3 CSSB, LTCOL Charmaine Benfield, CSC who takes up a challenging appointment in South Sudan. LTCOL Neil Peake departs as CO 10 FSB and MAJ Jared Nicol, OC 9 Tpt Sqn. MAJ Nichol, as the RACT Representative for the region, provided me with professional support throughout his busy posting.



OC 9 Tpt Sqn - MAJ Nicol and COL Overall

efforts of all RACT personnel in NQ, you can be immensely proud of what you do, every day. I look forward to visiting more of our Corps in NQ in 2020.

In summary, what another great year for the RACT in NQ. Our units and other Corps elements continue to provide amazing and professional service to the entire breadth of ADF formations and units in barracks and in the field. I remain so impressed with the very high standard of support despite the high tempo of support tasks, training and operational deployments our officers and soldiers commit to every day.

Wherever I went and when speaking with some very senior commanders, I only received their praise for the work our Corps provides. For the

Colonel Commandant South Queensland 2019

COL Lesley Woodroffe

It has been another busy year for RACT in South Queensland as I am sure the articles submitted by the respective units will demonstrate. This tempo has made it difficult for regional Corps activities to be organised.

The last week of February saw myself and other Colonel Commandants visiting the Army School of Transport, being able to combine a Corps Committee meeting with observation of the RACT Capability Conference that continued the work started last year at the Employment Category Review Capability Conference. The Conference was a good opportunity for us to be immersed in current Corps matters. I was pleased at that time to be able to put a face to the name of WO1 Stafford ('Ned') Kelly, a welcome addition to the Head of Corps Cell and responsible for many of tasks that emanate from or require action in that cell, including support to us (the Colonel Commandants). I, for one, have appreciated his responsiveness throughout the year.

The Land 121 Training Wing was happy to host the Army Transport Association (ATA) members to view driver training at Greenbank. We were very impressed with what we witnessed - both the training and the facility. It was another opportunity for me to become more familiar with the current fleet of vehicles and be reminded (while being driven over the carefully engineered knife edge course) of quite a different experience of learning to drive an F1 on the Puckapunyal range in the late 1970s. ATA



COL Woodroffe prepares for a demonstration of the HX77 capabilities

members visited the facility in August and of course were equally impressed with what they witnessed.

I have maintained regular contact with the ATA committee and attend the key ATA events. Although this year I was unavailable to march with them on ANZAC Day I enjoyed the (as usual, well attended) Corps birthday lunch and



Knife Edge Course at Greenbank Training Area

am looking forward to the imminent Christmas lunch. This is a very active and proactive committee that has ensured that its membership base is kept well informed and has at least quarterly opportunities to engage with each other. It is difficult for an ongoing relationship with individual members of the ARA RACT community because of postings and exercises but they continue to be made welcome.

At the end of this year I retire after nearly 42 years of combined ARA and Reserve service and look forward to having more time to commit to this honorary role for the remainder of my tenure.



COL Woodroffe celebrates the Corps birthday with some members of the ATA

Colonel Commandant Eastern Region 2019

COL Simon Tuckerman AM, CSC

While much has happened in the last year, I'd like to take a slightly different approach to my column this year and reflect on some particularly notable career changes. This year, three of our most senior officers retired from the ARA on the successful completion of their appointments. All served as Head of Corps, commanded at all levels, and made very positive contributions to the Corps, Army and most importantly to the lives of our soldiers.



Brigadier Paul Nothard, AM, CSC, CSM, served with distinction for over 30 years and retired following the completion of his final operational deployment to the Middle East. He held multiple significant appointments, including Deputy Commander Joint Task Force 633, Commander 17th Combat Service Support Brigade, Director General Career Management – Army, Director General Army Operations - Army, Director of Officer Career Management – Army, Director Logistics – Headquarters Forces Command, and Commanding Officer 1st Combat Service Support Battalion. Brigadier Nothard has remained in Canberra with his family and now continues to serve in a civilian capacity as the Director of the Office of Australian War Graves, within the Department of Veterans' Affairs.

Brigadier Cameron Purdey, CSC, completed over 30 years of truly remarkable service in a wide range of appointments in Australia and on operations. After retiring from Army Headquarters, he moved with his family back to regional Victoria. He is now pursuing a private sector career and has recently taken up the role of Chief Customer Officer with Thales, in which he will continue to diligently support the development, delivery and sustainment of Army equipment and materiel. His significant senior appointments included Director General Logistics – Army, Director General Land Manoeuvre Systems – Capability and Acquisition Support Group, Director Logistics – Headquarters Forces Command, Deputy Director Logistics Plans – Joint Operations Command, and Commanding Officer 10th Force Support Battalion.

Major General David Mulhall, DSC, AM, CSC, our most senior ARA officer, retired on the completion of his tenure as the Commander Joint Logistics. Major General Mulhall made an enormously positive contribution to Defence throughout his extensive career and I recently asked him for some of his reflections to share:

I retired from the Army tremendously satisfied that my life's work had been meaningful and substantive. A career founded on service – service to our Army and service to our Nation. One of the greatest honours bestowed on me was the opportunity to review the Parade to mark the re-raising of 2nd Transport Squadron. That Squadron was descended from the 1st AIF and saw active service in World War I, with a proud and active history. I commenced my military career as a Private Driver in that Squadron in February 1982, only a couple of months after my 17th birthday. I learnt there, and then through my training at the Officer Cadet School Portsea, the essential foundations of our Army - leadership, mateship, the right values and the right culture. I will leave it for others to judge whether I was Equal to the Task set to me by my superiors, peers and most importantly my soldiers to attain, instill and further these ideals.

There is no greater privilege than to command Australian soldiers. Nothing else that I did in my career provided me with the same satisfaction and purpose. The opportunity to command Australian men and women on warlike service in Afghanistan as Commander Joint Task Force 636 was undoubtedly a pinnacle achievement, as were my appointments as Commander Joint Logistics and Commander 17th Combat Service Support Brigade. However, the most joy and satisfaction that I felt was during the two command roles I held in the 1st Combat Service Support Battalion – as a sub-unit commander and then subsequently as commanding officer. Command gave me the opportunity to receive and share the gifts that I valued most throughout my career – friendship, loyalty, selflessness and commitment. Many of my lifelong friends are from our Corps, as are some of the finest officers and soldiers that our Army has produced. No-one needs look very far to see the quality and commitment of our people.

My current role as a Senior Advisor to the Minister for Defence has heightened my awareness of the security challenges facing Australia. Assumptions that we have long held are no longer valid, with our strategic environment deteriorating. A number of pressures are contributing to uncertainty and tension, raising the risk of military confrontation and making other demands on the Australian Defence Force. By the time these words are printed, Government would have made significant announcements that respond to these challenges, that sharpen our military capability and which further signal our resolve to stand up for the values that define us as a nation. Reflecting on where my 38 year career started and all that I experienced since, and knowing the quality and type of person that makes up our Army and my Corps, I have no doubt that the officers and soldiers of the Royal Australian Corps of Transport will be equal to that task. Par Oneri.



MAJGEN Mulhall in Afghanistan

We have all benefited greatly from the outstanding contributions these three officers have made to the Corps, Army and Defence. Serving with these remarkable officers, leaders and role models has been a highlight experienced by many, and we sincerely wish them all the best in their future endeavours.



TO THE
ROYAL AUSTRALIAN CORPS OF TRANSPORT

1st JUNE 2019

On this day in 1973 the road transport, amphibious transport, air dispatch and postal functions of the RAASC were amalgamated with the water transport, terminal and movement functions of the RAE (Tn) to form the RACT. Since that time, the RACT has been an active participant within the ADF operational experience.

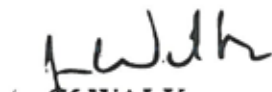
On the 1st of June 2019 we recognise the 46th Anniversary of the formation of the RACT. The heart of the Corps are our people, both past and present, and the performance and calibre of our people is exceptional. RACT personnel are providing a critical contribution to Army's core capabilities. Our personnel are pivotal in the distribution process and the sustainment of both the land joint force.

The Corps has recently undergone significant change and restructure, and will continue to do so, as we have for the past 46 years. The introduction of the new protected mobility vehicle fleets, and the upskilling of our personnel in new command and control systems have refocussed our efforts as a Corps towards the 'move, shoot, communicate' maxim. Simultaneously, we are adapting to the introduction of new aircraft and marine fleets that enable distribution across the spectrum of operational requirements.

In addition to the modernisation of our equipment, Army is currently seeking workforce flexibility through the Distribution Employment Category Review. The RACT is at the forefront of this review and we will likely see a reorganisation of our workforce to match the need and responsiveness of the distribution system in the modern battlespace. We, as a Corps have already made some significant contributions to this process and will continue to do so. Whatever shape the Corps takes in the future, I remain confident that we will be 'equal to the task'.

I wish you all a happy 46th Corps Birthday

Par Oneri.


JK WALK
Brigadier
Head of Corps

1 June 2019

Trade Updates

ECN 035 Operator Movements - Trade and Training - 2019

Senior Trade Mentor (STM) LTCOL Chris Duffy, HQ Joint Operation Command.

Subject Matter Advisor (SMA) WO1 Linda Crane, HQ Army School of Transport.

As many of you will be aware the Operator Movements (OP MOV) trade has been the subject of a number of reviews over the last few years and 2019 proved to be a significant year in this space. The movement's trade as we know it is about to change ... for the better!

The following are some key areas impacting the trade:

Distribution Employment Category Review (ECR). The Distribution ECR, which included Movers, continued to progress through 2019. A number of ECN 035 personnel participated in various working groups (WG) in Sydney and Brisbane. The Brisbane WG (28 Oct – 01 Nov 19) was significant in that the focus was on analysing the training requirement for the new workforce structure. This WG was well supported with over 15 ECN 035 personnel in attendance. The year ended with the release on 14 Oct 19 of the DGAPC Implementation Plan - 06/19 – Restructure

22 Personnel

A shake-up for movers

OPERATOR Movements (OPMOV) ECN035 will no longer join as recruits from January 2021. Instead, junior positions will be drawn from other RACT and some RANOC trades.

Soldiers from selected ECNs will be posted to private and corporal mover positions following the Distribution Specialist Employment Category Review.

This aims to make the workforce more sustainable and increase the pool of movements-qualified soldiers.

Commander 11MU Navy Capt Fiona McNaught said the role of OPMOV soldiers would not change.

"They'll still deliver the joint movement effect in support of the war fighter," she said.

"It's just where they're drawn from that will change and the length of time they'll spend in movements functions at private and corporal."

Soldiers from the four RACT trades, command support clerks and two supply trades (soon to be amalgamated as distribution operators) will be eligible to post as private and corporal movers.

After private and corporal postings, soldiers can specialise as movers, electing to transfer to Operator Movements when they qualify as ECN 035 sergeant.

Training will be provided to soldiers before posting to 11MU or other operator movements positions.

The revised workforce model will also change the number of soldiers at each rank, with four WO1 positions being re-established at WO2 and seven sergeant positions established using offers in the current workforce.

"With future privates and corporals having spent less time in movement



Some things will be changing for OPMOV soldiers, but their fundamental role in support of the war fighter will not change. Photo: Cpl Sebastian Burnin

roles, they'll be less experienced than those today, so there's a need to increase the number of sergeants," Capt McNaught said.

"Additional sergeants will provide mentoring and supervision of less experienced junior movers."

Capt McNaught said increasing the pool of junior soldiers and the number of sergeants would assist with managing long-term workforce "hollow-outs" in the movements trade.

"At the moment it's sometimes difficult to find deployable senior NCOs.

With the changes, we'll have sufficient soldiers to generate the number of sergeants and warrant officers we need to deliver movements effects," she said.

"We have deployed one person often, we're relying on the same people and in time they can become fatigued or non-deployable."

From 2021, soldiers in feeder trades can volunteer for a mover posting. A selection process will include on-the-job experience with 11MU, followed by training, which is due to start in the 2021-22 training year.

At the end of their first mover posting, soldiers will return to their parent trade. If recommended for future employment as a corporal mover, and if they wish to continue in movements, they will receive more training before taking up a second posting as a senior corporal.

"At present, most OPMOV soldiers come straight to the joint space without having single-service context behind them," Capt McNaught said.

"They might not really understand what it is to be supported before they're put into a supporting role."

"With these changes, they'll have the chance to gain that context and develop their Army networks prior to being called on to execute a movements effect which directly impacts on capability."

The career and training pathways for existing full-time and part-time movers will not change.

Article Army Newspaper Edn 1454 of 14 Nov 19

of Operator Movements (ECN 035) Employment Category (BQ4773116) and an article communicating the revised workforce structure appeared in Edition 1454 of the Army Newspaper on 14 Nov 19.

For those interested in keeping informed of the ECR progress and other reform activities you can visit the 1JMU SharePoint site and view the 1JMU Reform Presentation <http://drnet/JCG/JLC/1JMU/Pages/1JMUHome.aspx>

Training. It was a busy year for the staff of the Operator Movements Troop (OMT) at the Army School of Transport, Puckapunyal. OMT conducted seven courses and successfully trained 70 personnel (57 x Regular Army, 7 x Army Reserve, 1 x Navy, 4 x Air Force (PAF) and 2 x Internationals).

A much deserved thank you is warranted for those Movers (both Regular and Reserve) from 1JMU who travelled to Puckapunyal as Visiting Instructors and assisted OMT with the delivery of these courses. We certainly did appreciate and value this support and look forward to continuing the relationship into 2020 and beyond.

Training Transformation. Army is well underway in its adoption of a blended learning approach and OMT during 2019 looked at the available methods and options to enhance the delivery Mover training. We made some small steps by incorporating ADELE as a platform for delivery of some training content.

A consequence of the trade restructure will be the need to redesign and redevelop our OP MOV training continuum to meet the needs of the new workforce. You can expect from 2021 to see not only changes to our course content but with training transformation gaining traction big changes on how these courses will be delivered in the future.

Handbooks. It is widely acknowledged that our OP MOV and UMO handbooks require a rewrite. Work was initiated in this space in 2019 with the Army Knowledge Centre (AKC) CSS Doctrine Cell agreeing to facilitate the process. The Army Doctrine Publication Model is an arduous four phase process and we are in Phase One being Research and Analysis. I hope to engage with key stakeholders in the near future for assistance with the rewrite.

2019 was overall a busy year for the Movements trade and for the progression and future health of the trade. We also said a fond farewell to WO1 Ray Hill (SMA Movements 2018 – 2019) and his family as he transitioned from Defence and wish them the best for the future. I am looking forward to a progressive year in 2020 and if you have any questions or wish to discuss any trade or training issues please do not hesitate to call or email.

Trade Updates ECN 099 Air Dispatch

Senior Trade Mentor (STM) – LTCOL Andrew Harrison-Wyatt, HQ Special Operations Command.
Subject Matter Advisor (SMA) – WO1 Anthony Eddie, HQ 17 Combat Service Support Brigade.

2019 was another huge year for the RACT Air Dispatch trade and I have been impressed by the enduring commitment and can do attitude of both 176 AD Sqn and AMTDU. The trade continues to punch way above its resourced level and maintains a very high profile in the ADF through the provision of specialist airborne capability expertise. Sitting in HQ 17 Sustainment Brigade for the first time I have been witness to many conversations and expressions of praise for the individuals, small teams and units in general. It has been a pleasure to represent the trade in high level

discussions and it has been an honour to watch the trade go from strength to strength through numerous modernisation opportunities.

AMTDU has continued their great work with the development of the trade Learning Management Packages and the development of new and improved methods for training delivery to our IET and promotion courses. The subsidiary benefits to other Air Logistic courses will have significant impacts on how the ADF conducts business in this space in the future. Additionally, the development of new methods and capability options through the hard work of the Army Project team during recent trials has been hugely beneficial to the ADF Joint capability.



HOC presenting SMA parchment to WO1 Eddie

176 AD Sqn has continued to provide impressive capability support to the ADF throughout Australia and the world in 2019, it appears that deployment opportunities for members of the Squadron seem to grow and are highly likely to continue in the future. 176 AD Sqn represented the Army and the ADF through numerous high level activities and continuously excelled, at times in trying conditions and at short notice.

ALTC led an initial Employment Category review of the Air Dispatch, Cargo Specialist and Parachute Rigger trades as part of the Distribution Employment Category Review in 2019. A decision was made to continue with the process as part of the CSS Workforce Segment Review. This review will analyse Army employment categories that contribute to land based distribution. The review is examining the impacts of new capabilities and seeks to optimise the workforce to meet Army's future operational requirements out to 2028. This will allow us to better understand opportunities to modernise our workforce and provide more flexible and responsive structures in line with the CA Directive 'Army in Motion'. This is a significant body of work which will establish decision points for the COC to decide how air logistic capabilities will look in the future and what efficiencies can be made by harnessing common skills across employment categories and, or trades. Whilst I hope that all trade members are passionate about the prospective future and discovery of improvement opportunities, I hope that everyone is able to look through an objective set of lenses to establish modernisation opportunities for our future trade workforce.

Further information can be found on the ALTC website

<http://collab/army/altc/ectd/SitePages/Distribution%20Workforce%20Segment%20Review.aspx>

LTCOL Phillip Baldoni will assume the Senior Trade Mentor (STM) position for the AD trade in 2020 as CO of 9 FSB. I would like to take this opportunity to thank LTCOL Harrison-Wyatt for all his hard work and respected guidance whilst he was the AD Trade STM. Without his determined efforts and influence in the Army, we would surely have been left behind. We respectfully wish all the very best to LTCOL Harrison-Wyatt and Rachel for the future.

On a final note, congratulations to all members who were promoted or received awards for their great work this year and a big warm welcome to MAJ Stanford, OC 176 AD Sqn 2020.

Trade Updates ECN 171 Cargo Specialist

**Senior Trade Mentor (STM) - LTCOL Luke Condon,
HQ 17 Combat Service Support Brigade.
Subject Matter Advisor (SMA) –WO1 Michael Moody,
HQ Army School of Transport.**

2019 has been an important year for the Cargo Specialist Trade with a number of significant developments impacting the trade both in personnel and equipment. Principally the distribution employment category review (ECR) which sought to amalgamate ECN171 into a broader distribution ECN. The following are some key areas impacting the trade:

Equipment. L8120 TEWG has been completed with the project going through several key stages including initial Release – FY 19/20, Initial Operational Capability – FY 22/23 and Final Operational Capability – FY 25/26. Currently the project is investigating three Manitou capabilities (2.5T, 8T and 18T) as well 40T and 80T capable cranes. The LF rough terrain will likely be upgraded from the initial 2.5T to a 3T. This will be a similar if not the same variant the trade previously utilised at 30 TML SQN and on the Ships. Plans remain in motion for training implications when the delivery of the new fleet arrive into service.

Distribution ECR A second Employment Category Review involving ECN 171 was held at Randwick over the period 4-8 Mar 19. While the Distribution Operator and Operator Movements were seeking endorsement on modelling their workforce and capability positions, our main effort was to see if any traits of ECN 171 Cargo Specialist, 099 Air Dispatch and 345 Parachute Rigger had commonalities to amalgamate under phase Two Joint Aerial Distribution.

An Occupational Analysis (OA) compiled by KPMG seeks to analyse the range of tasks, currency and recertification requirements of the three employment categories; ECN 099 (Air Dispatcher), ECN 171 (Cargo Specialist) and ECN 345 (Rigger Parachute). The OA will inform the recommended COAs that will be presented to ASSG in November as designed during the ECR Working group in Randwick earlier this year.

IET Course The first IET course of 2020 is anticipating a panel of 20 personnel. A continuation of increased panel size is anticipated to bolster 30 TML SQN ECN171 PTE numbers. With the introduction of a newly revised IET course LMP it is anticipated that this will further result in enhanced qualifications for our soldiers, with AST-MW teaching relevant skills sets required for Terminal Operators.

ECN 171 documentation. A small working group has conducted a SOVO Vol 3 C and D vehicle re write. This is important to ensure changes are in line with current policy and standards. Once the draft is finalised, copies will be sent out to relevant Training Establishments and Qualified Assessors and Subject Matter Advisors that work within the plant and MHE space. Pending the results of submissions that are sent to AHQ, it is anticipated a document release date of Q2 2020.

A trial to rationalise our exported training Learning Management Packages (LMP) has started. Primary purpose is to ensure that the current duplication of information being developed within EC&TD and the TE: namely the teaching points in the SLO and the teaching points within the



HOC presenting SMA parchment to WO1 Moody

Training Event Plans (TEPs) ceases. This will allow a much easier understanding for course managers and members when reading LMPs.

HRW. Safe Work Australia are currently making changes for multiple National Assessment Instructions for HRW. A review of the changes lead by SMA Cargo are being conducted to ensure our assessment tools and curriculum incorporate the new changes. Once complete, confirmation with Army RTO will occur to ensure all documentation with DRTO is submitted for the changes to be implemented.

Passage of information.

A key focus of the STM and SMA efforts within 2019 was ensuring the ECN171 and broader RACT community were kept informed of the multiple ECN171 events and

activities. Two principle mechanisms have been utilised to achieve this, the first being the creation of the ECN171 Information Bulletin (released twice yearly, see image) and the conduct of the ECN171 Information sync. This year the sync was held on the 06 Nov 19 and garnered very good representation across the broad ECN171 establishments.

If you have any questions or wish to discuss any issues in relation to the Terminal Trade please phone or email the either the STM or SMA. To capture the history of the trade any personnel with photos or video of ECN 171 operations should forward these to the SMA.

To obtain more information regarding the ECN171 trade, training and key policy documents personnel can visit the SMA share point site:
<http://collab/army/altc/ast/SitePages/AST-SMA%20Cargo.aspx>



ECN171 STM and SMA Article Image

Trade Updates ECN 218 Marine Specialist

Senior Trade Mentor (STM) – LTCOL Grant Shottenkirk, HQ 3 Brigade.

Subject Matter Advisor (SMA) – WO1 Peter Caputo, HQ Army School of Transport.

2019 has been an important year within Army Marine and for the Marine Specialist trade. Senior Marine Specialists have been busy providing technical information to distribution working groups. The Seaworthiness Management System has been successfully rolled out across Army and the achievement recognised at the inaugural Defence Seaworthiness Symposium. The training review of skills is ongoing with the current curriculum well designed to incorporate the operation of future watercraft. The Marine Specialist Trade has a bright future with the emergence of new capabilities and the challenges that come from littoral warfare and projecting a capability offshore that continue to test the ADF.

2020 sees a changing of the guard with WO1 Michael Marrinan assuming the role of SMA Marine and the retirement of long serving WO1 Peter Caputo. Peter was appointed SMA from January 2014 and in his six years at the helm as the senior Marine Specialist there have been many significant achievements and changes within the trade and Army maritime operations. Throughout his tenure his focus and drive was continual modernisation and update of the Marine Specialist trade bringing it into the 21st century. His notable achievements include the update and publishing of SOVO Vol 4 – Watercraft 2014, previously 1995 edition, the change from paper to plastic watercraft licenses, consolidating many small watercraft qualifications into a single course, modernising and simplifying watercraft training. Another major contribution Peter has made to Army is the creation of Seaworthiness documentation for Army's compliance requirements. We wish WO1 Peter Caputo all the best in his future endeavours and we will still have his input and guidance in Army Marine through his ongoing work as a training developer.

Manning. Currently ECN 218 is assessed as healthy when looking at the raw personnel data. At the time of writing we are 12 PTEs over establishment, five LCPLs under establishment, all CPL positions are filled, there are three vacancies at SGT and an extra two WO2. Overall, the trade is six soldiers surplus to established positions. With several pers in any corps positions there will be some easing of the pressure in the future as some of these pers return to trade positions, bringing with them a wealth of experience. The recent separation rates over the past 12 months are at 16.9% which is above the Army average of 11.7%. The CPL rank has the highest separation rate at 23.7%. As our JNCOs are the backbone of the trade this is where we are feeling the most strain. When it comes to MEC statistics the 218 trade is tracking well with above the Army average with 85.6% of personnel currently holding MEC 1 or 2.

Update on Project LAND 8710 Phase 1 as provided by SO2 Army Littoral Capability, Land Mobility and Support Program, Platforms Branch, AHQ.

LAND 8710 will provide the ADF with a modern Army Littoral Manoeuvre – Light capability that will provide intra-theatre, shore-to-shore and over-the-shore manoeuvre for the Joint Force's current and planned armoured and protected vehicle fleets, in support of operations and engagement within the near region. The in-service LCM-8 landing craft will be replaced by the 'Independent Landing Craft' (ILC), based on a coalition exemplar designed and built in Australia. A contender for this craft is the larger US Manoeuvre Support Vessel – Light (MSV-L). The in-service LARC-V will be replaced by a similar sized Amphibious Vehicle (AV) designed and built in Australia. The project will present to Government for First Pass consideration in November 2020 and Second Pass

consideration in 2022. If approved the first ILCs and AVs will be delivered circa 2025-2026. Existing base facilities will be improved to support the new platforms with new Army watercraft base facilities proposed for delivery in 2029-2034. A modest growth to the Marine Specialist ECN is anticipated in order to operate the larger landing craft for extended passages and will be confirmed by ongoing workforce planning and training needs analysis. Future littoral projects include a new Landing Craft Heavy and a Riverine Patrol Craft.



L8710-1 Littoral Manoeuvre Access-Payload Graphic

Trade Updates ECN 274

**Senior Trade Mentor (STM) – LTCOL Charmaine Benfield,
3 Combat Service Support Battalion
Subject Matter Advisor (SMA) - WO1 Charles Connie-Carbery,
HQ Army School of Transport**

The introduction of the new larger and heavier LAND 121 Phase 3B family of vehicles across Defence, alongside the new Heavy Vehicle National Law triggered significant changes to Defence policy and procedures regarding vehicle use and vehicle management including a review of the Defence Road Transport Manual. States and Territory access and previous exemptions under the Defence Road Transport Exemption Framework (DRTEF) has required a complete review and revision to reflect the substantial changes to our B vehicle fleets.



HOC presenting SMA parchment to WO1 Connie-Carbery

The review of the DRTM allowed a significant update to align with the new laws, fleet and newly established Land Vehicle Safety (LVS) Cell. The review generated a great deal of feedback across all ranks throughout the ECN 274 trade. This feedback was validated across a number of regional working groups which provided vital input into the final working group, chaired by the CDI-D in mid-2019. The final working group saw representation from each service branch, key enablers and civilian contractors. The review endorsed over 800 changes and/or additions resulting in the creation of a new version of DRTMs, released in January 2020. Note that DRTM is continually being reviewed and it is strongly recommended that all users access the online version regularly to stay abreast of any changes.

The DRTEF was reviewed in mid-2019 and Version 7 was released in August 2019. Version 7 incorporates many changes that have arisen due to the over dimensional sizes of the L121 vehicle fleet. One significant change is that there is now a legislative requirement to carry a current version of DRTEF and relevant State/Territory permits in all LAND 121 3B vehicles. It is the responsibility of all vehicle operators and vehicle managers, through the CoR, to ensure all appropriate documentation is carried within required vehicles.

The LVS Cell was established in early 2019 and provided Defence with a crucial link directly to the National Heavy Vehicle Regulator (NHVR). LVS Cell's primary role is to provide all levels of Defence with current information relating to the permit application processes and approved permits and safety regulations relevant to B Vehicle operation within Defence. The LVS Cell manage and regularly update their SharePoint page
<http://drnet/Army/DLOGA/hvm/Pages/Defence-Heavy-Vehicle-Safety.aspx>.

As Defence transitions from the legacy fleets of the Unimog and Mack to the new RMMV fleets, the training focus has also transitioned. Over the past few years trade training has prioritised IET and Introduction Into Service (IIS) courses, however throughout 2019 the focus shifted to the design and development of exported sustainment courses. This saw several new Learning Management Packages (LMPs) released during 2019. Of note 217237 Driving Instructor (DI) course was released in December 2019 and superseded the 200327 Assistant Driving Instructor (ADI) Course. The new DI course negates the requirements for members to be subject one qualified. Throughout the transition from the ADI qualification to the new DI qualification a sunset clause has been approved for current qualified ADIs. ADIs will remain eligible to instruct on exported driver training until date of expiry is reached, noting the moderation training requirements, upon expiry the member will be required to attend a DI Course.

Along with the wider Defence community, the ECN 274 trade is embracing the availability of technology and blended learning opportunities, with AST designing a number of training packages resident on the Australian Defence Education Learning Environment (ADELE) learning management system. These electronic courses are not only assisting with driver training but also provide a vital tool in Army's education of the management responsibilities associated with the LAND 121 fleets. The courses released by AST over 2019 include the Heavy Vehicle Supervisors Course, DTO Requalification and Dangerous Goods and Commonwealth Explosives (DG&CE) by Road and Rail Level 2.

The Heavy Vehicle Supervisors Course was launched in June 2019 and was created to enhance the knowledge of supervisors and operational staff. The course content focuses on the management responsibilities to safely employ the LAND 121 3B fleet, in accordance with CoR requirements as well as enhancing knowledge regarding Defence policy and procedures associated with the fleet.

In order to continue with ALTC's modernisation of training delivery, AST has also re-invigorated the DTO requalification course by loading it to ADELE. This approach to the requalification allows the CDI Cell to make short notice updates to the package and provides the opportunity for the course sessions to be facilitated externally by the Bde TPT WOs. This facilitation is on a case-by-case basis and requests for the course are made via the ALTC SOP 518, through the CDI Cell.

The DG&CE by Road and Rail Level 2 was launched in November 2019. The electronic platform provides streamline access for units to export the DG&CE qualification for their vehicle operators. Units can request to export an ADELE session via the ALTC SOP 518, through the CDI Cell.

Under the CoR legislation, all rank levels throughout the CoC are to ensure vehicle operators remain current in all aspects of day to day tasking, this includes remaining current with the latest version of the load restraint guide. Often loose loads and incorrect restraints are the primary cause behind a shifting load that can affect the vehicles handling capabilities, resulting in loss of load, damage to Defence/civilian property and possible loss of life. Operators and supervisors at all levels must work to maintain their knowledge and currency in order to meet the required standards.

The CDI Cell have many useful links located on their collaboration page to assist all rank levels to remain compliant with current doctrine and other legislative requirements, <http://collab/army/altc/ast/SitePages/CDI-A%20Cell.aspx>. CDI-A for 2020 is WO1 Kim Harris. Good luck Kim, I hope you enjoy your time in the position.



HX81 with Medium Equipment Trailer

Headquarters Australian Forces Post Office - HQAFPO

LCPL Arapali, LCPL Navarro and LCPL Smart, Postal Operators

The Department of defence and AUSPOST agreement 'The Provision of Postal Services' came into effect on 1st May 1986. The agreement covers certain arrangements by which postal services are provided at certain permanent and non-permanent army, navy and air establishments in the commonwealth of Australia. It also has a provision to provide postal services for defence force civilian personnel in defence forces deployed outside of Australia including naval ships at sea. The Provision of Postal Services is currently in effect and will continue indefinitely until either party terminates the agreement.



Within the ADF there is only one Military Post Office (MILPO). The MILPO located on LAVARACK Barracks is currently operated by only military members falling under RACT within Army.

It still plays a very important part with domestic and deployed roles within Defence. The MILPO allows LIA members to access their mail without it having to go to an off base location.

The Lavarack Barracks MILPO is a fully functional Australia Post Office, it is also used as a training establishment for military personnel either preparing to deploy or post into location.

The MILPO falls under 17BDE and is assisted by AST-MW who help run the Postal Operator and Postal Clerk courses in location, which qualify and develop the skills required of the members who will become responsible for operating the Deployed Australian Forces Post Office (AFPO).

In the deployed environment, the Lavarack Barracks MILPO is the HQ location for AFPO's across the MER and other locations. The AFPO's are an invaluable asset to the ADF as it enables all deployed members and their families the ability to send and/or receive mail.

HQAFPO has a manning of 13 personnel. These personnel conduct the duties of a Postal Operator/Manager within Australia or overseas at a deployed AFPO. The following members deployed throughout 2019;

CPL David Radunz – FPE 11

WO2 Taffy Nabbs – FSE10

CPL Tina Holdbrooks – FSE10

LCPL Georgia Smart – FSE 10

WO2 Iain MacDonald – FSE11

CPL Jarrod Bailey – FSE 11

LCPL Melissa Arapali – FSE11

2019 was an extremely busy year for all members posted within the MILPO at Lavarack Barracks. The Post Office was still able to offer its full services during the natural disasters, operations and supporting all required courses.



CPL Georgia Smart with quilt depicting life growing up in Newcastle surfing and being beach orientated.

Army School of Transport

Commemoration of the Army School of Transport Memorial Stone for two fallen RACT members CPL Ben Johns and SGT Anthony Brook.

On Friday 09 November 2019, Commanding Officer Army School of Transport (AST), LTCOL Sally McClellan and Regimental Sergeant Major AST, WO1 Paul Frawley were privileged to host Mrs Gwenny Johns (mother of the late CPL Ben Johns) for the unveiling of the AST Memorial Stone to commemorate fallen serving members of AST.

Tragically AST lost two of their serving members over the period December 2018 and January 2019, both RACT soldiers. 8215641 CPL B Johns (03 April 1981 – 27 December 2018) and 8244978 SGT AC Brooks (28 January 1972 – 15 January 2019). This was an extremely difficult time and remembering both members appropriately in Puckapunyal became an important part of the grieving process. Noting the school did not have a unit memorial the CO and RSM set themselves the task of remediating this situation. With the assistance of 22 Engineer Regiment they sourced and erected the stone, which was officially laid in May 2019, and commissioning plaques to recognise the memorial and to recognise each fallen member. The RSM also spent many hours of his own time establishing the memorial garden which surrounds the commemorative stone.

Several members of AST including SGT Marty Fealy, SGT Jake Roberts, SGT Jase Kingston, CPL Hunter Austine, CPL Phil Davies, CPL Hayden Bloomfield and LCPL Kane Wiblen also spent many hours working on a Mack truck cab to produce a fully functioning BBQ, with the registration name 'JOHNSY'. This made its inaugural appearance on the afternoon before the memorial service at a BBQ to remember Johnsy with the guests of honour being Mrs Gwenny Johns, Sarah, Ben's girlfriend and Sam Stout, close friend of Ben.

The unveiling service of the memorial was executed by the RSM with an opening prayer by the AST Padre Chaplain Darren Cronshaw, an address by the CO and a catafalque party around the memorial. The service was supported by comrades, close friends and family although unfortunately Mrs Tamara Hallam-Brook, Brea and Cory, SGT Anthony Brook's wife and children were unable to attend.



Mrs Johns, DHOC and CRSM unveiling the memorial.

8215641 CPL Ben Johns (Johnsy) tragically passed away on 27 December 2018 while on leave in Queensland. Ben was a dedicated and highly respected instructor at the Army School of transport and was in the process of transitioning from Defence. He was commencing a new chapter in his life, a role with a Port Operations and Haulage Company in Groote Eylandt and a future with his girlfriend Sarah. Ben served nearly twenty years in Army with the Royal Australian Corps of Transport, with the majority of his time as an OSV driver. Ben spent time in 7 Combat Service Support Battalion, 9 Force Support Battalion specifically 85 Troop, 1 Combat Service Support Battalion and 2nd Commando Regiment and deployed on several occasions. CPL Ben Johns is fondly remembered by all his mates and all those he served with. Ben was a much loved son to Mrs Gwenny Johns and brother to Rob.

8244978 SGT Anthony Brooks tragically passed away on 15 January 2019 in Puckapunyal. Anthony was a reserve soldier with almost 30 years' service and was an integral part of 128 Transport Troop, 15 Transport Squadron in Horsham. Anthony joined the Chief Driving Instructor Cell at the Army School of Transport in January 2017 and provided much needed support and mentorship to the junior members of the team. Anthony was also the Horsham RSL Manager in his full time career and was dedicated to both Army and the RSL. Anthony was a much loved father to Brea and Cory, husband to Tamara and mate to many and will not be forgotten.

In closing the service the CO stated 'This memorial will stand as a permanent symbol of the service and sacrifice given to Army and this nation by both Ben and Anthony and more specifically it honours their memory and their mateship as part of the Army School of Transport and Royal Australian Corps of Transport.' Michelle Musset a 'lone piper' then played amazing grace on completion of the poignant service.

'We will remember them. Lest we forget.'



Memorial and garden

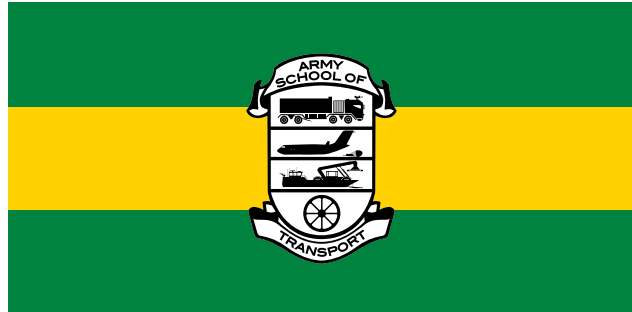


Plaques on the memorial

AST Unit Flag

The Army School of Transport (AST) requested approval of a unit Flag design to be flown in place of the Royal Australian Corps of Transport (RACT) Corps flag in 2019. The Flags previously flown at AST, Puckapunyal, were; the Australian National Flag (ANF), the Army Logistic Training Centre (ALTC) Flag and the RACT Flag'.

After consultation with the Army Ceremonial Cell, RSM, WO1 M Bates, and in accordance with Army Ceremonial and Protocol Manual, AST confirmed that it did not conform to the requirements of a Corps school. Thus it was not felt appropriate to fly the RACT Flag, noting the different Arms and Corps that make up AST staff and students. The proposed design of the Flag was also currently displayed on all unit signage and documentation within AST, reflecting the variety of courses delivered by the School.



Army School of Transport - Unit Flag

Although a sad day to lose the RACT Corps Flag at Puckapunyal the flying of a unit Flag, together with the ANF and ALTC Flag now provides members of AST an opportunity to reflect a sense of pride in the unit as opposed to one Corps. This also reflects the modernising of our training establishments and the broadening of backgrounds of our AST instructors and their reach within Defence and will also establish increased 'esprit de corps' amongst all cap badges within AST.

The AST Unit Flag was raised for the first time by LTCOL SA McClellan (CO AST) and WO1 PD Frawley (RSM AST) on 13 September 2019.

Command Training Wing Headquarters - 2019

MAJ Luke Baldacchino, Officer Commanding, Command Training Wing, Army School of Transport

In mid-2018, then CO of AST, LTCOL Sally McClellan, identified that there was a requirement to formally establish Command Training Wing as an official sub-unit within the school, including the establishment of an O4 SUC position. The wing had previously been decentralised from AST HQs by LTCOL Paul Rogers to allow the centralisation of RACT technical trade and promotion courses for ECN274, IET and promotion courses for ECN035, communications training. Changes in the management of IETs across ALTC in 2018 allowed additional positions to be allocated to AST, enabling the raising of the AST Holding Platoon, (Perentie Troop). The name for Perentie Tp was drawn from RACT history and comes from the venerable Land Rover 110 project name and recognised the contribution that this vehicle played as part of the Australian Army. In recognition of the projects name, the Perentie Lizard that was used as the projects emblem was adopted. Both the image of the Perentie Lizard and LR110 appear on the troops patch.

2019 saw the realisation of AST's commitment to the modernisation and continued development of RACT capability through the formal establishment of Command Training Wing with a SUC selected MAJ in command. 2019 presented its challenges in formally establishing a new sub-unit including the responsibilities of the Holding Platoon while managing key priorities of developing existing training. This saw the development of existing LMPs and courses, trialling of the RACT Technical Trade Training for the new LOBC, support to the ALTC PMTF LMP working groups, incorporation of the Protected Mobility Tactical Trainer simulator and BMS into existing training, support to the ECN035 ECR whilst delivering DTR for 2019. The Warrant Officers, Senior and Junior NCOs rose to the challenge and delivered on training, facilitating 32 courses for 2019.



TM CSE - Blended Learning



NCO TP - SUBJ 4 CPL

Key appointments were undertaken in 2019 by MAJ Luke Baldacchino as OC, CAPT Lucy Burns as 2IC and WO2 Luke "Billy" Conolly as the WSM and NCO Tp Comd Roles. CTW said farewell to CAPT Burns at the end of 2019 as she proceeded on separation from Defence. CAPT Burns now works as the Transport Operations Manager for Woolworths and has had great success in early 2020. Her presence will be missed and we wish her success in her new pathway. CTW welcomed CAPT Luke Geddes in 2020 after his support to the OP Bushfire Assist in JTF HQ.

Non - Commissioned Officer Troop

WO2 Luke "Billy" Conolly, NCO TP COMD

NCO Tp commenced 2019 in the usual manner, with a significant changeover of staff. After mandatory training, we hit the ground running IOT commence the first course of the year. Throughout 2019 NCO Tp completed a total of 11 trade and promotion courses preparing junior leaders for the next step in their career progression. The instructors worked tirelessly throughout the year modernising and improving the quality of the training delivered at AST.

This involved a significant review of all LMPs and Part 4 training material nested with the transition to a more blended learning environment which kept the team extremely busy between courses; Furthermore, as we continue to modernise not only in the delivery methods, we experienced some friction with our doctrine in terms of the employment of L121 P3B vehicles. These challenges were met with an open mind as we engaged with 7 BDE initially IOT better understand how the CSSB is generating capability and sustaining close CSS in the future.

Not only did we focus our time on the operational environment, but the instructors also dived into the policy and governance space for road transport operations on a domestic level. Several key policies and documents underwent review, which in turn changed the scope of how we do business as an organisation. With the introduction of the Land Vehicle Safety Cell and a focus on changing the driver culture, meant that we needed to ensure that all soldiers conducting training fully understand where and how to interpret DRTM, DFRTEF, and NHVR to name a few.



NCO TP - SUBJ 4 CPL1

In November 2019 NCO Tp received delivery of the second generation of the Protected Mobility Tactical Trainer (PMTT). This capability allows soldiers to develop TTPs and confirm SOPs IAW current doctrine in a fully



PMTT

immersive simulated environment. User feedback received has been very positive, as the soldiers were able to progress and practice new skills without the pressure of making mistakes and damaging expensive vehicles or themselves, enhancing their confidence as future commanders. This includes the delivery of orders, conducting tactical distribution tasks in a DATE threat environment as part of a CSST applying all current mobility TTPs before deploying onto the PTA, and being assessed live. The PMTT has proven to be a game-changer in how we train our soldiers for future employment.

As the year came to a close, NCO TP successfully trained 236 RACT soldiers across all four course disciplines. Furthermore, the troop farewelled the following instructors:

- SGT Alex Landel (better known as Stretch) posted to 10 FSB.
- SGT Angela Torenbeek, posted to 6 ESR.
- SGT Matt Davis posted on promotion to 13 CSSB.

PAR ONERI

Operator Movement Troop, Army School of Transport

WO2 Adam Napier, OMT TP COMD

Operator Movement Troop (OMT) experienced another successful year in 2019, having achieved its task in providing soldiers with quality training across the full suite of RACT Operator Movements courses.

Over the calendar year, OMT delivered Initial Employment Training, Movement Officer, and Subject Four promotion courses to 71 Soldiers and Officers including participants from the New Zealand Defence Force and Republic of Fiji Military Forces.

As the curtain closed on 2019, OMT farewelled numerous staff including WO1 Linda Crane who took up her new appointment as SMA Movements, SGT Rachel Tierney who separated from Army after many years of dedicated service and SGT Tara Pavel who took up her new appointment at Defence Force Recruiting.

As we move into 2020 with the movement trade undergoing significant reform and the implementation of the Distribution ECR, OMT prepares for the challenge of transforming the way Operator Movement courses are delivered to meet the capability needs of the army in the future.

Development is well underway to incorporate new delivery methods into the trade training continuum including online training systems such as Adele. Online systems provide the opportunity for remote and distance learning and soldiers should not be surprised if a large portion of their next promotion course is conducted at their parent unit or the comfort of their own home.

A new trade workplace model means new Learning Management Packages and OMT look forward to the challenge of developing and modernising the learning content accordingly in 2020 for planned delivery in 2021.

Perentie Troop, Army School of Transport

WO2 Brett Bayes, TP COMD

Jan 19 saw the disbanding of ALTC Holding PI down to the respective TC's with AST forming Perentie Tp as at 14 Jan 19. Eighteen months later and much has happened since the original direction by the CO of 'keep them busy and I don't want to see them painting rocks'.

Perentie Tp is nestled on the top floor of 'The Rock' coming under the control of OC Command Training Wing. The Tp ORBAT consists of 1x TP COMD, 1x Tp SGT, and 2x Section COMD's and was originally set to hold a maximum of 24 Trainees.

The majority of soldiers are On Pathway trainees waiting to conduct RACT ECN 274 training

however, the Tp also caters to Off-pathway BOS or Trade Transfers allocated to RACT as well as ECN164, 165, 296 and 298 waiting DECA driver training. Time spent in Parentie Tp can vary from 2-4 days up to 56 days depending on individual circumstances and involves the CoC engaging with FORCOMD G7 Training for Ab-Initio trainees and CMA for Trade Transfers and ECN 500.

In line with the CO's direction a comprehensive and ever evolving DTP was established that is both robust and interesting but flexible enough to accommodate low trainee numbers of 5 up to 65+ due to the re-introduction of the Gap Year Program. The lessons taught are predominately All Corps Training interlaced with PME eg, Drill, Weapon Training (dry and simulation), Navigation (Theory and Practical), Cam and Con, RATEL as well as Public speaking and Trainee led presentations. The Padre is on hand to deliver interactive lessons on Suicide, depression & PTSD, etc. and the PTI, in addition to daily PT, delivers advice on health and wellbeing.

The Tp also supports training activities both organic to AST via En parties to IET TACOPS and NCO Tp Sub 4 CPL/SGT courses as well as external agencies such as RMC and LOAC, acting as drivers, in the PMTT simulators.

Communications Troop, Army School of Transport

WO2 Brett Bayes, TP COMD

With an ORBAT of; a Tp COMD (WO2), CM (SGT), Sig liaison (SGT), and two instructors (CPL); Comms Tp has had a busy training year with some major changes within the communications space.

2019 saw Comms Tp posturing ourselves ready for the introduction of BMS into the training continuum with the delivery of the first AST run BMS course at the beginning of 2020. Comms Tp has since implemented the BMS Foundation and Tactical User into each RACT IET course. The delivery of BMS is part of the L200 project that has seen AST gain its purpose-built BMS classrooms and the BMS classroom and field training kits. BCCC has also seen a few changes this year with the MoU between ALTC and CATC being updated and many changes to the BCCC modules, most of which are concerned with the creation of BCCC module four.

As with everyone else, the social distancing restrictions of COVID-19 have presented its unique challenges but, we have still managed to deliver BCCC and BMS training to 256 learners and staff during the 2019/2020 training year.

Moving forward Comms Tp is preparing for the 'Train With' requirements of BMS as NCO Tp will be implementing BMS within the Subject four courses.

LAND 121 Training Wing

CAPT Morgan Spencer, 2IC LAND 121 Training Wing

The Land 121 Training Wing of AST has continued to train personnel from across the ADF, including SERCAT 5 to 7 and civilian staff, on the operation and maintenance of the Land 121 family of vehicles and modules, throughout 2019.

The Wing has also been responsible for the planning and preparation of the first Regional Driver Training and Safety Team (RDTST). The RDTST – Townsville will be established from January 2020 and will deliver driver training within the NQ region, achieving full operating capacity from July 2020. Initially the RDTST-NQ will have a heavy focus on the conduct of PMV-L Operator courses but the focus of these teams will transition to the routine coordination, delivery and support of sustainment driver training within the region.

The establishment of RDTST is a significant capability enhancement as part of the Driver Training System Review to enable the delivery of standardised modular driver training in regional locations, with the overall aim of increasing operational capability and the safety of operators and platforms.

Driver Training Team – Amberley

The focus of Driver Training Team – Amberley has been split between the continued Introduction Into Service suite of Land 121 Medium and Heavy Capability courses that are conducted in Amberley and the newly formed flyaway teams



L121 Training Wing - Amberley

which have been raised to train personnel in their home locations in the operation of the suite of modules. Both teams comprise military and civilian instructors. The flyaway teams instruct on all modules including Bulk Water, Bulk Fuel, Medium Maintenance, Combat Engineer Stores as well as Medium and Heavy Stores Modules. This new way of conducting business allows units to get timely support when their modules arrive in their locality and reduces the need for learners to travel away from their posted location to receive training.

Driver Training Team – Puckapunyal

At the beginning of the busy year Driver Training Team – Puckapunyal moved into their newly constructed dedicated office space, which has devoted classrooms for both PMV-L and Advanced Troop within the RTW yard.



HX81 with Medium Equipment Trailer and Grader

Advanced Troop, with the L121 TD Cell, commenced the year with the Introduction Into Service (IIS) of the HX81 with trial courses on the Truck Tractor Heavy HX81, Medium Equipment Transporter and Heavy Cargo Trailer in

Puckapunyal and Heavy Bulk Fuel Trailer and Heavy Equipment Transporter in Amberley. Once the trials were completed Advanced Troop continued to conduct HX81 IIS training as well as continuing to provide sustainment training for the S-Line to RAAF and Army personnel.

PMV-L Hawkei Troop further established the team through increasing the staffing and receiving an upgraded PMV-L fleet. There were some delays whilst awaiting the new fleet but members kept busy supporting the wider Defence community and CPL Jeroen Bouwmans developed and delivered a mirror adjustment bay to AST through his previous experience in the Dutch Army. This saw him win the prize for AST's second Innovation Day for the year. Whilst, the year had some delays with the commencement of IIS training for PMV-L, once the new fleet was received, two courses were conducted at the end of 2019.

Recovery and Maintenance Team

The Recovery and Maintenance Team located in Gaza Ridge Barracks at North Bandiana in the Albury-Wodonga Military Area had a very busy year, continuing to conduct IIS Recovery Vehicle Operator training and Maintenance training courses.



L121 Recovery and Maintenance Team

The focus for the year was to deliver Recovery Vehicle Operator training on the 45M Heavy Recovery Vehicle and 50 Recovery Mechanics completed the Operator training courses (15 days) during the year. In 2020 the goal will be to include Recovery Vehicle Operator training on the 42M Medium Recovery Vehicle which will see Recovery Mechanics leaving the team fully trained on both variants.

The year has proved challenging for maintainer training as the team has transitioned from delivering only the Medium and Heavy Capability Maintenance IIS Courses to conducting a full L121 Family of Vehicles Maintenance course resulting in an extension of the Vehicle Mechanic course from just over a week to a month in duration. The team also incorporated a separate GSETECH course for RAAF maintainers due to their unique trade structure. By the end of the year, the Recovery and Maintenance Team will have trained a total of 679 Vehicle Mechanics, 226 Technicians Electrical and 135 GSETECH with the skills and knowledge to inspect, repair and maintain the L121 fleet.

Training Development Cell

The Training Development Cell has had a productive year with numerous capabilities cleared to progress from trial to Introduction Into Service status with more in the pipeline. Such capabilities include the HX81, Medium and Heavy Equipment Transporters, Heavy Bulk Fuel and Water trailers, Heavy Cargo trailer as well as the Medium Dolly Low Loader and Heavy Dolly Converter. A significant amount of travel across the country has occurred in order to conduct courses in Amberley as well as conduct planning for the conduct of regional training.

The Operator Bulk Fuel Module course is now active with the first series of the courses having been conducted out of RAAF Base Amberley towards the end of the year. The course delivers

training on the 9,000L Bulk Fuel Pumping and Storage module as well as its counterpart, the 12,000L Bulk Fuel Storage module both of which can be either ground loaded or mounted on the HX77 ILHS and trailer.

The Operator Heavy Bulk Fuel trailer course is now active and ready for training to be delivered in 2020. The 35,600L fuel trailer forms part of the HX81 configurable mission system enabling fuel to be collected from civilian facilities and delivered to dependencies in larger quantities. The Heavy Bulk Fuel trailer is replacing the Bulk Liquid Fuel Tanker and will be issued to each Combat Brigade 1 CSSB, 3 CSSB and 7 CSSB as well as 9 FSB.

The Operator HX77 Heavy Fuel Tanker course saw instructor ramp up occur in late 2019 in preparation for the trial course scheduled to be conducted in 2020. The 18,000L HX77 Heavy Fuel Tanker, like the HBF, is capable of collecting fuel from civilian gantries and will be replacing the Mack and Fleetliner TTFs.

The Operator Bulk Water Storage Modules course is now active with the courses being conducted in 2019. The course delivers training on the Bulk Water Pumping and Storage module and its counterpart the Bulk Water Storage (BWS) module, each capable of holding 10,000L.

In the recovery space, work was conducted to consolidate the 45M Heavy Recovery Vehicle Introduction Into Service course from six weeks to four weeks and the 42M Medium Recovery Vehicle course was progressed to trial status. Further, the trials to lift tow the PMV-L were successful and this training has now been added to the 45M course and will also be included in the 42M course.

Conclusion

A great deal of training over a very broad range of vehicles and equipment has been delivered through 2019 in support of the ADF's roll out of the Land 121 Project vehicles and equipment and there is still more to come. The IIS Maintenance and Hawkei Operator training is set to last for a number of years yet along with a number of others. There are also five more new Modules in development including the Tyre Change Station and Personnel/ Cargo modules. Further, maintenance training has been allocated a budget for Computer Based Learning to be developed to enhance the training, reduce training time and increase accessibility. All in all, 2020 looks like being at least as busy as each of the previous nine years that the Land 121 Training Wing has been operating. We look forward to the challenges 2020 will present us.

Maritime Wing

MAJ Kaho Lai, OC/SI AST MW

The Army School of Transport – Maritime Wing (AST-MW) had a challenging but rewarding year. 2019 saw unprecedented challenges, but these also brought out the best of our staff members who rose to demonstrate they were indeed 'Equal to the Task'.

Townsville's enduring memory of 2019 will always be the Townsville Floods. Selected members of AST-MW were force assigned to Joint Task Force 658 to provide specialist skills in support of the local disaster relief effort. Most prominent of this commitment was a section Marine Specialists to assist in crewing the venerable LARC Vs to support civil authority in evacuation operations and Search and Rescue efforts. Impressively a number of AST-MW members abandoned their own flood preparations to support our local community. Incredibly only one member of AST-MW suffered total loss to their home, with many others experiencing varying degrees of damage.

Despite this traumatic start to the year, AST-MW successfully delivered all of the 23 scheduled courses, qualifying Learners across the disciplines of Cargo Specialists, Marine Specialists, Marine Engineers and Postal functions. The Wing delivered this training to both uniformed members across a rank span of PTE(P) to SGT and RACT LTs, and contracted staff.

While all members of the Wing worked exceptionally hard in trying circumstances, I would also like to single out CAPT Joanna Farrell, OPSO AST-MW for her efforts throughout the year. Due to staff absences, CAPT Farrell spent much of the year as both OPSO and 2IC of the Wing. She was also Course Manager and Lead Instructor on the Marine and Terminal Officers Course (MTOC). Under her leadership, the MTOC tactics component was entirely redeveloped to provide an increased combat focus, ensuring graduates are better prepared for maritime and terminal operations in a non-permissive environment.

Marine Specialist Training Section (MSTS)

With no Marine Specialist Initial Employment Training courses scheduled throughout 2019, MSTS took the opportunity to modernise the existing Marine Specialist training continuum, guided by the direction to 'future proof the trade for high end warfighting in the maritime domain and LAND 8710'.

The Subject 4 Corporal Watercraft Commanders Course underwent significant restructure to ensure a more logical learning progression. The 2019 course saw a shift in training paradigm that nested vessel handling as only one of many skills required of a modern watercraft commander. Greater emphasis was placed on the development of decision making in dynamic and ambiguous environments, and to practice briefing styles to ensure detached commanders can deliver effective advice to senior Army and Navy commanders. The Learners enjoyed a course that tested critical thinking in an environment that rewarded a dynamic command style and initiative over traditional rote learning.

The Subject 4 Sergeant Watercraft Supervisor Course also received a similar face-lift with a fundamental shift in training philosophy that saw the graduates better prepared to manage the operational dynamics of high-end amphibious and maritime sustainment operations. The use of the Nautius Naval Fleet Simulator was refined to deliver a more focused and relevant blended training environment using a combination of live and synthetic vessels to replicate Squadron level watercraft operations.

MSTS also contributed significantly to the AST-MW's shifting dynamic to a more combat focused logistician. With a reduced course schedule, MSTS instructors took charge to deliver AST-MW's Army Combative Program and Combat Marksmanship training, as well as supporting the Land Range Safety Cell to develop policy for Army's 12.7mm QCB Sea Range.

Cargo Specialist Training Section (CSTS)

CSTS had a full training program throughout 2019, with delivery of two Cargo Specialist IET Basic Course, a Subject 4 Corporals and Subject 4 Sergeants Course. Despite significant training disruption from the Townsville Flood Event, all courses was delivered on schedule. This was no small feat, especially given significant equipment and personnel challenges.

The staff made a number of changes to the Cargo Specialist suite of courses, including an increase to course panels to qualify more soldiers in the trade. These changes ushered in significant adjustments to course structures to gain greater training efficiencies. Some course content was removed to better reflect the contemporary employment of the trade, while course programs were also adjusted to improve instructor to Learner ratio efficiencies.

In addition to training delivery, CSTS initiated a number of innovations that are currently in trial. CSTS commenced trialling the integration of UAS in the conduct of aerial reconnaissance in support of terminal operations. Through employment of the Phantom IV UAS, CSTS instructors tested the feasibility of importing aerial photography into ICODES for design of terminal areas. If successful, such innovation can expedite conduct of reconnaissance, support high fidelity operational planning, and potentially support conduct of logistics reconnaissance in non-permissive environments.

CSTS also supported Defence contracted staff in the development of a project plan for the replacement of the aging Favco crane onboard the Landship Simulator. First commissioned onboard HMAS Stalwart in 1968, the Favco crane was transferred to the Army Maritime School (AMS – predecessor of AST-MW) upon Stalwart's decommissioning where it was used to train Cargo Specialists on shipborne crane operations. The Favco crane will finally be retired after some 52 years of service, to be replaced with the Fassi crane. Though very different from other cranes used by Cargo Specialists, the Fassi crane will still deliver the same training outcomes as the Favco crane, while providing greater reliability and the sufficient capacity to lift larger loads.

Marine Engineer Training Section (METS)

METS had an exceptionally busy 2019 that was similarly disrupted by the Townsville Floods. Over a compressed training calendar, METS delivered eleven course sessions to a combination of Army Fitters and civilian contracted staff to prepare the uniformed and civilian workforce with the skills necessary to conduct light to heavy grade maintenance and repairs on Army's watercraft fleet.

Despite the heavy course load, METS supported ALTC EC&TD in refinement of course contents to ensure relevance to the current Army fleet. This included updating Learning Management Packages to incorporate new equipment such as the Suzuki Outboards, and updating the LARC V Learners Precis as part of the continuous improvement program. Significant work was also completed to transfer training material into digital format to maximise use of online platforms such as ADELE. This will see greater efficiency by providing Learners greater options for learning pathways, while maximising benefit of instructor facilitated instruction.

Impressively, METS with HSPO support, also refurbished and installed a Caterpillar 3126 engine into the Training Workshop. This presented METS instructors the opportunity to practice trade skills

to project design, manage and complete the necessary reversible modifications to preserve the engine's utility in the fleet rotation, while making it suitable as a relevant and effective training aid. This project now provides Learners an opportunity to practice their maintenance and fault finding skills on a variety of Army watercraft engines.

Watercraft Support Section (WSS)

With the myriad of courses, and of course support to JTF 658, WSS experienced an exceptionally busy year. Despite completing almost 100 Sea Days dedicated to supporting AST-MW courses, WSS found sufficient residue effort to provide support to 10 FSB local tasks including load transfers to the RAN LHDs and LPD when they visited Townsville.

Besides training support, WSS also made significant effort to remediate AST-MW procedures to meet the demanding requirements of Seaworthiness and Land Range Safety. Working closely with the SMA Marine Specialist, WSS Section Head SGT L Noyes ensured AST-MW represented best practice in Seaworthiness as befitting the Army's maritime Centre of Excellence.

Farewells

The conclusion of 2019 saw AST-MW farewell a number of staff. The OC and the staff thank the following members for their contribution to AST-MW:

CAPT G Berto – posted to ALTC, EC&TD

WO2 M Clapham – posted to 5 AVN REGT

WO2 D Linden – posted to ALTC, EC&TD

SGT G Chattington – posted to 10 FSB, promotion to WO2

SGT N Matthews – posted to 2 CDO REGT, promotion to WO2

SGT J Martin – separation from ADF

SGT L Noyes – posted to 51 FNQR

SGT S O'Farrell – posted to 10 FSB

CPL D Maher – posted to 9 FSB, promotion to SGT

CPL B Duynhoven – posted to 3 CER

CPL R Juillerat – separation from ADF

CPL M Lennox – posted to SASR

CPL J Shea – posted to 10 FSB

CFN S Court – posted to 7 CSSB

PTE S Gale – posted to 10 FSB

PTE J Merrutia – separation from ADF

PTE H Whitlow – posted to JHC

Road Transport Wing 2019

CAPT LA Morgan

As the AST welcomed a new RSM in WO1 Paul Frawley, RTW was faced with one of the busiest years in recent history. Continuing under command of OC, MAJ Matthew Nelson and WSM WO2 Daniel Duncan, RTW achieved a huge body of work. Reflecting on what was an incredibly challenging year across AST as a whole, for a myriad of reasons, those posted to RTW should hold their heads high, extremely proud of what they achieved.

With the introduction of the L121 fleet and the transition from the introduction to service training beginning in 2018, the new 216066 IET Basic Driver continuum was well and truly up, running and transitioning to sustainment training in 2019. As a result, RTW saw a historic changing of the guard as we farewelled our much loved legacy fleet. The last of the 212737 IET Basic Drivers Course concluded in March and saw RTW commence the staged departure of our Mack R series. The last 213810 MR2 & LR2J Course was completed in June which was the trigger for the final stage of the legacy fleet departure as we farewelled the last of the Unimogs. The end of an era for driver training but all important as RTW aligned to the AST mantra 'move, shoot, communicate'.



Changing of the guard (Legacy to L121)

The AST mantra was a significant focus for RTW throughout 2019 as we experienced significant leaps forward in each of the three areas.

In the area of 'Move', it was permits that was the hottest topic throughout the year. Facing significant challenges as Victoria imposed strict permit limitations, our training was severely hindered. As a result RTW trialed a number of different avenues to deal with the restrictions. From variable messaging boards, inclusion of pilot vehicles, different and alternate communication methods, new permitted routes, Telematics Compliance and Assurance trial and so on. Through a lot of hard work, trial and error, you will now see RTW 40M and HX77s in a far wider collection of training locations across Victoria.

In the area of 'Shoot', it was most noteworthy in May when the annual Ex Chong Ju took place in Puckapunyal. The 2019 running of the exercise saw the inclusion of our 40M and HX77 up on the mound taking part in the live fire demonstration for the first time. What may seem like a fairly innocuous activity for some, RTW took great pride in demonstrating the increased combat capability of the new vehicles.

In the area of "communicate" it was in conjunction with CTW that the 216066 IET Basic Driver continuum was advanced to include BMS. This enhanced comms capability of the RACT Driver posting out of RTW on



RTW around Victoria

completion of IET and reduced the training burden of receiving units.

Outside of IET training however, RTW continued its growth and development in several different areas. One major area was the Driver Training contract retender. After a long tender process Wodonga Institute of TAFE (WIOT) successfully won the contract and will continue to work with AST in the delivery of driver training over the coming years. WIOT has a long standing working relationship with the Army Logistic Training Centre (ALTC) and AST and specifically RTW were extremely pleased with the opportunity to continue the relationship into the future.



OC RTW, Staff and Trainees

2019 also saw RACT Officer Training return to AST, with RTW again working in conjunction with CTW. A revised formal training program for RACT Officers, outside of maritime and terminal operations, was delivered to those junior officers on their Logistics Officer Basic Course (LOBC). What became known as the LOBC Technical Trade Training (TTT), saw road transport specific training developed and delivered by CTW and RTW staff. In support of the training delivered by ASLO, RTW assisted to enhance the capability of our RACT junior officers in a more formal setting.



Contract signing

This is but a snapshot of the year at RTW. All RTW staff should be commended for their efforts in 2019, as it was an immensely challenging and busy year. Yet despite the challenges, the breadth of capability trained only grew, providing enhanced RACT soldiers and officers to wider Army. On behalf of the chain of command, thank you to all RTW members for your contributions throughout 2019. The Corps is better for your work.

Par Oneri

PMV Troop 2019

WO2 Andrew Watt

The beginning of 2019 saw a large changeover of personnel within the Protected Mobility Troop. The year was another busy one with a total of nine courses successfully completed. These were divided into six All Corps Driver's Courses (ACDC) and three All Corp Commanders Courses (ACCC). These courses have directly enhanced Army's capability by adding an additional 62 PMV commanders, while the driver's course swelled the Australian Army ranks by a further 137 qualified drivers, four of whom were International Army students from Fiji.

Outside of the delivery of DTR, PMV Tp facilitated internal training for RTW staff on the MAG 58, enabling the instruction of ECN 274's on the basic mounted machine gun firing and the conduct of static and mobile mounted live and blank fire practices. PMV Troop provided the manning for EX Chong Ju, utilising mounted skills in the MAN FOV's. Several members of the troop were active in working group discussions involving the direction of PMV ACCC into the future. Development of the new Mounted Soldier, Mounted Leader and Mounted Commander courses were amongst the discussion topics.

The management of the Learning Management Packages for both the ACCC and ACDC underwent significant changes throughout the year as well. For the ACCC this was almost totally converted to a digital, paperless course.

Our trusted Thales Fleet Manager Jamie has, as always, worked tirelessly behind the scenes ensuring that our fleet, as the most used, is always the best maintained in Army; without him our fleet would cease to operate so from all of us in the Puckapunyal PMV (Bushmaster) world a huge thanks for your efforts.


From all within the Protected Mobility Troop good luck and good soldering.



PMV negotiating a water obstacle

Air Mobility Training and Development Unit (AMTDU)

Major N. Thompson, Air Mobility Training and Development Unit (AMTDU)

<p>FOR OFFICIAL USE ONLY</p> <p>DECEMBER 2019 – AMTDU LAND 121 PHASE 3B SUPPORT</p>	 <p>AMTDU support to LAND 121 Phase 3B has seen the first clearances for Air Transportation in a C-17A Globemaster of trucks and trailers issued:</p> <ul style="list-style-type: none">• 40M Unprotected truck – unladen.• 40M Protected truck – unladen.• Medium weight trailer with up to 2500kgs of general stores. <p>The HX77 Unprotected and Protected Trucks are currently being assessed with a clearance expected in the first half of 2020.</p> <p>The remaining 44 items will be assessed over the next few years.</p>	<p>Narrative: In November 2019, AMTDU received a significant update of engineering data from the Land 121 Phase 3B Project Office. This allowed AMTDU to generate the first group of Land 121 Ph3B air transportation clearances for the unladen protected and unprotected 40M trucks and its medium weight trailer.</p> <p>ADF Force Generation benefit: The 40M Truck has already been delivered to a number of ADF Units. The 40M truck and trailer will be an integral component of a number of ADF Capability Response options. Transportation by C-17A ensures rapid force projection for ADF activities.</p> <p>Way Ahead: AMTDU focusing on the HX77 Unprotected and Protected variants. The remaining 44 Trucks, Trailers and Modules will be assessed over the next few years. The Land 121 Phase 3B program represents over three years worth of full time work for AMTDU without considering any other Aerial Cargo Delivery clearances or assistance.</p>	<p>AMTDU – Develop and Deliver</p> <p>FOR OFFICIAL USE ONLY</p>
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Land 121 Phase 3B Air Transportation clearances

DECEMBER 2019 – AUSTRALIAN ANTARCTIC DIVISION SUPPORT



AMTDU support to the Australian Antarctic Division (AAD) covered all three Aerial Cargo Delivery modes:

- **Airland** – assessment of Snow Tractor for transportation by C-17A Globemaster on 11 Dec 19.
- **Airdrop** – assessment of Low Cost Aerial Delivery Systems (LCADS) to enable airdrop of key equipment and supplies by C-17A in mid Jan 2020.
- **External Lift** – assessment of equipment to be transferred from HMAS *Choules* to Macquarie Island by MRH-90 helicopter in mid Jan 2020.

Narrative: Over the last few years, AMTDU support to AAD has been increasing as a result of regular C-17A flights and increased AAD activities. In Dec 2019, AMTDU is providing simultaneous support across all three aerial delivery modes to the same customer.

Action: AMTDU's Aerial Delivery Development flight had three different teams providing unique support to AAD. The airland team assessed a snow tractor in Hobart for C-17A carriage. The airdrop team conducted a LCADS demonstration to ascertain suitability to C-17A resupply missions. The external lift team is reviewing an extensive list of equipment and supplies for transport by HMAS *Choules* and then External Lift by MRH-90 to Macquarie Island.

ADF Force Generation benefit: These projects have provided key skill developments for AMTDU staff in addition to enabling key ADF assets to provide support to an important Whole of Government program.

Mission updates since December are:

Air Land – Snow tractor delivered to AAD.

Air Drop – Low Cost Aerial Delivery Systems as well as Joint Precision Air Drop System missions have occurred with success. This demonstrates Australia's capacity to assert strategic reach.

External Lift – Support to HMAS *Choules*' was subsequently superseded Op Bushfire Assist commitments.

Transport Squadrons

1st Transport Squadron, 1st Combat Service Support Battalion

CAPT Audrey Bledsoe, 2IC, 1 TPT SQN

The soldiers of the 1st Transport Squadron have spent the year training and preparing to support the 1st Brigade's rotation as the READY Brigade. This ongoing training and the additional Bde support has been shoehorned into an EX TALISMAN SABRE year as well.

The Squadron began 2019 with two separate exercises and supporting two separate call signs: EX Carbon Predator with call sign Lima 1 (L1) and EX Buffalo Walk as call sign Lima 2 (L2). L2 was the first element to support an exercise and started by supporting 1st ARMD and 7 RAR in Cultana. They were also the lead agents in supporting the use of rail to deploy elements south, which was the first time in 8 years that this has been done. The soldiers enjoyed driving the Mack TTW's and TTF's onto the railcars and a few lucky members were allowed to ride on the train while it made its way south to Cultana Training Area (CUTA). It was great to refresh the Squadron's knowledge on the specific requirements for rail, and rail movement methods for a trans-national movement. Once all equipment and personnel were in place in CUTA, the soldiers started to battle against the elements to support 1st ARMD as they commenced their lead up training towards the Battlegroup Warfighter (BG WFX) later in the year. The truckies of the Squadron, and those embedded in L2 with the OC were up to the task of supporting M1A1's on the move, delivering fuel and water, moving large amounts of ammunition across the training area, participating in the training and rehearsal of Battlefield Clearance Teams, and integrating CSS TTPs with other DCU call signs. The Operator Specialist Vehicle (OSV) Section from Charlie Troop (C Tp) were pivotal in the movement of equipment to and from the railhead to the training area and transporting the L121 vehicles from Robertson Barracks (ROBKS) down to CUTA and back again which set the stage for a successful exercise.

L1 and the truckies embedded within it commenced their year supporting EX Carbon Predator and Ex Buffalo Walk (Dwn) at Coomalie Farm, which set the conditions for 1 CSSB to achieve its end of year ALTS 6 certification. The exercise focused on setting and sighting a CSST position, training an array of serials ISO individual, section,



1 TPT SQN HX77

and platoon strength manoeuvres. The ATLS activities and the determination of the truckies on the ground working in arduous conditions (and some intense heat) provided a platform for the Squadron and the Battalion to successfully test its SOPs prior to EX TALISMAN SABRE.

In May, the L1 call sign along with 1 CSSB went to Mount Bundy Training Area (MBTA) ISO EX Buffalo Run supporting elements of the 1st BDE as they undertook unit level training prior to EX TALISMAN SABRE. The time at MBTA allowed the RACT elements of the Battalion to review and finalise SOPs, practice CSST to BSG operations and movements, delivering fuel and water, moving engineer stores, training an array of serials ISO platoon and company strength manoeuvres. A couple of months out from the Battlegroup Warfighter and EX TALISMAN SABRE, the 1 TPT SQN OSV operators began the long task of equipment and vehicle infill for EX TALISMAN SABRE. This exercise itself and the ability to support the Bde would not have been achieved if it weren't for the successful completion of the infill and the hard work they put in on the road and away from families to ensure the Bde equipment was in SWBTA on time and ready for use.



1 TPT SQN Kenny with PMV

At the end of May, under the guidance from the OC and SSM of the Squadron, L2 departed for a gruelling exercise support schedule which had them out field for a total of nine weeks. This started with the Battlegroup Warfighter (BG WFX) where they were attached to Battlegroup Lion. This experience allowed the truckies of L2 to work under a larger Battlegroup setting which most had not done before. The ability to operate closely with the team at 1st ARMD and the other supporting units provided valuable experiences and skills which they would later go to show off on EX TALISMAN SABRE.

Once the rest of 1 CSSB arrived at SWBTA at the start of July, the speed picked up another notch. 1 CSSB were given the new L121 fuel and water modules to test in a deployed environment; these assets were allocated to 1 TPT SQN and its support of three call signs, L1, L2, and L4. These modules were tested during the exercise and proved to be a great new capability for Army; they add flexibility, deliver the same quantities as the ageing Mack TTW or TTF, and better support the war fighter in a non-



1 TPT SQN HX77 NVG

linear battlespace, as they are capable of concealing the cargo type within a traditional 40M. This year's Talisman Sabre was enhanced by Joint Force participation and the Squadron members were able to train with Japanese forces for the first time along with our allies of New Zealand and the United States. The Squadron used the new Protected Mobility Vehicle fleet to the fullest extent and demonstrated its proficiency with supporting a Combat Brigade on the move and supplying them with close CSS. After the success of EX TS19, the Squadron returned from SWBTA back to

Darwin covering the 3,000km's over 5 days. Again, the C TP guys in the Kenworth and S-line, the unseen workhorses, began the long exfill of all the equipment out of the training area and back to Darwin and Adelaide. This process was spearheaded by the TP SGT of C Tp, SGT Kevin Clarke, as the Bde representative for the exfill and movement plan.

On arrival back in Darwin, 1 TPT SQN barely had time to reset when we were called upon again to support the US Marines and a French contingent in their large end of rotation exercise at Mt Bundy. This required significant coordination and support in a very short timeframe. Our soldiers demonstrated their depth of knowledge and competency in advising the coalition forces in the unique requirements of Australia, supporting a variety of short notice requirements, and overcoming the challenges of operating in a joint environment. The training exercise achieved its mission and we completed our support at the end of Aug.

September began a slightly reduced pace for the Squadron. The soldiers completed Refit to Fight, prepared for the READY phase ISO 1 BDE, squeezed in a bit of leave, and began courses for promotion. 1 TPT SQN also was allocated positions for upcoming overseas deployments ISO Force Protection Element and Task Group Taji and those members began the intensive training program to meet the requirements for deployment. Additionally, the Squadron will complete the required support to drivers' courses and external training support that normally comes with the end of each calendar year. The end of the year will see the normal farewells that come with the posting cycle; however, the Squadron does wish to say goodbye to both the OC - MAJ Will Morrison, and the SSM -WO2 David Fowler, and thank them both for their hard work and drive to prove that the Squadron is and will be "*Semper Prima*"

2019 has proven to be a big and busy year for the Squadron; we have done numerous trips from Darwin to CUTA, Darwin to SWBTA and little trips to each corner of the county in support of the 1st Bde. It is once again safe to say that the Squadron has achieved SME status on the L121 FOV in the 1st Bde and proven themselves to be "*Par Oneri*."

4th Transport Squadron – 11th Combat Service Support Battalion

CAPT Peter Hollyock OPSO 4 TPT SQN

The nature of an Army Reserve logistics battalion is unique in many ways; we often don't have all the same equipment and manning that you would expect to see in a full time unit and it is often quipped, that the Army Reserve is run on the good nature of the people that turn up to parade. However no unit has unlimited resources, so choices get made that allow us to concentrate the resources we do have to achieve the best possible outcomes.

It was for this reason at the beginning of the year, the decision was made for two companies from 11th Combat Service Support Battalion (1 CSSC and 2 CSSC) would combine to make 4 TPT SQN. It was a simple equation that saw two companies from five locations (Enoggera, Greenbank, Toowoomba, Caboolture and Tamworth) and two separate corps (Transport and Catering) come together under the command of OC MAJ Cynthia Milligan to carry a single banner. While at first the SQN needed to adapt to the change, we quickly saw some incredible growth and a ground swell of enthusiasm, fuelled by soldiers and the leadership, has seen 4 TPT SQN achieve remarkable results.

As a reserve unit it has been an exceptionally busy year with 4 TPT SQN surviving a chaotic Non Platform Support Request season, as well as completing individual and collective training. Training

and courses this year have been extensive with 4 TPT SQN running the following exported courses on behalf of 11 CSSB: ACP1, ACP INST, EF88 Conversion, DG & CE Level 1, G/Wagon Conversion, DVR NFE, P1 Trailer, 40M (OP) IIS and PERS Module. For the PERS Module we have doubled the 11 CSSB capacity from 14 to 28 drivers and have increased our DTOs from 2 to 6. As we are transitioning from train to sustain through the above exported courses and attending external courses, we are tracking well in our Combat Modernisation achievements.

Further, the Squadron was able to provide relevant capability to the reinforcing Battle Group (BG CANNAN) in EX BROLGA RUN and remains well postured to travel the “road to ready” as we head towards Hamel 20. In our support to Admin Coy this year, the transport element was able to deploy using only L121 platforms as our legacy fleet remained in the compound.



40M Driver Course

Although this is a transport squadron, we can't escape our reserve nature; 4 TPT SQN Cooks have also had a busy year. Starting with catering support to Rifle Company Butterworth (RCB 128) that deployed with two of our members, PTE Nunn and PTE Aitken. An extremely satisfying experience that was great training for cooking in adverse situations with unfamiliar equipment and sometimes unfamiliar food items. We also provided catering support for the 12/16 HRL Driver's course and other 25/49 RQR training activities with great success. Our cooks are of a high quality, with many holding civilian chef qualifications and bring a wealth of knowledge and experience in producing quality meals and catering support the Brigade. Two of our members, LCPL Ellem and PTE Nunn, deployed on HMAS Canberra for Ex TALISMAN SABRE and experienced the confinement and challenges faced by naval seaman and caterers. 4 TPT SQN Caterers provided support to Defence Force Recruiting with an excellent field kitchen display and morning tea that was an outstanding effort to recruit more cooks to the SQN. In the lead up to Hamel20, 4 TPT Caterers have deployed on Ex BROLGA RUN to provide catering support with a large kitchen in the field. All members are looking forward to Hamel20 next year to showcase the squadron's great catering ability.



Ex BROLGA RUN

As we reflect on the year that has been, it is a great time to be an Army Reservist and it is fantastic to be part of 4 TPT SQN. It is also fitting to thank each member of our sub-unit for the hard work and commitment they have dedicated to their job and the Squadron. Their tenacity has proven that regardless of the equation, they are equal to the task.

7th Transport Squadron – 4th Combat Service Support Battalion

WO2 Shannon Dorahy, Squadron Sergeant Major

2019 has been another busy year for 7 Transport Squadron as we continued our preparations in the Readying phase of the FORGEN cycle.

One of the key roles of the Squadron is to provide close transport support to Battle Group JACKA (BG JACKA). BG JACKA is a Battalion sized Battle Group, whose role is to reinforce the 1st Brigade on operations. Under the BG JACKA construct, the Squadron combines its resources with 8 Transport Squadron from the Adelaide based 9 CSSB to provide close transport support to the BG.

The culminating assessment of the Squadron's preparedness occurred in July this year supporting BG JACKA on EX TALISMAN SABRE 19 (EX TS19), and I'm proud to say the women and men of the Squadron performed exceptionally well (although the ban on mobile phones made it hard to capture this graphically!).



7 & 8 Transport Squadron personnel at the end of EX TS19

In addition to our commitments to BG JACKA, the Squadron continued to play a vital role in supporting the 4th Brigade and its units, providing transport and instructor support to key activities throughout the year.

Commencement of our Readying year coincided with the 100th Anniversary of Armistice, and the formation of the Coburg RSL, which the Squadron has a long association with. To mark the occasion, the Squadron joined with local veterans to march from the original site of the Coburg RSL near the Coburg Town Hall to its current site, a kilometer away. The parade was followed by a ceremonial service attended by members of the RSL and many people from the local community. In addition to marking the Centenary of the Coburg RSL in a fitting way, this was also a great opportunity to present the Army in a really positive light to the local community.



7 Tpt Sqn support the Coburg RSL Remembrance Service



(L to R) LT Aaron Holman, PTE Nic Graham WO2 Shannon Dorahy, & PTE Antonios Theodoropoulos ready to embark on a RAAF KC30 to EX TS19

2019 also saw our Training Warrant Officer, WO2 Justin Carpenter, step up to act as RSM of 4 CSSB, filling in for WO1 Kimberly Kiely who is currently deployed. In turn, SGT Russell Buchhorn has been performing the role of Training WO for the squadron, and doing a great job in an extremely busy year.

The squadron will have a change of command at the end of the year as we regretfully farewell MAJ Glenn Mitchell, who has commanded the squadron to a very professional standard since 2017. We also say farewell to one of our senior Troop Commanders, LT Chris Mawson.

2019 has been a busy, but highly rewarding year for the Squadron, and achieving Ready status has demonstrated the Squadron is truly Equal to the Task.

17 Transport Troop - 7 Transport Squadron

Troop Sergeant - SGT Dave Warriner

17 Troop, along with 18 Troop and 48 Troop, participated in the lead-in exercises in preparation for EX TS19, along with the scheduled training throughout the year. We are still operating the legacy fleet, which has presented us some challenges as we work to keep the ageing vehicles operating.

In addition to participating in EX TS19, a major feature this year was the Troop's support to a number of driver's courses, as well as several Army Combative Program courses and EF88 conversion courses. These courses provide critical skills to the Battalion and the wider Brigade. The Troop was also very heavily engaged this year supporting Melbourne University Regiment. The additional tasking provided our drivers with excellent training opportunities which they put into practice during EX TS19.

A highlight for 17 Troop this year was winning of the OC's Challenge for the second time running. The OC's Challenge is a Squadron tradition where sub-units compete in a series of military and trade skills challenges over the course of a weekend. Running legacy fleet had its own challenges, but nothing that couldn't be overcome with skill (and support from our RAEME brethren!). The winning Troop is awarded the perpetual OC's Challenge trophy.

Unfortunately, we farewell our Troop Commander at the end of the year who is posting out. LT Chris Mawson has done an outstanding job commanding 17 Troop and he will be sorely missed.

18 Transport Troop - 7 Transport Squadron

Troop Commander - LT Aaron Holman

2019 has been an outstanding year for 18 Troop with five new members joining the ranks. Members of 18 Troop have conducted a number of exercises such as the JACKA Series of activities in the lead up to EX TS19. All members of the troop have worked hard to develop their skills and add to the capability of the Squadron and to Army. Members of the Troop are active Reservists who dedicate their spare time to individual and collective training as well as ceremonial activities. The Troop has enjoyed conducting weekend activities such as the OC's challenge, which this year 18 Troop came runners up.

Many of the drivers in the troop have specialist licence codes including the PMV (A), Mack & 20T Trailer combo and Merlo. This means that the members of 18 troop are highly sought after for support tasks throughout 4 Brigade. The additional tasking has provided our members with valuable experience. Consequently, we now have numerous members ready for operational deployment in 2020.

The Troop falls under the command of LT Holman and SGT George, CPL Graham and CPL Dickson.



Driver training in the Victorian Alps

48 Transport Troop - 7 Transport Squadron

Troop Commander - LT Mohamed Rajab

48 Troop members are predominantly from the regional areas of Victoria, including Ballarat, Bandiana, Geelong and Shepparton. We also have a section of Broadmeadows based personnel.

In 2019, the Troop has continued to support 4 Brigade in major activities such as EX TS19 as well as numerous Task Support Requests. In addition, members of 48 Troop have also provided support to the Australian Army Cadets (which is Chief of Army's 3rd priority after OPS and FORGEN) on activities such as EX EMU 2019. During this activity, members assisted in providing logistical support to approximately 1,650 Australian Army cadets living in the field in Puckapunyal Range over a two week period.

48 Tp members have also thoroughly enjoyed convoy driving and practicing their trade skills on training weekends in the urban environment and throughout the national and state parks east of Marysville (which is located NE of Melbourne in the Yarra Valley) as well as west of Sunbury at the Lerderderg State Park (located NW of Melbourne).

9th Transport Squadron, 3rd Combat Service Support Battalion

MAJ Jared Nicol, OC 9 TPT SQN

2019 was a challenging year, which produced some exceptional results. When faced with friction and uncertainty, the soldiers of this organization were truly equal to the task when supporting the civil community as part of JTF658, supporting training and tasks, implementing methods of employment for the new L121 vehicles and equipment and preparing to operate in an environment of threat as part of the READYING phase. 9 TPT SQN's objective for 2019 was to continue its mastery of L121 in preparation for READYING, focusing on building individual confidence and small team agility to meet the demands of any mission or supported organization. Combined with an enduring support requirement to enable training and courses both locally and across Forces Command, the 9th TPT SQN has continued to develop its reputation, professional knowledge and mission success using enhanced systems and new technology that make the new fleet so versatile and our drivers more capable than ever before.

The people of this SQN have ensured the ongoing transformation and modernisation over the past 24 months has been successful through an inquisitive, relentless and adaptive approach to problem solving. The 9th TPT SQN will continue to develop its tactical mastery in support of operations to ensure we can deter and defeat any threat in order to enable the 3rd Brigade to succeed, building on the foundation and reputation of the professional drivers that make up the 9th TPT SQN. It has been a pleasure to command this organization and to implement the changes required to see it modernise and mature. I will look back on the squadron's achievements and hard-working soldiers and officers with admiration and an interest in their careers as they progress, as I hand the 9th TPT SQN over to MAJ Hickey to command in 2020.

9th TPT SQN

LT Christian Tsiamis, A Troop Commander

This year has seen the 9th TPT SQN move from strength to strength as it affirmed itself as the 3rd Brigade's premier Transport Squadron. Denoted as a 'Reset' year in the FORGEN cycle, 2019 has been a year characterised by numerous support tasks, individual courses and training.

The SQN began 2019 at full speed with much of the Squadron tasked to support JTF658 as part of Operation Flood Assist to the local Townsville community. While flooding ravaged through many neighbouring suburbs our members worked hard to provide cargo, fuel and PAX lift support to the local community. Notably, on the weekend of 02 Feb 19, two sections of PAX Mod equipped 40M vehicles were dispatched to the suburb of Idalia to facilitate the evacuation of civilian and military families from rising flood waters during the most dangerous and desperate phase of the operation. SQN soldiers involved showed courage, bravery and teamwork as they worked throughout the night to ensure the safe evacuation of the residents of Idalia. The SQN elements continued to provide ongoing support and were an essential part of the clean-up and refurbishment phase of the operation. The performance, efforts and determination of all involved members was of the highest calibre and their actions in some cases were lifesaving, of which CPL Wilson and CPL Shepherd were commended for their dedication to duty by the FORCES COMD on his visit to the SQN.

Following the events of the Townsville Floods, the SQN worked hard During March and April, with over half of the Squadron away supporting external units and training establishments including RMC-D battle blocks, the LOBC field phase, the DFSS field phase and instructional roles at AST.



Driver Training in TFTA.



The support provided by the SQN was highly valued by the supported units and our members represented 3 CSSB, the 3rd Brigade and the RACT to an excellent standard.

The Easter reduced tempo period provided our members with some much needed respite and time with family following a busy start to the year. Upon returning from the long weekend members of the SQN commenced battle prep for Ex Brolga Walk. The SQN provided the CSST a composite Transport Troop consisting of a cargo section, PAX lift section and a bulk liquids section. Ex Brolga Walk provided a good opportunity for our junior commanders and soldiers to find their feet and conduct live tasks in support of EXCON and the various Combat Teams. For some of the soldiers it was the first time that they had ever deployed out field with L121 vehicles. During Ex Brolga Walk, transport members were able to conduct deliberate off-road driver training and improve on their driver confidence in the L121 fleet. The exercise saw junior commanders develop a better appreciation of the concepts associated with the employment of L121 vehicles in the operational environment. Our soldiers also improved their understanding of the considerations that need to be taken when employing the L121 fleet in the field and operational environments.

Ex Brolga Walk also saw the trial of CSS Platoons in direct support of A1/A2 echelons for the Combat Teams. This provided valuable experience as they were exposed to how transport elements are utilised in combat units to provide a logistic effect directly to the fighting Echelons. Concurrent to Ex Brolga Walk, members of the SQN continued to support external tasks including RMC-D battle blocks, WONCO-NQ field phases, JTW-Tully exercises and further instructional support to AST.

During the middle months of the year, the SQN maintained a strong tempo and high calibre of work output. The Squadron supported Ex Talisman Sabre by providing a composite Transport Troop sized element as part of the White Force CSST. This element provided fuel, water and PAX lift capability in support of EXCON for a six-week period. The nature of the exercise offered the Squadron the opportunity to deploy medically restricted personnel. In doing so we were able to ensure that their skills and more importantly their enthusiasm for their jobs and the Army was maintained.



CPL Wearne and CPL Payne training with the SQN UAV as part of convoy protection.

While the White Force CSST braved the chilly nights of Shoalwater Bay Training Area the rest of the Squadron continued to train and develop their capacity to 'Shoot, Move and Communicate'. A training program consisting of in barracks theory lessons and simulation centre serials based around the fore-mentioned mantra was implemented. This training period culminated with a Squadron field exercise at TFTA. The exercise offered the opportunity for drivers to gain more competence and confidence employing L121 vehicles and for junior commanders more experience commanding in the field environment. The driver training exercise also allowed section commanders to manoeuvre their elements and test SOPs. The ability to train and develop SOPs in the simulation centre allowed for the maximisation of training outcomes and opportunities in the field environment.

The latter months of 2019 saw the SQN continue to focus on individual courses, support requests and training as it edged closer to the 'Readying' phase of the FORGEN cycle.

This year the SQN has run 12 driver courses including a trial course for the 23t recovery trailer. In addition to this, a number of our JNCO's have continued to develop themselves and have attended Subject Four CPL Course, Transport Managers Course and Driver Testing Officer Courses. This year every member physically able to obtain a L121 code has attained a code and the Squadron is looking forward to fully achieving the capability offered by L121 in 2020.

2019 has been characterised by modernisation, support, training and a high tempo for the SQN which has tested and affirmed the leadership qualities and resolve of its soldier's. 9 TPT SQN soldiers' have worked exceptionally hard to support other units whilst continuing to develop their own skills and Squadron capability. 9 TPT SQN is keen and eager to enter the 'Readying' phase, and as always, they are Equal to the Task.



9 TPT SQN drivers conduct training and discussion in methods for restraining loads on the 23t Trailer.

10 Transport Squadron, 13 Combat Service Support Battalion 2019

MAJ John Hawke, OC 10 TPT SQN

We are pleased to report to the Corps that 10 TPT SQN continued to grow and expand capability during 2019. I will outline force generation, fleet introduction results, bush highlights, and support tasks for 10 TPT SQN and summarise with comments, acknowledgements and conclusions.

Force Generation. The SQN is fully manned for ECN 274 Private. Currently we have 64 members at PTE rank, of a total posted strength of 77. The challenge of developing this large number of relatively junior soldiers rests heavily on a few key staff.

Fleet Introduction. Last year we replaced our weary 110 Rovers with G-Wagons, and by the end of the year 73% of the SQN will be qualified. With five drivers for each G-Wagon the new capability came online smoothly.

In July this year we received our first 40M, growing to four by October. By that time, just five months later, we had four drivers for each 40M with many members holding additional HX77 codes in readiness for the next vehicle type. For the second year in a row, a new platform capability for 13 Bde went online.

Again, we can report to Corps that the availability and technical governance of the vehicle fleet has been sound. Our NCOs in the yard continue to support the Brigade's mobility requirements.



Driver training

Bush Highlights. Despite the focus on driver qualifications we have still enjoyed quality bush time in direct support of Arms Corps as a CSST in the field. We conducted a cross country drive in August, and 4WD in September which were key highlights throughout 2019. Both activities included spending time with Australian Army Cadets with the intent on raising interest in the next generation of soldiers.

For the second year in a row we organised, delivered and executed the largest Public Relations activity in WA for ADF. The 4WD show was attended by tens of thousands of visitors, 10 TPT SQN and DFR had prime position for the display. We have current serving soldiers in the SQN who joined the Army after seeing our display in previous years.

Support Tasks. This year we introduced a new system to capture, track, and fill Non-platform support tasks. The unit has done a simply unbelievable job of filling these requests. Some soldiers are backing up again, and again, and again. To my knowledge no activity has been cancelled because 10 TPT could not provide a driver. This historically is not the norm. To SGT Juratowitch

and CPL May (as the core of the '3 Shop') thank you and well done. From 01 July 19 to 01 Nov 19 the unit provided a staggering 567 days of external support.

I want to acknowledge the work of CAPT Harbison and SGT Freeman. Due to your innovation, drive and organisation, attendance is up 9% on last year. An excellent result supported by several strong JNCO's.

To WO2 Adams, SGT Juratowitch, CPL Berk, LCPL Underwood and PTE Buxton thank you greatly for your efforts. Your work is never unnoticed and a large part of the results above rest firmly on your shoulders. To the BN HQ team who regularly supported us thank you for your work and contributions.

I post out this year, it has been my privilege to serve you.



10 TPT SQN

16th Transport Squadron, 8 Combat Service Support Battalion

OC MAJ Lynne Farmer

2019 was a productive year for 16 Transport Squadron (16 TPT SQN) as the Unit consolidated and developed its Corps specific skills as the end of the operational 'ready' phase approached.

In March, A TP travelled to the Barrington Tops to conduct a 2-day, 4x4 driver training. Heavy rainfall the week prior made the tracks treacherous and provided testing situations in which drivers could hone their difficult driving skills. The challenging conditions led to several opportunities to practice vehicle recovery, the members found that the use of guides was vital to ensure successful completion of the chosen routes. A TP were joined by other sub-units where TP harbours, vehicle camouflage and distribution points were rehearsed. The TP conducted NFE training whilst tactically moving at night, on the Singleton range. The weekend provided a wide range of training for personnel and was greatly enjoyed by all who attended.



Barrington Tops

EX Teloepa Sprint, a 9 day exercise combining elements of Battlegroup Waratah was conducted at Singleton Military Range. 16 TPT SQN deployed into the field with a small HQ element and 2 sections to support the combat teams. The SQN provided TP and stores lifts, rations runs, VIP transfers and casevac capabilities in a tactical environment. During the exercise, members also undertook 1st Aid training and hand to hand combat training and additionally provided support to the EOD detachment.

August consisted of DVR and TP TRG activities, we ran the first of two 8-tonne trailer courses at RAAF Williamtown in preparation for the arrival of the new LAND 121 vehicles.

The SQN enjoyed a rewarding annual convoy TRG weekend through some hilly parts of NSW, with A TP travelling from Adamstown and B TP from Dundas to the marry up point of Marangaroo Army Camp. A TP travelled through Merriwa and Mudgee where short halts allowed a good opportunity for local public relations as locals were able to take a look up



CMC training

close at the Army vehicles. B TP simultaneously departed Timor Barracks in Dundas, their first challenge was a sticky Unimog gearbox resulting in the vehicle requiring recovery back to the start point. Both TP's RV at Bathurst where the SQN were rewarded hot laps around Mount Panorama in G-Wagons before retiring to Marangaroo Army Camp. 8 CSSB cooks provided excellent meals to the SQN.



Bathurst

The following day the SQN visited Lithgow Small Arms Factory Museum for an opportunity to see a range of historical weapons carried by Australian soldiers. Those who participated in the TRG weekend, provided great feedback on the TRG value of having so many hours on the road, with a variety of challenges both from vehicles and the terrain.

In September, the SQN attended the annual Battalion Ball at the Epping Club in Sydney. The night was supported by the talented Lancer Band and was a fantastic opportunity for good food, dancing and socialising in an informal setting.

The SQN conducted a variety of decentralised DRV TRG, 8 tonne trailer, ADI, G-wagon LR2, DEV and Hino Truck MR1 courses. Additionally, troops have been active in delivering real world capability through Operational support and filling Task Support Requests. Our drivers have been highly active in providing support to MUR and UNSWR DVR and TACOPS courses, as well as UNSWR CAMs course Sub 1 and Mod 1.

Some rarer opportunities such as supporting a SOTEC exercise was also enjoyed by the Troop. The Unit provided an experienced TP SGT to act as an instructor on an SUR TB3 course for Officer

Cadets who received a glowing review from the SUR CO. Furthermore, a similar outstanding report was received for a member who performed the roll of DTO for a G-wagon CSE conducted by MUR at Puckapunyal. We have also had a number of soldiers take part in OP Resolute. This has given soldiers excellent exposure in an operational environment, as well as the opportunities to expand on the Transport specific training to a wider set of applicable military skills.

16 TPT SQN members displayed a high level of commitment and dedication in supporting the SQN's ability to provide capabilities to Army.

On behalf of the OC MAJ Lynn Farmer thank you to all members of 16 TPT SQN for their efforts in 2019

Par Oneri



Lithgow Small Arms Factory

35 Water Transport Squadron – 2019

Major Natalie Adams, Officer Commanding 35 Water Transport Squadron

35 Water Transport Squadron (35 WTS) had a busy year in 2019, commencing when it started to rain in Townsville and just didn't stop, causing a once-in-200-year flooding event. 35 WTS were redirected in week two after RTP to provide LARC support to the evacuation of the citizens of Townsville. Providing a consistent LARC section to the rotating BGs within 3 Bde, 35 WTS with support from AST-MW evacuated over 300 people from Townsville. They often operated in strong currents and with unseen hazards to reach areas that could be accessed by no other means to evacuate people, delivering them to where they could be safely moved to evacuation centres, often with pets and all of the belongings that they could carry. This was a difficult time for the SQN, their compassion for evacuees evident even when many members also had homes that were underwater and families in evacuation centres.

Weeks after the floods and before many had been able to return to their homes, the Amphibious Beach Team (ABT) and an LCM8 crew departed on an International Engagement (IE) activity on HMAS Canberra that took them throughout South East Asia on a three month deployment. The second ABT and another LCM8 provided support to another IE activity on HMAS Choules which took them through the Pacific Islands for a five week deployment, strengthening Australian ties in the region.

Concurrently, 36 Water Transport Troop (36WTT) in Darwin commenced support to OPERATION RESOLUTE, operating from Cooktown in Far North Queensland to Broome, representing an AO

that covers over 1 million square kms to enable regional patrols and community engagement from NORFORCE, 51 FNQR and Pilbara Regt. This would see the 36 WTT LCM8 crews away for between four and six weeks at a time, operating under a Corporal – arguably one of the most independent commands and highest responsibility roles allocated to a Corporal. The support to OP RES is conducted from March through to November, keeping 36 WTT well occupied throughout the year.



LARCs operating in flood waters to evacuate citizens of Townsville during the 2019 floods

In March, along with the rest of Army, 35 WTS turned its focus to JWS19. The development of a combat focus in ABT enabled them to develop skills in operating in a high threat environment along with JPLF and GCE. The ABT's got a lot from the series of three exercises, with particularly challenging beaches forming the basis for improved understanding by the entire amphibious force in reconnaissance and effective beach control. The LCM8s were responsible for facilitating the remote reconnaissance activities of the JPLF before contributing to the ship to shore movement of the landing force as part of the surface assault. SHQ formed 35 FST and took on the role of Logistics Combat Element under ATG HQ, responsible for the provision of ABT, LCM8 and sustainment support to the landing force, combining these logistics effects under the one HQ for the first time.

More IE activities saw the deployment of an LCM8 to Vanuatu to provide a regional presence and support to development and construction activities in the area. Another ABT and LCM8 deployed in support of the anniversary of INTERFET, followed soon after by OPERATION RENDER SAFE. OP RS saw two LCM8s and the ABT deploy to enable RAE to operate remotely from the

ship for days at a time in the conduct of mine clearance operations. The LARCs regularly deployed to facilitate reconnaissance throughout PNG, swimming from the ship to drive direct to the required area, often over roads that would not support any other Army vehicle movement.



ABT deployed at Langham's Beach during EX Talisman Sabre. 35 FST were responsible for the control of the multi-national beach, made challenging by the single beach exit

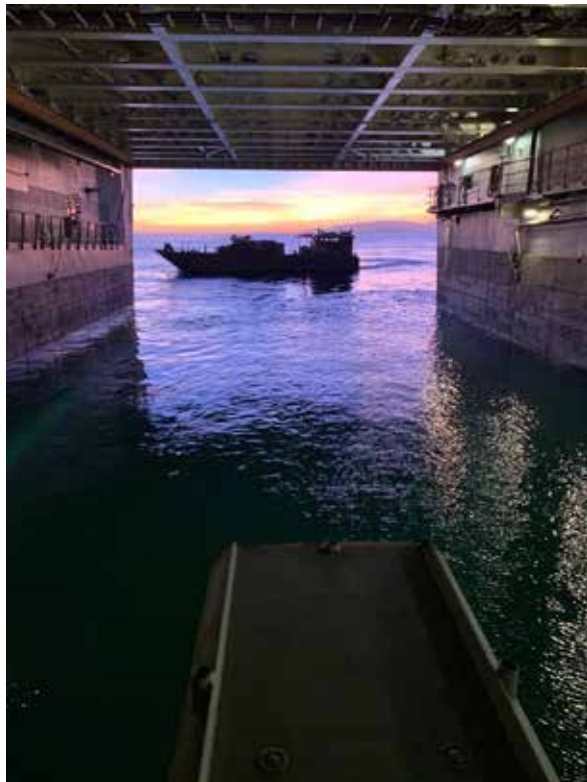
35 WTS were allocated the task of supporting the delivery of construction stores to Macquarie Island early in 2020. It was quickly identified that operating in this environment would be challenging because of the lack of recent experience in operating in surf conditions – anywhere south of Brisbane. The team conducted Exercise Surfing Penguin in the two weeks between the INTERFET and OP RS tasks in Brisbane, preparing



Exercise Surfing Penguin focused on developing skills to operate in high surf conditions. This photo shows LARCs recovering a beached LCM8 in preparation for tasks at Macquarie Island.

for the narrow manoeuvre gap of ten metres (the LCM8 is 6.4m wide) where they could expect unpredictable weather, high surf and likely requirement for the LCM8 to be recovered by LARCs when surf forced it onto the beach. This was a rare opportunity for the team to focus on trade skills and while they never ended up being able to see penguins and seals in the Antarctic Circle, the skills they learned here enabled them to operate in Mallacoota during OPERATION BUSHFIRE ASSIST in 2020.

On average, the members of 35 WTS spent 126 days at sea, with some personnel deployed for over 220 days in the year. The team achieved some remarkable things, contributing to the strategic, operational and tactical space for the ADF.



LCM8 seen from the back of the LHD. The LCM8 provides a watercraft capable of operating independently from the LHD.

35 Force Support Team – Sea Series 2019

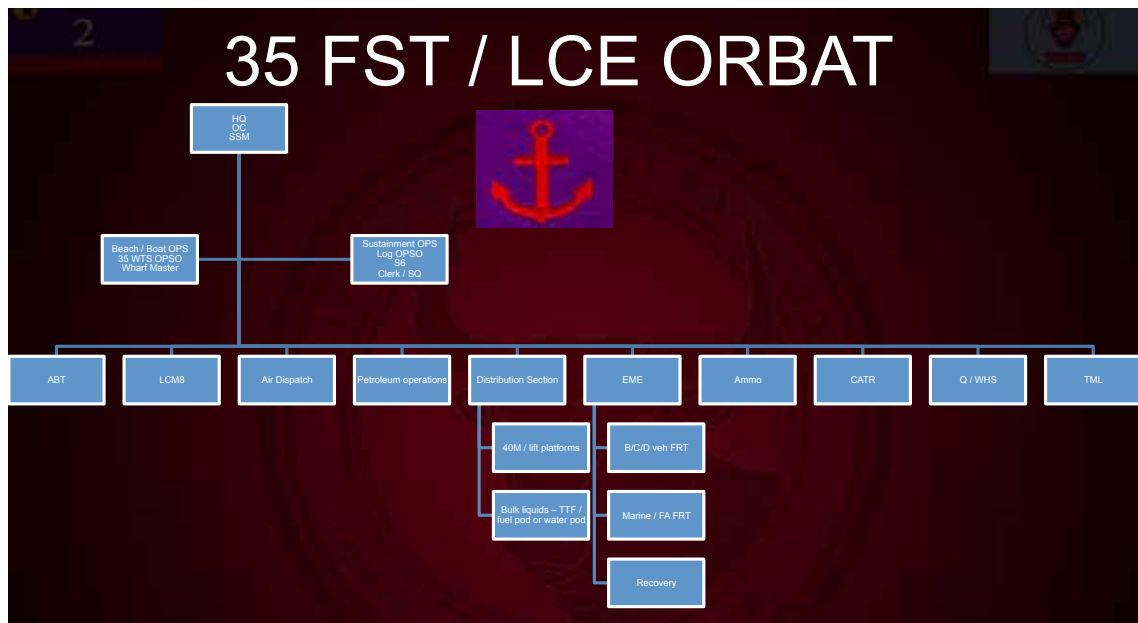
Captain Courtney Brooks – Beach and Boat Operations Officer, 35 FST during JWS19

The Sea Series of exercises as part of Joint Warfighter Series (JWS) 2019 was conducted along the Queensland coast between Rockhampton and Mourilyan Harbour. A number of milestones were achieved throughout this series, the hallmark of which was the operation of both Landing Helicopter Docks, HMA Ships Adelaide and Canberra operating together to form the Amphibious Ready Group.

A significant milestone achieved in the sustainment realm was the Logistics Combat Element (LCE) being led and managed by 17 Sustainment Brigade for the first time. The LCE consisted of almost 100 personnel across 13 trades from five different Corps, deployed across the two Ships. It was also the first time that the 35 Water Transport Squadron (WTS) capabilities were included in the LCE ORBAT, with 35 WTS forming 35 FST to become the LCE, effectively responsible for the control of beach operations and provision of sustainment to the landing force.

The ORBAT pictured below, with an Operations Officer each for beach / boat and sustainment respectively to allow for engagement with planning teams and dedicated support to the range of tasks managed by LCE.

In the amphibious space the concept of logistics support is different to the traditional land based integral, close, general levels of sustainment. The LCE performs components of each of these levels of support to all force elements assigned to the Amphibious Task Group (ATG).



The first field training exercise conducted as part of the series was Exercise Sea Explorer, a Wet and Dry Environment Rehearsal (WADER) activity conducted at Cowley Beach Training Area. This saw a slow and controlled progression of amphibious competence across the force, heavily relying on the Amphibious Beach Teams (ABTs) and LCM8s, culminating in a mission rehearsal exercise to provide assurance of the competence of the force prior to progressing through the training continuum.

Ingham and surrounds was the site of Exercise Sea Raider, which presented an operational problem set and enemy picture to contend. The Air Dispatch detachments were kept busy,

rigging M777s, DFCs and emergency resupply loads to be sent forward into the battlespace. PETOPs filled DFCs on the heavy vehicle deck and coordinated their movement through the ship to be rigged and underslung on RW assets for the first time, representing a coordinated LCE and Ships Company effort in gaining approvals and support. The Beach Landing Site (BLS) at Forrest Beach provided a number of challenges and valuable lessons on tidal restrictions and beach recovery in particular.



LCM8 with troops practising safe dismounted disembarkation as part of WADER.

After a short respite the Task Group then conducted a rendezvous with coalition assets from the

US and Japan prior to conducting Exercise Sea Master, aligned with Exercise Talisman Sabre. This exercise gave Distribution Platoon (staffed and equipped by 2 RAR and 3 CSSB) a number of tasks and the opportunity to deploy forward in the battlespace. The coalition beach head provided a complex command and control challenge, with three different nations landing assets from over 5 Ships on a single beach head with only one exit. OC 35 FST was responsible for the control of all movement across the beach as Coalition Beach Master which provided an excellent learning opportunity on how different nations conduct amphibious operations.



LCE should be able to deploy by surface and air to provide redundancy as part of sustainment support. Air dispatchers rigged the M777's and ammo to deploy to support the amphibious assault.

After re-embarkation from Shoalwater Bay the last stop was Bowen for another coalition

landing IOT conduct a HADR task.

Another complex beach landing was presented, however the lessons learned from throughout the exercise series ensured any issues encountered were quickly resolved.

Whilst the JWS 19 offered numerous challenges to the LCE, overall it provided valuable lessons and experience within the amphibious space and has contributed to an enhanced understanding of amphibious logistics support across 17 Sustainment Brigade.



Looking from north to south down Langham's Beach, BLS RED –in the foreground depicting Australian ABT in front, then US ABT, the single beach exit west of BLS GOLD and in the background Japanese hovercrafts at BLS BLUE.

176 Air Dispatch Squadron in 2019

LT Thomas Grimshaw – 1 TP COMD

176 Air Dispatch Squadron (176 AD SQN) has had a busy year with a full calendar of support to the ADF. 176 AD SQN has a posted strength of 7:181 with two Air Dispatch Troops, 39 ADE Maintenance Platoon and 3 Troop providing integral CSS. The Air Cargo Delivery (ACD) effect is reliant on close integration between the Air Dispatchers (AD's) and Parachute Riggers. Below is a brief outline of the support that 176 AD SQN has provided to the ADF and coalition partners during 2019.

FORCOMD activities

Throughout the 2019 Joint Warfighter Series (JWS 19), 176 AD SQN conducted a number of resupply missions to Force Elements (FE) on land and at sea. This involved the resupply of 1 BDE logistic and combat elements in order to maintain momentum, where 176 AD SQN personnel dispatched light equipment loads and heliboxes from RAAF C-130 J Hercules. 176 AD SQN personnel were also able to gain more exposure to amphibious operations on board both HMAS Canberra and HMAS Adelaide. Each ship hosted a detachment of 3 AD's lead by CPL David Rive and CPL James Worboys respectively. The crew was tasked to provide external lift and flight deck support which involved the lashing and securing of aircraft on deck. This enabled the conduct of Airmobile Operations that contributed to the strategic plan and enabled tactical effects on the ground.



PTE Quan Nguyen prepares to dispatch a helibox from a RAAF C-130 J whilst resupplying elements of 8 FST during JWS 19.

RAAF activities

A large portion of support provided by 176 AD SQN is in support of raise, train and sustains serials for RAAF flying squadrons being 35 SQN (C27J Spartan), 37 SQN (C-130J Hercules) and 36 SQN (C17 Globemaster). This saw approximately 150 days of airdrop throughout the year to support loadmaster and pilot initial qualification courses and subsequently keep their skills current. This included 56 type V platforms, 350 CDS, 130 light equipment loads and a number of other pieces of equipment including the RTV, ATV, MFP, ZMC Bundle and the SF ADRHIB.



Members of 1 and 2 Troop recovering ADE with a RNZAF FLTLT from Londonderry Drop Zone near Richmond, New South Wales.

176 AD SQN personnel were also called upon to provide rigging and Jump Master support to the RAAF's Combat Control Teams. This involved deploying to a number of locations including Darwin and Mount Hotham to rig RTV's, ATV's, compacts and acting as Drop Zone Safety Officers for both cargo and personnel.

SOCOMD activities

176 AD SQN enables specialized advanced force projection capabilities to SOCOMD which includes rigging of specialized all-terrain vehicles and a number of marine craft support was provided during 5 exercises which saw 176 AD SQN personnel deploy to Perth, Amberley, Townsville and overseas to provide an air projection capability and subject matter expertise. As a part of JWS 19, 176 AD SQN deployed a Troop sized element supported by Parachute Riggers in support



AD's preparing Zodiac Marine Craft for air drop ISO SOTEC's Commando Amphibious Operations Course

of the Combined Force Special Operations Component Command (CFSOCC) which consisted of both Australian and American Special Operation units. During JWS 19, 176 AD SQN personnel rigged a number of load items for CFSOCC; including Joint Precision Aerial Delivery Systems, RTV's, CDS, 500 Gallon fuel drums, Zodiac Marine Craft configured for helocast and air drop by bundles, half and full MFP's. This provided all members deployed to Townsville as a part of JWS 19 with a vast array of rigging experience during the month-long deployment.

Operations and international engagements

To start the year, CPL Preston and PTE Cassin deployed to Guam ISO Ex COPE NORTH, an international exercise designed to display air projection effects and integrate forces. Here they worked closely with Coalition Forces to provide an aerial delivery effect as representatives of the Australian Army. Other international engagements include support in Ex MOBILITY GUARDIAN and Ex MHANUU. During these activities, Air Dispatch crews



LCPL Jesse Ablett conducts joint inspections with members of the Royal Canadian Air Force on board an RCAF C130-J as a part of EX MOBILITY GUARDIAN 2019

provided support to coalition rigging crews and load quality assurances to Australian Aircrew whilst working with Japanese, French and US partners. Throughout the year, a number of international partners also traveled to RAAF Base Richmond to participate in air drop activities. EX TEAK ACTION saw elements of USAF Special Operations Personnel deploy to RAAF Base Richmond to work with both 176 AD SQN and RAAF personnel. This exercise involved both countries working together to load and drop stores from each other's aircraft. Similarly, EX GROUND EFFECT involved NZAF, RAAF and 176 AD SQN personnel work together to provide an Air Cargo Delivery capability.

Conclusion

2019 has been a pivotal time for all, with the SQN receiving its full entitlement of L121 vehicles, increasing its drop-zone clearance and recovery requirements, training personnel and operating MRUAS in support of large scale exercises, and the acquisition of iPads to replace hard copy technical publications and checklists, reinforcing aviation safety. Notwithstanding the achievements experienced by the SQN, 2020 will see the SQN continue in its ongoing pursuit to modernise the aerial delivery capability, generating a unique, rapid and flexible effect.

1st Joint Movement Unit

Do you want to become a Movements Operator?

MAJ Hanneka Gordon, OC JMCO Sydney

The movements' trade is changing dramatically, increasing the opportunity for Logistics trades to learn a new skill and see if you suit being a Mover!

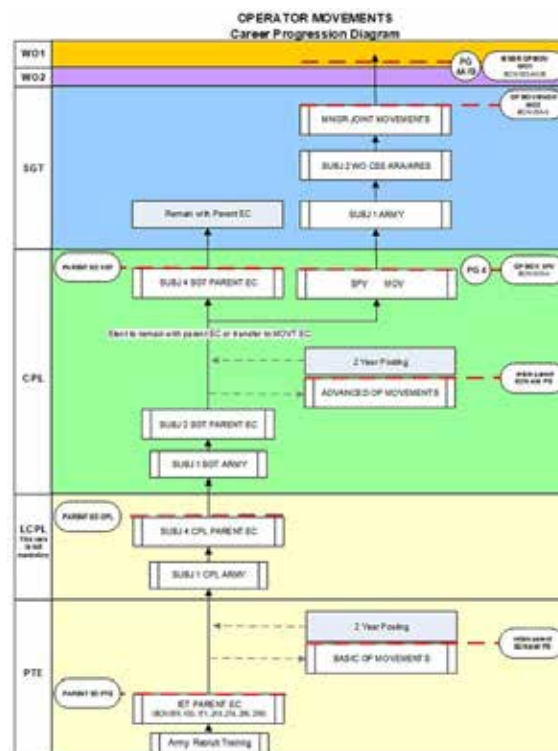
Following implementation in 20/21 of the Distribution Employment Category Review (ECR), a new skills-based model will see feeder trades (RACT trades, Distribution Operator and Admin Spt Clerk) targeted for potential selection as a movements PTE. Upon selection you will post into a Movement Operator position for a 2 year posting, including completion of a Movements Basic course. During the posting you retain your current ECN, returning to your parent trade on completion of the OPMOV posting.

As a CPL there is opportunity to complete another Movements posting. During or after this posting, you can then make a choice as to whether you wish to transfer category to ECN 035 Movements Specialist permanently, or remain in your parent trade.

It is important to note that all current ECN 035 personnel will not be affected by the ECR, they will follow the existing career progression model.

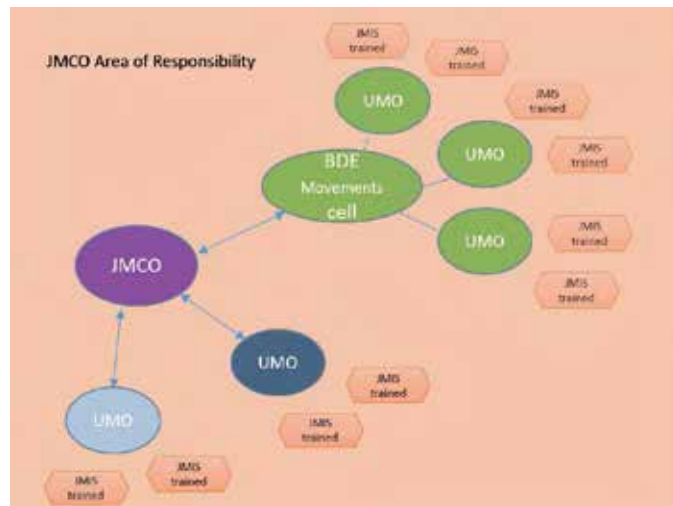
1 JMU reform

To improve the sustainability of the Movements trade, the 1 JMU reform (and consequent restructure proposal) was designed with the Distribution ECR outcomes in mind. Planning and working groups produced key recommendations for changes to the 1 JMU, which are being refined and tested in 2020, to make sure the final arrangement of 1 JMU resources really is the best way for our unit to operate.



Enabling the Joint Movements Network

To maintain complete visibility and control of the force flow and supply chain, the entire Joint Movement Network needs to be connected and to communicate using a common language. 1JMU is primarily responsible for this; however, this cannot be achieved by 1 JMU alone. Brigade Movements Cells, Unit Movement Officers (UMO), Joint Movement Information System (JMIS) users and deploying Force Elements all have a key role in the Joint Movements Network. Figure 2 demonstrates the flow of reporting and information between the Joint Movements Network. This varies for each service or geographic area but serves as an example of the types of relationships the network requires. To develop the common language and how to support or be supported by the Joint Movements Network training is required, the UMO course provides this.



Evolution of the UMO course

The revised Unit Movement Officer (UMO) Course will be available as a PMKeyS proficiency from 2020 supported by the Army Logistic Training Centre (ALTC). This course will include training on the new web based instance of JMIS Version 2, introduced 21 Oct 19. JMIS training will also have a PMKeyS proficiency code. The new UMO Course format will be delivered as blended learning with PowerPoint lessons being replaced by Australian Defence Learning Environment (ADELE) modules and assessment. This will be followed by a one day instructor-led JMIS session, along with a final competency assessment. The course is targeted at the E6 – O4 level.

The new format provides greater flexibility, allowing learners to complete ADELE modules at their own pace with only one day away from their unit. The pilot course will be delivered by Joint Movement Control Office (JMCO) Sydney at Randwick Barracks in February 2020. Additional courses will be delivered by JMCO Adelaide, Brisbane, Darwin, Melbourne, Perth and Townsville throughout 2020. These and future course dates will be promulgated on the 1JMU 'UMO Networking' SharePoint page with call for nominations released via Mercury NEO. The UMO Networking page provides information directed at the focus of 'Enabling a UMO Network'. For more details contact your local JMCO via contacts on 1JMU Home page.

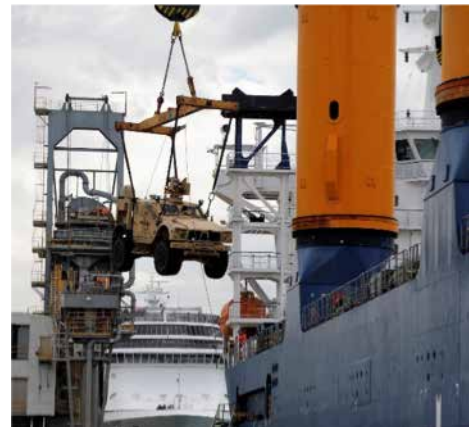
Joint Movements Coordination Centre on Exercise TALISMAN SABRE 2019

By Major Zak Looker, OC JMCC

During Exercise Talisman Sabre 2019, the Joint Movement Coordination Centre (JMCC) deployed with 36 personnel over a two-month period, forming a Combined Movement Coordination Cell (CMCC) with US and NZ counterparts. The CMCC coordinated the movement of approximately 12,000 personnel, 1500 TEU (20ft equivalent units) and 1250 vehicles from the ADF, NZDF and US Military across exercise areas from Canberra to Darwin.

JMCC also supported a number of complementary exercises and activities nested within the Joint Warfighting Series 2019 (JWS19). This included support to the Sea Series (Amphibious Task Group exercises) facilitating the movements requirements of Headquarters 1 DIV/DJFHQ, the Combined Exercise Control Group, United States Military and New Zealand Defence Force, through all phases of the Exercise.

The activity provided excellent collective training for the JMCC team, affording the opportunity to conduct movement support across sea, air and land domains. This support was executed as far north as Darwin, as far south as Canberra, and at multiple locations throughout SWBTA. This support also included complex coalition sea operations at Port Alma and the Port of Gladstone.



Unloading US military vehicles at Port of Gladstone

JMCC gained valuable experience from the largest and most complex Talisman Sabre conducted to date. In particular, the establishment of the CMCC was a complex task which presented some initial challenges; however, the professionalism and collegiate nature of ADF, NZDF and US partners, ensured commonalities were found, and a synchronisation of movement effects was achieved throughout the Exercise. This culminated in the JMCC redeployment MOVORD including all coalition FE movement to their home location.

JMCC successfully and efficiently supported the deployment of exercise participants, planned the redeployment and finally, executed redeployment to home locations. As always, these moves were conducted in conjunction with regional Joint Movement Control Offices located across Australia. This reinforced the strong team environment across 1JMU and underpinned a successful movement control activity.



PTE Rory Collins -JMCC Detachment Rockhampton

JMCC has not slowed down since returning from EX TS19, providing ongoing support to JTF637 activities in the South West Pacific. These activities are the new norm for JMCC and have seen all staff continue to enhance their joint movement skills in support of ADF operations.

Australia, Jordan and the ANZACs

PTE S Taylor, 1 JMU

As the sun crept over Jordanian horizon during the quiet dawn of 25 April 2019, six JTF633 members had the honour of performing ANZAC Day Dawn Service catafalque duties for the Australian Embassy in Amman, Jordan. Of those members were two RACT soldiers, Private Savannah Taylor and Private Shania Allen, deployed to the Middle East Region as Operator Movements. For many the idea of an ANZAC Day service being held in Jordan may come as a surprise; however the little-known military history between the nations is significant.

For both PTE Taylor and PTE Allen, the ceremony held personal significance. Both members had grandfathers who served during WWII. For PTE Taylor, her grandfather, Private William Albert Mintrom served in the New Zealand Army and was stationed in Egypt. During his deployment, PTE Mintrom had the opportunity to swim in the Dead Sea and seventy-odd years later, his granddaughter would do the same during her deployment. PTE Allen's great grandfather, Private Bally Allen served in both the Middle East and France with the Australians. PTE B Allen was 21 years of age during his service and PTE S Allen celebrated her 21st during her deployment. These seemingly insignificant correlations are the links between the generations, reminding us that despite the time passed, we aren't so different from those who came before us.

In Jordan's capital Amman, atop the summit of Jebel al-Qala'a, the highest of its seven hills, sits the ancient ruins of the Citadel. It is here, nestled in the ruins of the Roman Temple of Hercules, that dozens gathered to commemorate ANZAC Day.



PTE Taylor and PTE Allen

The Kingdom of Jordan is a country steeped in biblical heritage and ancient sites, the most well-known being the ancient City of Petra. Jordan is located on the north of the Arabian Peninsula and is bordered by Syria, Iraq, Saudi Arabia, Israel and Palestine. It would be during World War I (WWI) that the long-lasting bond between nations was formed.

Prior to WWI, Jordan was under the rule of the Ottoman Empire. During the Gallipoli Campaign of 1915 to early 1916, the ANZACs fought against the Ottoman Empire, including Arab soldiers from the region now known as Jordan. At the conclusion of that campaign, during mid-1916, the ANZACs once again found themselves fighting against the Ottoman Empire. This time however, they were fighting side-by-side with the Arab people, not against. The ANZACs provided support to the campaign as part of the Egyptian Expeditionary Force, which included the Australian and New Zealand Mounted Division (consisting of the 1st, 2nd and 3rd Australian Light Horse Brigade, the New Zealand Mounted Rifles Brigade and the Imperial Camel Corps Brigade) and No. 1 Squadron of Australian Flying Corps. The support of the ANZACs in this conflict would eventually lead to the collapse of the Ottoman Empire and the establishment of modern day Kingdom of Jordan. Since WWI, Australians and Jordanians have continued to serve together on military

operations, in particular in East Timor, Afghanistan and most recently as part of the International Coalition against Daesh.

In the still of the pre-dawn, the famous words of the Dardanelles Ottoman forces commander, Mustafa Kemal Ataturk, were read:

'Those heroes that shed their blood and lost their lives ... You are now lying in the soil of a friendly country. Therefore rest in peace. There is no difference between the Johnnies and the Mehmets to us where they lie side by side here in this country of ours ... You, the mothers who sent their sons from faraway countries, wipe away your tears; your sons are now lying in our bosom and are in peace. After having lost their lives on this land they have become our sons as well.'

The service itself was attended dozens of Australians, New Zealanders and Jordanians. Notably HRH Prince Mired, along with senior military members from various nations, attended the ceremony as well. As the sun began to rise behind the pillars, the Australian Ambassador, Miles Armitage, reflected on the significance of the ceremony noting, 'it is indeed very poignant to see representatives of nations that were at war over 100 years ago, now standing side by side in unity.'

At the conclusion of the service all present were invited to a breakfast on the hillside, overlooking the sleepy, sun kissed city of Amman. Servicemen and women and civilians from all nations shared fellowship; mixing and remembering, sharing food and stories. A beautiful testament to the fallen, that we might be able to do such a thing, having come so far from the days of fighting.

For the deployed personnel of the catafalque party, it was a particularly moving experience.

The significance of the sacrifices made by those before them, so far from home in the land they now stood, held a greater weight as they drew correlation to their own deployment. What a huge privilege it was to be able to honour the fallen in the lands where they fell decades later, during your own operational service.

May Australia and New Zealand continue to remember all of those who made the ultimate sacrifice for our great nations and continue to support those who are currently deployed and serving today.

*They shall grow now
old, as we that are left
grow old;*

*Age shall not weary
them, nor the years
condemn.*

*At the going down
of the sun and in the
morning*

*We will remember
them.³*



Left to Right: COL Christopher Buxton (DA Amman), SGT Daryl Eaton, LAC Mark Cole, PTE Savannah Taylor, PTE Shania Allen, PTE Hayden Leyson, CPL Brian Dick.

Australian Defence Parliamentary Exchange Program 14-17 October 2019.

WO2 Lisa Abbott – HQ1JMU

The Australian Defence Parliamentary Exchange Program (ADFPP) provides an opportunity for Defence to host Senators and Members of Parliament and gain an understanding of the work that ADF personnel conduct on Operations and Exercises. It also allows for ADF members to be hosted by a Parliamentarian during a sitting week.

During the sitting week 31 ADF personnel participated and I was one of five enlisted personnel selected. The first two days were spent learning how the House of Representatives and Senate operated and how bills/laws were passed through Parliament. We attended question time both in the House of Representatives and the Senate, which we all found very interesting. For the remainder of the week I shadowed the Honourable Damian Drum (The Nationals Party Whip), who as a Member of Parliament worked consistent 12 hour days until 2000h. I had the opportunity to attend various subcommittee meetings, national and regional business meetings, and sit on the House of Representative floor while votes were counted to pass various bills.



WO2 Abbott and the Honourable Darren Chester – Minister for Veterans Affairs & Defence Personnel.

Despite being a little hesitant to start, owing to the fact that I personally did not have a great understanding or interest in politics, the ADFPP was a thoroughly amazing experience. The ADFPP really opened my eyes to what actually happens behind the parliamentary scenes, and how the House of Representatives and the Senate work together in the best interests of the Nation. Seeing the dedication of members of Parliament and their support staff reminded me of the sacrifices and dedication that we endure throughout our careers. I would highly recommend anyone to apply for the ADFPP, especially enlisted personnel, enabling a greater understanding of how decisions are made in support of all of us.



ADFPP dinner.

HMAS Choules

Captain Andrew Richardson 2IC SAE.

Cruising the South Pacific is what defined 2019 for HMAS *Choules*. Despite the holiday vibes such a statement evokes, 2019 proved to be a busy year for HMAS *Choules*, and the Ships Army Establishment (SAE). Over the course of the year the SAE participated in two operational deployments in support of the Federal Government's Southwest Pacific Enhanced Regional Engagement, a dry dock maintenance period, a Unit Work Up and Unit Readiness Exercise, and smaller public relations engagements in Australia.

The year began early. The ship's first official tasking was supporting Australia Day, in what proved to be a very busy 48 hours for the SAE. The container deck needed to be cleared and numerous pallets of stores brought on to set up the deck for what was to be a citizenship ceremony in the middle of Sydney Harbour. At the conclusion of the day's events all that equipment had to be removed and the ship's equipment put back on deck in preparation for the ship's first deployment; beginning in two days' time. The SAE worked long into the night with the Australia Day fireworks providing a back drop to that night's craning.



Australia Day on HMAS Choules

The ship departed on its first deployment on 28 January. On board was the *Mistral II*, a yacht destined for Hobart to be restored and used to train future sail boat crews. The first working port was Hobart, where the ship supported Tasmania's Navy Week and the Royal Hobart Regatta. Getting the yacht to Hobart proved to be the easy part. Getting it off was another matter. The yacht proved to be a complex lift, testing the skills of personnel and the capacity of MHE with the Cargo Specialists really earning their money.



Offload of Mistral II in Hobart

On departure from Hobart the ship was bound for Townsville to embark the Amphibious Beach Team (ABT), Humanitarian and Disaster Relief (HADR) stores and construction stores for PNG. Mother Nature, however, as always, swayed the destiny of *Choules*. Townsville was flooding, the roads cut and the HADR stores already allocated. Thus, *Choules* re-entered the heads and embarked stores in Sydney instead. The ABT was embarked in Townsville a week later.

Our first international destination was Port Moresby. There we were to embark several PNGDF items bound for Manus Island. Many plans for embarking stores were made as circumstances concerning the availability of the wharf continually changed as conflicting information was received from our shipping agent. The most complex plan rendered was simultaneous dock and craning operations with the support of an LCH. In the end, the wharf was available and the scheme of manoeuvre simple. The SAE craned stores and vehicles from the wharf and we embarked sea riders who were newly posted to Manus Island.

Manus Island provided the opportunity for *Choules* to execute Ship to Objective Manoeuvre (STOM) and test our amphibious capability. The disembarkation also provided an opportunity for the embarked ABT to shake-out and conduct their first training serial for the year. Utilising Landing Craft Vehicle Personnel (LCVP), the Landing Craft Mechanised 8 (LCM8) and Lighter Amphibious Resupply Cargo (LARC), various vehicles and pallets of stores were moved across the beach to Tarangau Naval Base. The LARCs proved to be a valuable asset for this move, as there was no means ashore to move cargo from the beach to the warehouse location.



Manus Island cargo offload

The remainder of the deployment saw the ship visit Honiara, Solomon Islands; Port Vila and Tanna Island, Vanuatu. The focus was less on cargo operations and more on regional engagement. The SAE participated in whole ship activities such as official functions, sport days and ad hoc training with foreign forces designed to build relationships. In Tanna the ship attended the 10th anniversary of Cyclone Pam. The aftermath of which saw HMAS *Tobruk*, its SAE, and 35 Water Transport Squadron provide humanitarian aid.

The deployment concluded with the ship's return to Townsville and the disembarkation of all the ship's Explosive Ordnance (EO), HADR stores and the ABT by LCM8. The ship was due for a short stop in Townsville, however for the second time this year Mother Nature determined our fate. Tropical Cyclone Trevor was due to cross the coast of the Gulf of Carpentaria. *Choules* remained on station prior to beginning its journey south.



Transit along the Australian East Coast

The deployment was over and the ship had returned to Sydney. There was no time for rest, however. The ship was required to enter the dry dock for deep maintenance. A large portion of ship's equipment had to unloaded, and construction stores and equipment, loaded. Many hours of craning were required. The docking period also provided the opportunity for the 'new' members of the SAE to finally conduct the courses required for those posted to a sea going vessel and the MHE courses needed to operate the ship's crane and forklifts.

At the completion of the docking period the ship now had to prove it's seaworthiness both as a piece of hardware and as a unit. Work-up is akin to Army's force generation training continuum and highlighted the SAE as an essential part of the crew. Members were utilised in damage control, exercising the containment of fire, flood or toxic hazards; and force protection, *Choules'* only means of defence is small arms, thus defence of the ship is not unlike a defensive position

in the field environment. In this, the skills of the SAE were recognised and put to good use. The work-up period concluded with the culminating activity, the Unit Readiness Exercise, which tested the ship's ability to respond to a humanitarian crisis and conduct a non-combatant evacuation operation. The skills of the Army personnel on board in planning and executing this task were leveraged for mission success. At the conclusion of the activity *Choules* was certified sea worthy and ready for the up-coming deployment. The SAE played a significant role in that success. More importantly, however the SAE learnt and trained skills that are essential to Army effectively supporting *Choules* and enabling its ability to operate as an amphibious ship and joint platform.



HMAS Choules in dry dock

Once seaworthy, the ship was almost immediately put to sea for our second deployment of the year, again to the South Pacific. The deployment took us to New Caledonia, Fiji, Samoa and Timor-Leste. In all the ship advanced Australia's interests in the region through regional engagement. Community service, official functions, school visits and sports days were all part of the program. Dili was perhaps the most significant part of this trip. *Choules* was sent to support the 20th anniversary of INTERFET. Over the course of our stay in Dili the ship provided hotel services for veterans, supported a bilateral meeting between the Ministers of Defence for Australia and Timor-Leste and hosted 200 VIPs and dignitaries from both countries for an official function.



Regional Engagement in Samoa, crew members planting trees for reduction of climate change

The deployment effectively concluded in Brisbane, with the offload of the HADR stores, LCM8 and ABT, who were to remain in Brisbane to be embarked on HMAS Adelaide for Operation Render Safe in two weeks' time. The disembarkation met success with collaboration between the ship, 1 JMU, HMAS *Moreton* and the port authority at Fisherman's Island.

Our final stop of the trip was Melbourne, where *Choules* was to support Navy Week through an open day. The day saw 2000 people visit the ship. The SAE supported with a weapons display and answering many inquiries about why Army are on a Navy ship. Although this often came after the question of 'how long have you been in the Navy?' Things were quickly put to rights with the explanation that *Choules'* primary purpose is to carry the Army. Such an innocent question, and its simple answer, coupled with the journey of *Choules* throughout 2019, summarises the importance of the SAE. We support the ship, but ultimately the ship supports the Army's ability to project force.

2019 started with a mostly new SAE. Throughout the year the SAE and the ship have become one cohesive unit, essential to each other's success. The ship is ready for 2020, fulfilling its primary purpose on Sea Series 20, and whatever else fate and Mother Nature has in store.

Intentionally Blank

HMAS Canberra

PTE James Nicholson & PTE Joshua Woodford

As a Termite on board HMAS *Canberra*, our primary focus is to support amphibious operations for ship to shore movements, and cargo raids when alongside in a port routine.

On the 17th February 2019, *Canberra* departed Fleet Base East and set off for a 'trip of a lifetime' on Exercise Indo-Pacific Endeavour 2019 or better known as IPE 19. To kick off IPE 19, as we left Australian waters and en-route to our first country of seven, Sri Lanka, we came upon King Neptune. As is naval tradition, all who had not previously sailed across the Equator took part in a 'crossing of the line' ceremony. To say the least, we were taken by surprise with the dramatic performances of the crew, with members being covered in multiple concoctions by the chefs.

The main focus of IPE 19 was to demonstrate *Canberra's* amphibious capability on the international stage to our neighbouring militaries and governments in Indo-Pacific region. This was accomplished by multiple whole ship evolutions that showcased amphibious manoeuvres, helicopter rescue operations, military vehicle and technology resource open days, and several networking activities.



Amphibious Beach Element (ABE) team deploys during the amphibious demonstration day in Sri Lanka.

Throughout the seven countries visited we had multiple opportunities to volunteer with local communities, all the while contributing to enhanced regional relations. These opportunities included our assistance with beach clean-up days, tours of the ship for militaries and school students and a live HADR demonstration. Amongst sightseeing in India and Malaysia, *Canberra* organised a number of sporting events between host militaries and the ADF. Sporting events of which we may or may not have lost a few too many games of cricket to the Indian and Sri Lankan teams. ANZAC Day was also commemorated abroad, on the flight deck in Kuala Lumpur.

Beyond the operational evolutions and other formal activities there was also the opportunity to relax and explore the best of South East Asia. Activities included visits to the elephant orphanages in Sri Lanka and Thailand, enlightening experiences of culture and religion with Hindu and



Canberra's termites enjoying a fresh coconut beverage whilst in Colombo, Sri Lanka

Buddhist temples in India, Malaysia and Vietnam, and shopping until our wallets were empty in Singapore and Indonesia. Other experiences included getting stuck in an elevator in Vietnam, having food stolen by monkeys in Malaysia, finding super cheap Krispy Kremes in Indonesia, getting a first tattoo in Thailand and life flashing before our eyes whilst zooming around in a tuk-tuk through Sri Lanka.

After IPE 19, it was time to refocus and support Exercise Talisman Sabre 19. The exercise saw us embark over 200 US Marines, a bunch of our Aussie brothers and sisters, and a few Kiwis. To finish the whole trip, we conducted successful M1A1 Abrams tank trails. 164 days later, we returned home, with friendships, memories and experiences that all together made this a 'trip of a lifetime'.

16th Regiment Royal Australian Artillery Transport Section

SGT Andrew Smith TOCWO



RACT Members of 16 Regt RAA Transport

Based in the Adelaide Hills among the wineries, chocolate factories, and market gardens exists the small band of men and women of the 16th Regiment Royal Australian Artillery Transport Section. You would think with that sales pitch life in the hills would be blissful, don't be fooled, the life of a truckie here is extremely busy. Post unit induction and mandatory training the pace quickly picked up, with exercises at Cultana, Murray Bridge Training Area and Shoalwater Bay Training Area. From June driver courses were on the agenda with an assortment of vehicles, taking in the rolling Adelaide Hills and the coastal township of Goolwa.

We commenced the year with a team of nine truckies, however due to deployments and transitions the team was steadily reduced. The remaining truckies have been able to take on the additional work load and continue to maintain a healthy work life balance.



Driver training.



Driver training.

We are lucky that during driver courses we have access to different terrain such as the muddy hills of Woodside and the gorgeous driveable beach of Goolwa leading to the mouth of the Murray River. We don't discourage students from getting bogged in order to allow them to gain a better understanding of vehicle capabilities, while growing confidence in their recovery skills.

Overall this year has been very demanding for the transport section. All members have gained knowledge and experience with all tasks achieved to a high standard. 16 Regt RAA Transport section is 'Equal to the Task'.



NORFORCE TPT 2019

SGT Cameron Corrin, Transport Supervisor

In order to understand the complexity of working within North West Mobile Force (NORFORCE). You need to firstly know some statistics. The NORFORCE area of operation (AO) covers 1.8 Million square kilometres, spread over 2 states and four geographical locations Darwin (Darwin Squadron and Operational Support Squadron), Alice Springs (Centre Squadron), Broome (Kimberley Squadron) and Nhulunbuy and Kathrine (Arnhem Squadron). 'Even emails take longer than normal NORTH of the wall'. NORFORCE TPT is mainly a part time workforce with 32 highly sought after RACT positions, supplemented with some key full time positions.



Some of the obstacles in the top end

NORFORCE TPT was light on the ground for the best part of 2019, with members supporting OP RESOLUTE, external driver courses, internal exercises and enjoying the serenity of days driving through NORFORCE AO. We did however still manage to provide integral support to NORFORCE and the Regional Force Surveillance Group (RFSG) through driver training, driver support and everyone's favourite administrative compliancy.

The NORFORCE TPT team built on old skill sets while also finding some new ones during the driver course period. The G-Wagon course, attracted students from across the AO, with more drivers added to the pool of Territorian's that now know how to indicate. 2019 focused on closing the gap through skill enhancement and rectifying qualification shortage, setting up NORFORCE TPT for success 2020. Reminder to readers, there are still parts of Australia that do not have traffic lights. In addition to supporting NORFORCE and the RFSG, NORFORCE TPT took the opportunity to show support to Legacy by assisting the pop up stall at the Casuarina Square shopping centre. We also had the opportunity to represent NORFORCE at the Northern Australia Defence Summit, where I am told we were awarded the cleanest Surveillance and Reconnaissance Vehicle in Darwin – still waiting on the prize.



Negotiating the top end terrain

NORFORCE TPT has its challenges, manning and qualifications just like any other unit. What makes these issues unique and entertaining is its combination of locations and the team of workers within it. Service in NORFORCE is thoroughly rewarding and I highly recommend that all current and future RACT NCOs consider a posting to NORFORCE or any RFSG unit.

Task Group Taji IX Transport Section



Private Abbey Hart

Task Group Taji IX Transport Section consisted of two Australian Drivers (LCPL, PTE) and one New Zealand Driver (LCPL). The Section's primary daily task is to transport interpreters to enable Task Group Taji to train the Iraqi Army. Every day we receive a friendly good morning from the interpreters, it is always nice to have a conversation with them, they tell you a little about themselves, and try to teach us parts of their language.



'TGT IX Log Tp' L-R LCPL Kayley Hastie Hunt (NZ Tpt), SGT Richard Pepper (Bldg Spvr), SPR Mathew Tyler (Carpenter), WO2 Robert Reid (SSM Log Sqn/TOCWO TGT IX), PTE Abbey Hart (Op Hvy Veh), CPL Kristopher Phillips (Postal Op), LCPL Anthony Gardner (Op Hvy Veh), CPL Cody Kirkwood (NZ Postal Op).

Three times a week there are scheduled flight line tasks, these are the busiest days of our week. There are so many working parts to flight line days, timings are critical and must be adhered to. Drivers are responsible for delivering and picking up passengers and cargo. Flight line tasks are always enjoyable as you get to see the Air Force C-130 and sometimes the C-17 land and the ground crew at work. Despite the strict timings, cargo movement is generally a simple task, with the Air Load Team (ALT) unloading and loading our vehicles at the flight line and staff at the Q Store doing the same at the other end.



'TGT IX PAR ONERI' L-R CPL Kristopher Phillips (Postal Op), CPL Faulkafa (NZ Op Mov), CPL Savannah Grace (NZ Op Terminal), WO2 Lyndall Neill (OIC MC DET TAJI), PTE Abbey Hart (Op Hvy Veh), CPL Emily Ridgewell (Op Terminal), LCPL Kayley Hastie-Hunt (NZ Rd Tpt Sect 2IC), WO2 Robert Reid (SSM Log Sqn/TOCWO TGT IX)

Duties of the flight line bus driver are a little more complex. The task commences by moving all departing personnel to the Q store for check-in and bag drag. We then transport them to ANZAC cove where they will wait before being transported to immigration, followed by the flight line. Once the aircraft lands, the personnel leaving country disembark the transport and board the aircraft and incoming passengers will board the bus. We then do the reverse of what we have done earlier that day.

Among our day-to-day tasks, we will sometimes be tasked to go into the Amber Zone with the training teams to either pickup or drop off training materials. It is always different driving out there as we need to be fully kitted up with body armour and helmets. We also provide transport to the Amber Zone on range days when either the Log Sqn or Task Group sub-units need to shoot.

The Unimogs used in Taji are up-armoured, therefore they are slightly different to the ones we have back in Australia. We generally have two days in a week where we aren't that busy, so in that 'spare time' vehicle maintenance is undertaken to ensure vehicles are ready for upcoming tasks.

Other than scheduled tasks we often respond to a range of short notice transport requirements. I am pleased to say that being a driver specialist on deployment is a pretty good job.

SOLS

Introduction

ASSURED SUPPORT. The Special Operations Logistic Squadron (SOLS) has had a year of providing consistent logistic support to all SOCOMD units through exercises, courses and other tasks across Australia. The SOLS Cargo Movements Cell (CMC) has been pivotal in meeting many of the demand requirements through the distribution effect that it provides.

Support to SOCOMD

CMC's role is to provide movement of equipment and personnel within SOCOMD. This role places a high demand on personnel to maintain effectiveness and generate efficiencies in all areas of transport and distribution. This requires CMC soldiers to thrive in challenging environments, show innovation, be professional always and to maintain a high level of motivation towards achieving SOCOMD's distribution requirements.

CMC's support to SOCOMD in 2019 has provided soldiers opportunities to participate in a variety of unique field scenarios and role play as hostages or enemy party in counter-terrorism exercises whilst also being expected to provide the persistent distribution effect RACT is known for. Whilst CMC stayed "equal to the task" our exposure to the 1st & 2nd Commando Regiments has expanded our strategic perspective as we witnessed highly realistic training and supported real time activities as part of some of the ADF's most sensitive operations. CMC's support to the Special Operations Training and Education Centre was centred heavily on supporting the Commando Selection Course and tested the mental resilience of our operators as they worked in reverse cycle to achieve the commander's intent for the gruelling course. CMC soldiers also faced the challenges of moving uncommon and complex equipment from the Parachute Training School and the Special



MVT675 Loading Flatrack on ILHS Trailer (US RTV)

Operations Engineer Regiment. These challenges keep CMC's soldiers sharp and primed for the next task.

CMC soldiers were also part of the Special Operations Component to Ex TALISMAN SABRE 2019. A detachment from SOLS deployed from Sydney to Townsville in a convoy of new L121 vehicles. This was the first road deployment of CMC's new fleet of L121 vehicles and took a week to complete. We tested the ability of the HX77 and 40M vehicles to support special operations and were pleasantly surprised at the flexibility, comfort and mass the vehicles provided. Furthermore, once in Townsville, these vehicles were essential in supporting both Australian and American special operations forces involved in the exercise.



MVT675 Loading Flatrack on ILHS trailer (US RTV)

Driver Training

SOLS and, more broadly, SOCOMD is not able to achieve the outcomes above without upskilling and cross-training its logistic staff. Most notably, a lot of these skills are based on driver training and, as such, CMC has run multiple driver courses for upwards of 10 different vehicle platforms throughout 2019 to ensure the requisite transport and distribution capabilities are established in support of special operations. In



MVT674 - 11m RHIB

In addition to the training conducted internally to CMC has regularly provided ADI and DTO support to external units to facilitate their mandated training requirements.

Activities

All work and no play makes for a dull soldier. In 2019, SOLS and CMC have ensured we stayed connected to our families and the community in which we live, ensured we stayed physically fit and pushed ourselves through mental barriers of fear and complacency.

When it comes to being connected to our community, SOLS is fortunate to be affiliated with the Bundeena RSL and it was an honour for members of CMC and more broadly SOLS to support their Dawn Service on ANZAC Day. A number of members were involved in the Catafalque Party

with the remainder of the Squadron in attendance to watch the sun rise over the ocean and pay tribute to those who have fallen.

The Squadron's values of *Strong, Prepared and Trusted* have been a key feature in 2019 as the OC set physical and mental challenges for the Squadron. CMC members along with the rest of the Squadron were pushed to exceed the BFA personal incentive levels and to constantly improve their efforts. The OC's challenges ensured we didn't forget that we were soldiers first as we left the comfort of the cab and trained to meet some of the combat standards in fitness. One such challenge included a 10km pack march carrying 30kg, a double rope climb in combat equipment and a 400m swim in cams.

CMC was pushed mentally as well; the Squadron participated in adventure training early in the year up in the Blue Mountains at Sublime Point. Members were taught and practised the proper techniques of abseiling, traversing and outdoor rock climbing. The climbing and roping activity was conducted over three days, culminating in a 100m abseil off the edge of a cliff, a traverse across said cliff 100m above the cliff floor and then a return climb back to the top of what is aptly named the 'Sweet Dreams' climb. The activity pushed all personnel outside of their comfort zones and demonstrated a great level of teamwork, courage, compassion and the ability to overcome fears.

Conclusion

Overall, SOLS and the CMC has had another very high tempo year providing support to all SOCOMD units. As the end of the year approaches, CMC is preparing for a busier 2020. Courses and tasks have already been confirmed for next year and CMC is ready to meet the demand.



SOLS ADV TRG

Intentionally Blank

Defence Force Recruiting

LTCOL James Matchett – Deputy Director Recruiting Delivery

RACT is currently well represented across all our trades within the 16 Defence Force Recruiting Centres around Australia. The roles differ and the tasks change from Centre to Centre, however all members are in representational roles and are constantly in the public eye.

Typical tasks for our junior members would be the conduct of school presentations, career expos, mentoring sessions for select groups and talking one on one to help and guide candidates to the career path that is best for them. Warrant Officers and Captains are an integral part of Defence Force Recruiting process as they conduct one on one interviews with the candidates to ensure they are eligible, trainable, suitable and have the right values to join the Australian Defence Force.

Our junior officers also form the leadership group, and in many cases are provided with autonomous command appointments in geographical dispersed locations around Australia. They act as decision makers, organise career promotional events, conduct information sessions, assessment days and lead our specialist teams. Within Defence Force Recruiting our specialist recruiting teams target specific areas of diversity and/or niche based trades. These include indigenous, women, technical trades, health and engineering services. We currently have Corps representation in our indigenous and women specialist teams.

It is very important that everyone who is posted to Defence Force Recruiting exudes Army's and Defence's values. To be selected for recruiting roles, you must be personable, professional and agile. A posting to Defence Force Recruiting will provide you with many opportunities to continue your professional mastery and will set you up for success in future roles. Currently we have RACT personnel employed as



CAPT Sykes Career Promotion Event



CAPT Sykes at an Indigenous event

Career Coaches, Defence Interviewers, Specialist Recruiting Teams – Indigenous and Women and in Senior Military Recruiting Officer (SMRO) positions at various Centres. The RACT fraternity are listed as follows:

- LTCOL James Matchett – Deputy Director Recruiting Delivery
- MAJ Peter Scott – Regional Senior Military Recruiting Officer Northern Region
- CAPT Clinton Carter – Senior Military Recruiting Officer Newcastle
- CAPT Fiona Sykes – Defence Force Recruiting Brisbane
- WO1 Peta Dawe – Defence Interviewer Defence Force Recruiting Melbourne
- WO2 Shane Cox – Specialist Recruiting Team – Indigenous Newcastle
- SGT Natalie Dudman – Defence Interviewer Defence Force Recruiting Marchoochydore
- SGT Rhiannon Busch – Specialist Recruiting Team – Indigenous Adelaide
- CPL Justin Hill – Defence Force Recruiting Newcastle
- CPL Damian Barlow – Defence Force Recruiting Townsville
- CPL Vicki Brown – Defence Force Recruiting Marchoochydore

From an individual achievement perspective, CAPT Clint Carter (SMRO Newcastle) departs at the end of 2019 on promotion to MAJ to assume command of 30 Terminal Squadron at 10 Force Support Battalion and WO1 Peta Dawe transitions to the Reserves after over 40 years' service in the Regular Army. They have both made outstanding contributions to Defence Recruiting throughout their tenure and have been exceptional ambassadors for the Corps.

A posting to Defence Force recruiting provides you the ability to influence and mentor tomorrow's Defence Force. It is a very rewarding job and I encourage anyone contemplating a posting to Defence Force Recruiting to engage with one of the above listed members who can expand and answer any questions you may have. Knowing that you are directly influencing our future Defence Force is a great reason to go to work every day and RACT personnel are leading the way.



WO1 Dawe presentation of Federation Star by MAJGEN Bottrell

RACT Associations

32 Small Ship Sqn – 60th Anniversary of the arrival of the first Landing Ships Medium (LSM) and Pavers Unveiling.

DHOC RACT and CRSM RAE were invited to the 60th Anniversary celebrations of the arrival of the first Landing Ships Medium (LSM) to Australia and the unveiling of the memorial pavers at the Vietnam Veterans Commemorative Walk in Seymour on 19 Oct 19.

This offered an ideal opportunity to reignite the natural relationship between 32 Small Ships Squadron RAE Association Incorporating RAE Tn and the Royal Australian Corps of Transport/ Army School of Transport.



DHOC and CRSM RAE unveil memorial pavers at the Vietnam Veterans Commemorative Walk



*Mr Ross Mc Murray, Mrs Mc Murray
LTCOL Mc Murray, DHOC, CRSM RAE*

LTCOL SA McClellan Deputy Head of Corps Royal Australian Corps of Transport and Commanding Officer, Army School of Transport, gave the dinner toast to 32 Small Ship Sqn.

Thank you once again for the very kind invite to join you all in today's celebrations, Paul and I have had a fantastic day and feel very privileged to have been able to be present for this historic occasion.

I was particularly impressed by Warren and Jack and their wonderful stories that should definitely be captured in a substantial book.

Of note both Paul and I had experience with the British Army watercraft at 17 Port and Maritime Regiment where Paul was training to be a skipper of the landing craft and I was a TP COMD in a Port SQN, so we do have some shared experiences of life at sea.

Watercraft operations have a long, rich history within the Australian Army which continues today with the RACT 'boaties' who carry out very similar roles and tasks to their predecessors in the RAE, although they are no longer responsible for 'collecting all the garbage from units on the harbour and taking it out to sea to dump it!'

You will also be pleased to know that Army watercraft operations continue to play an important role within Defence, and Army is currently modernising the Army Watercraft platforms under Project 8710 with replacements for the Landing Craft Medium Class 8 (LCM8) and the Lighter Amphibious Resupply Cargo, 5 ton (LARC V). Although I am sure the procurement process will be far slower than the Landing Ship Medium.

Being the Commanding Officer of a Training Establishment I thought I would research the original Transportation Training Centre of the RAE and I found a very poignant passage relevant to this evening.

"The aim of any training / learning institution is to teach the rules of the game, the particular game changes depending on your role, this then allows the students to practice the rules of the game before playing the game for real.

Small ship / landing craft navigation is a skill (possibly an art) rather than a science and it is the smell of diesel and being drenched by stinging salt spray on a wild night that bookmark the chapters of true learning. It is confidence in one's own ability which is the start point for the navigator. Confidence born of good knowledge and attention to detail – confidence on a wild night of being where you should be, with your hand on the controls ready for any emergency."

As I am sure you all know and has already been mentioned tonight, the LSM saw considerable operational service particularly in Vietnam where they really earned their spurs. They were responsible for the first consignment of heavy armour to Vietnam where two Centurion Armoured Recovery Vehicles and two Centurion Bridgelayers were moved from Australia to Vang Tau in 1968.

The LSMs played a significant role throughout the history of Army Watercraft and their legacy lives on through your committed association and the commemorations and memorials and you should not underestimate your significant contributions in committing to memory our combined military history.

Therefore it is my great honour to propose a toast to:

The Shovel; The Broody Hen; Burnin Steady, The Steel; Big John and all those who served with 32 Small Ship Sqn.

Ladies and Gentleman – 'The Squadron'

AIR DISPATCH ASSOCIATION AUSTRALIA (ADAA)

Nick Nicolai, President ADAA

The ADAA has broken new ground and achieved quite a few things in the past few years. The association was raised in the early 90's with the idea of creating a support mechanism for current and ex-serving members of Air Dispatch units. It was aimed at being a source of camaraderie, welfare information and social interaction. Our association, although considered small by some (approximately 160 financial members), has developed from an organisation that only got together for funerals or commemoration gatherings to being a cornerstone for International Reunions with our coalition partners (NZ, USA, UK).

Some of the recent milestones are as follows:

1. The UK International Reunion August 2018. Every two years, the US, UK, Australia and New Zealand have members that travel overseas to represent our various organisations and countries. Last year, a ten-day tour of Scotland and Ireland preceded a five-day reunion hosted by the Brits with Australians, Kiwis and Americans in Coventry. This was the first year we were able to sponsor one of our passed member's widows on the trip. Mrs Wanda Deacon, widow of WO2 Ken (Kiwi) Deacon, was the lucky recipient and she joined us for an all-expenses paid trip to the UK for the tour and reunion. It was especially exciting for Wanda because she found a grave of one of her direct descendants in Westminster Abbey. These reunions are a great way of building international relationships with our allies.



UK International Reunion

2. Support to 9 FSB. Not long after we returned from the UK, the association learnt there was to be an exercise held for members of 9 FSB. Over the period 28 Oct – 2 Nov, the ADAA was to support 9 FSB (higher headquarters of 176 AD Sqn) on Ex Tigers Walk along the abandoned Brisbane Valley Railway track from Yarraman to Ipswich. This exercise principally involved who were undergoing medical rehabilitation or may have been beginning the transition to civilian life after Army. A number of ADAA volunteers fulfilled the camp Commandant duties including the cooking and general support for these young people. It was great to get back with soldiers and the military system again.



Ex Tigers Walk

3. This year, our ANZAC Day reunion was held in Brisbane and we also held our AGM. At this meeting, a motion was put forward by two of our members, Maj Brian Irving (Retd) and Capt Eric (Ned) Miller (Retd) that we allow spouses and adult family members be allowed to join the association as full members. This was welcomed by all who attended the AGM and resulted in us having in excess of 15 new members from spouses, etc.
4. The Myola Ball took place on the first Saturday in August and we were pleased to see HOC RACT, BRIG Jason Walk, his wife Karen, the AD Senior Trade Mentor, LTCOL Andy Harrison-Wyatt and WGCDR Steve Money Penny (CO AMTDU) with his wife Jo. This event drew

members and guests from NSW, Qld, Vic, Tas and the ACT. During the ball BRIG Walk presented the ADAA “Soldier of the Year” award to two individuals. One ARA and one ARES member selected by their peer groups as the most outstanding soldiers within their unit. This year PTE Holly Cassin (ARA) and PTE Helen Lawson (ARES) were presented the awards.

5. The Kiwis are hosting the 2020 nternational Reunion. We have already identified and notified the next lady to travel to New Zealand and take part in the tour. Mrs Lonna Opie, widow of PTE Ray Opie had her name drawn from the hat by BRIG Mick Ashleigh, Patron of the ADAA. Lonna and her daughter will travel as part of the Australian contingent.



BRIG Walk presents Soldier of the Year award to PTE Lawson

A military association is only as strong as its members, we are very lucky in that although the ADAA is spread all over Australia, we have a dedicated core group that supports our fund raising activities. These activities allow us to contribute to events and outings for our members, their families and guests. All our activities and events are posted on our Facebook site and in our quarterly newsletters. Feel free to look on our Facebook page or website. You never know, you may run into an old Air Dispatcher you know and if you see something you would like to join us in, give us a call (contact details are available on our web site)

Until next time,

Clear skies and gentle breezes.

ARMY TRANSPORT ASSOCIATION (INC) (RACT QLD)

As at the end of 2019 the Army Transport Association, based in South Queensland but with some members from the north of the state and interstate, had 205 members. Of course some are more active than others and every year, sadly, we lose members from our ranks. In 2018 we finished with a Christmas function at Coorparoo RSL on the 6th December. We had 80 attendees made up of members, partners and soldiers from JMCC and 5 TPT SQN (7CSSB). A great day was had by all.

The JMCO/JMCC have continued to support our meetings every second month at Gallipoli Barracks. This has become harder because of the access requirements for the barracks. For this reason, and because many members were still on holidays, we decided to cancel our February meeting.

March went quickly as we were preparing for ANZAC Day. We held our post-march function at the Hilton in Brisbane - lunch and a few ales and tales. The venue is a short distance from the finish of the march so it is great for us older people. Pictured is LTCOL (ret) David Childs, who lead the association this year, with members of the JMCO, who kindly carried our banner for us.



ANZAC Day

June put us into Corps birthday mode and we celebrated the 46TH year of the Corps with a luncheon at Coorparoo RSL. This year's cake was cut by ATA member Jack Snell (LTCOL ret) with PTE Liam Ireland from JMCO/JMCC

In August the Association was invited to visit the Greenbank Military Driver Training Area. Those who attended agreed that it was an awesome day and a credit to the staff who hosted the group.

At our AGM on the 4th October all the committee members from 2019 were returned.

Thankyou

George Hunter

President



Corps birthday

RACT Association of Tasmania

LTCOL D M Wyatt, OAM, RFD (Ret'd)

The objectives of the RACT Association of Tasmania are to:

- Provides a link between the present and the past members of the Corps via Email, Facebook, Web Page and Biannual Newsletter.
- Arranges the RACT anniversary birthday dinner each year; and provides a discount to all RACT Association members to attend the dinner.
- Represent the RACT at public functions such as ANZAC Day, Remembrance Day etc;
- Foster and promote 'esprit de corps' within the RACT and to take an active interest in that Corps;
- Organises the annual 'Top Driver Award' for the most proficient RACT driver in Tasmania;
- Develop and maintain an awareness of the history of the Corps in Tasmania;
- Preserve the memory of those who have served in the Corps and to aid those who may be in need;
- Care for such memorials committed to the charge of the Association;
- Updates the Names on the Service Medal Honour Boards at HQ, 44 TPT SQN.
- Maintains a photographic record and annual audit of RACT Historical Property held within 44 TPT SQN;
- Document and record the history of RACT In Tasmania; and,
- Provide a link between the Association and the RACT Corps Committee.

44 Transport Squadron Service Medal Honour Boards

The RACT Association of Tasmania has upgraded the Service Medal Honour Boards locate to HQ, 44 TPT SQN. They include the Reserve Force Decoration and Medal, Defence Long Service Medal, Australian Service Medal and Australian Active Service Medal.

A new Honour Board has also been established for members of 44 TPT SQN awarded The Australian Operational Service Medal, Australian Service Medal and Australian Active Service Medal.



44 TPT SQN's Honour Boards

A new Honour Board has also been established for members of 44 TPT SQN awarded Reserve Force Decoration and Reserve Force Medal

A new Honour Board has also been established for members of 44 TPT SQN awarded Defence Long Service Medal



MAJ Annette Wyatt

Farewell from the Active Army Reserve - Major Annette Wyatt

After serving over 47 years in the Australian Army, Major Wyatt retired on the 14 January 2019. Major Wyatt enlisted into the Australian Regular Army on the 21st of February 1971 and following recruit and trade training at the Women's Royal Australian Army Corps School, she was posted to the Movement Control Office, Victoria Barracks, Paddington, New South Wales, as a movement clerk.

In February of 1975, Major Wyatt discharged from the Regular Army and returned to Tasmania. She joined the Australian Army Reserve in October 1975 and was posted to 44th Transport Company, Devonport, as the Chief Clerk.

Major Wyatt qualified for an in service commission for promotion to Lieutenant and was commissioned as a Lieutenant on the 9th of March 1984. She performed the duties of the Administration Officer and later as Operations Lieutenant of 44th Transport Squadron.

In 1987 Major Wyatt performed Full Time Service at the District Support Unit at Anglesea Barracks, Hobart, in the role of Administration Officer, and after promotion to Captain remained on Full Time Service as the Quartermaster (DSU) until July 1992. Following the transfer back to the Army Reserve she was appointed as Officer Commanding 111 Combat Supplies Platoon until December 1994.

On promotion to the rank of Major, she performed the role of OC Army Reserve Recruiting until April 1999. Major Wyatt was then posted as 2IC Training Wing, Regional Training Centre Tasmania prior to her appointment as the OC 44th Transport Squadron from July 2002 until December 2005. Her husband, Lieutenant Colonel Doug Wyatt, OAM, RFD (Retd) had previously held this position.

In 2015 she was awarded the 2nd Force Support Battalion Commanding Officers Commendation for "exceptional service as the Officer Commanding the 44th Transport Squadron."

Major Wyatt was then appointed as the Operations Officer of the 2nd Force Support Battalion, Derwent Barracks, Glenorchy, from December 2005 until December 2011.



Certificate of Recognition

In 2010 she was presented with the 17th Combat Service Support Brigade Commanders Award for “outstanding achievement in carrying out your duties as Operations Officer.”

In January 2012 she was appointed as the Safety Officer, 2nd Force Support Battalion until December 2013.

In January 2013, MAJ Wyatt was appointed as Officer Commanding 44th Transport Squadron for a second time until December 2015.



Miniature Princess Royal Banner

With her strong ties to the RACT of Tasmania Association she thoroughly enjoyed the unexpected opportunity to fulfil the role for a second time.

During November 2010, Major Wyatt deployed to Singapore as part of 17th Combat Service Support Brigades participation on EXERCISE SUMAN WARRIOR 2010.

In 2016 Major Wyatt was posted as the OC Contract Management Cell, 2nd Force Support Battalion. Major Wyatt’s final posting was as the Officer Commanding 6th Logistic Support Company, 2nd Force Support Battalion.

In recognition of her outstanding contribution in developing and conducting the role of Theatre Gateway in Rockhampton on EXERCISES HAMEL and TALISMAN SABRE over many years, Major Wyatt was awarded the Commander Forces Command Bronze Commendation on 18th August, 2014.

In addition, Major Wyatt has been awarded the Defence Long Service Medal with two Federation Stars and the Australian Defence Force Service Medal.

There is no doubt that Major Wyatt’s contributions have met with the motto of the Royal Australian Corps of Transport, ‘Equal to the Task’.



Letter and Medallion from the Minister of Defence, The Hon Christopher Pyne, MP



Royal Australian Corps of Transport 46th Anniversary Dinner

The 46th Anniversary of the Royal Australian Corps of Transport was celebrated in Tasmania at a formal dinner at the Devonport RSL Club on Saturday 1 June, 2019. VIP Guest was Alderman Annette Rockliff, the Mayor of Devonport.

Major Annette Wyatt was also farewelled from the Corps after 47 years of service in both ARA & ARES.

Montage of past and present members of the RACT at the 46th Anniversary Dinner at the Devonport RSL Club.



RATS of TOBRUK ASSOCIATION

2019 saw a re-invigoration of the links between the Tobruk Barracks Messes and the Rats of Tobruk Association (ROTA). This commenced with members of AST visiting the Rats of Tobruk Reserve, Albert Park Melbourne on 14 April 2019 for the 78th commemoration of the Siege of Tobruk. The highlight of the year was hosting the Tobruk Dinner at the Tobruk Barracks Sergeants' Mess, on 19 July 2019, where both Messes came together and had the pleasure of the company of two VIPs, original "Rats"; Mr Hautrie Crick and Mr Bob Semple OAM, BEM. Both gentlemen were exceptional characters and really didn't show their age being two of the last to leave. The CO presented both members with a David Rowlands limited edition print of the 'Siege of Tobruk', oil on canvas. The painting depicts the German Afrika 9th Division and British troops under Major General Morshead displayed supreme tenacity and courage. MAJ Michael Carroll recited his ode to Tobruk from his published Band of Brothers book of Bush Poetry.



Members of AST attended Tobruk Sunday 14 Apr 19 commemorating the 78th anniversary of the Siege of Tobruk, also pictured are veterans of the siege including the Polish RSL and other flag bearers.

Rats of Tobruk Memorial Pipes and Drums at Tobruk Sunday.



Members of AST with three Rats of Tobruk veterans, from left Mr Bob Semple, Mr Tommy Pritchard and Mr Hautrie Crick.



Members of the Tobruk Officers and Sergeants Messes with Rats of Tobruk veterans Mr Bob Semple and Mr Hautrie Crick and the Rats of Tobruk Memorial Pipes and Drums on 19 Jul 2019.



Mr Bob Semple addresses members at the Tobruk Dinner.



CO of the Tobruk Barracks Officers Mess presenting David Rowlands Rats of Tobruk oil on canvas to Mr Hautrie Crick on behalf of both messes.



Sergeant Robert (Bob) James Knox Semple

OAM BEM MID

VX25240, 2/12 Field Regiment

Rat of Tobruk

14th May 1920 – 16 Jan 2020, 99 years of age

Past President of ROTA (2016-2020)

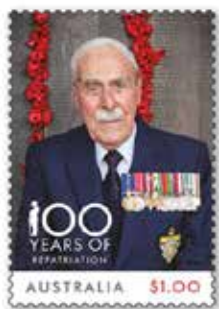


Bob Semple was born in Melbourne in 1920. He grew up in Essendon and left school when he was about 16, securing a job in the 'rag trade' at a warehouse in Flinders Lane. He decided to join the army around 1936, approaching the Victorian Scottish Regiment in South Melbourne. He had to scrimp and save to pay for his kilt.



Since Bob was from Scottish stock, his grandfather encouraged him to learn the bagpipes. He took lessons and became very proficient at 'wrestling the octopus'. Playing the bagpipes is something that has been very important to Bob the whole of his life.

Bob was just 20, when his then unit, the 2nd / 12th Australian Field Regiment, was called to fight German troops in the Libyan port of Tobruk. They first disembarked in Palestine in December 1940 and later they were moved to Tobruk. Lacking much of their own artillery, they were forced to rely on captured guns. There was one unforeseen problem with this, the captured guns used the metric system and Bob and his regiment were trained in the imperial system.



The landscape, being under fire day and night, the single water bottle per man per day and the searing heat took a toll. Bob's strongest memories of his time in the Middle East, is living in a hole in the ground, under difficult conditions, almost overwhelming odds and scarce resources. He once said, 'Living in a hole in the ground does awful things... and the challenge brings out that quality of mateship and will.'

After Tobruk, the 2nd / 12th Australian Field Regiment fought at El Alamein. Bob and his regiment left the Middle East in January 1943. Bob went on to fight in New Guinea, and Borneo. He was honourably discharged from military service on 13 November 1945.



Back in civilian life, Bob went back to working in the 'rag trade'. He worked for Sargood Gardiner Ltd who were in Flinders Lane, Melbourne. He stayed with them for 27 years.

Walking in Moonee Ponds one night after his discharge, he was moved to see the Hawthorn City Pipe Band playing in the park. He could play the bagpipes and because of his Scottish ancestry, he decided to join the pipe band. He is still a member. In 1998, he was made Chieftain of Pipe Bands, Australia. In 1983, Bob was awarded the British Empire Medal. Then in 2016 he was awarded the Order of Australia Medal. Bob Semple became president of the Rats of Tobruk Association in 2016. On 23 October 2018, a stamp was issued with Bob's picture.



Bob Semple meets the then Prime Minister Sir Robert Menzies, 1966

Bob Semple has lived his life by four principles: mateship, loyalty, integrity and respect. Bob passed away on 16 January 2020, during his 100th year.

To read more about Bob Semple go to the following links:

<https://www.awm.gov.au/articles/blog/hob-semple>

<https://www.awm.gov.au/articles/blog/hob-semple-part->

Honours & Awards

2019 QUEEN'S BIRTHDAY HONOURS

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

Colonel Paul Justin Rosenberger

For exceptional service in logistics reform and development for the Australian Defence Force.

Colonel Rosenberger's exceptional dedication to improving logistics in the Australian Army and the wider Australian Defence Force has been superb. His outstanding leadership, superior foresight and exceptional skill have delivered a number of significant advances in joint logistics preparedness, through the introduction of the Defence Logistics Transformation Program in Darwin; and in improved capability outcomes and financial savings across the Defence Supply Chain. His remarkable achievements and devoted service have left a most positive legacy that will endure for decades.

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

Warrant Officer Class One Jason Ross Burford

For meritorious service as the Senior Instructor of the Australian Army's Warrant Officer Training Team and as a Regimental Sergeant Major.

Warrant Officer Class One Burford is an inspirational soldier who provided dedicated service in a range of training and regimental appointments over many years. He consistently demonstrated outstanding leadership, unwavering moral courage, skilful management and devotion to duty. He reinvigorated military skills activities and improved oversight of soldier training, ensuring a combat focus. His focus on mentorship of his peers has underwritten significant improvements in Army capability.

COMMENDATION FOR DISTINGUISHED SERVICE

Corporal George Barsoum

For distinguished performance of duties in warlike operations as a Linguist on Task Group Taji IV and VI, Iraq in 2016-2017 and 2017-2018.

Corporal Barsoum's operational service as a linguist was superior. His dedicated and composed support to the North Baghdad Operations Command in their conduct of security and combat operations against Da'esh over two operations was outstanding. His protracted service made an important contribution to enable the Iraq Army to degrade Da'esh in the North Baghdad Area of Operations which directly enhanced the force protection of the Task Group and coalition personnel at Taji Military Complex.

CONSPICUOUS SERVICE CROSS (CSC)

Colonel Jennifer Lillian Cotton

For outstanding achievement as the Director Support Headquarters Joint Task Force 633 on Operation ACCORDION from March 2017 to March 2018.

Colonel Cotton's extraordinary capacity for work, leadership and exceptional devotion to duty allowed her to provide outstanding logistic support to the Joint Task Force 633. She developed enduring and effective solutions to complex visa issues during a period of high and intense operational tempo, managed contracts and developed infrastructure which has benefited Australian servicemen and women serving in the Middle East Region since her deployment.

Certificate of Recognition

WO1 Kelvin Harris

On the 26 Jun 19 WO1 Kelvin Harris was presented his Certificate of Recognition and RACT Banner for 40 years of distinguished service in the Army.



COMD 17 Bde Brigadier Andrew Freeman, WO1 Kelvin Harris and MAJ Gavin Cole for the RACT Banner. The RACT Banner and Certificate of Appreciation was presented to WO1 Kelvin Harris on the 26 Jun 2019

RMC Awards – June 2019

CAPT Peter McCarthy RACT Prize

LT Vanessa Farrell

RMC Awards – December 2019

CAPT Peter McCarthy RACT Prize

LT Justin Pryce

Army School of Logistic Operations Awards 2019

Logistic Officer Basic Course RACT Student of Merit

28 Jan – 10 Apr 19 - LT Kimberley Campbell

15 Jul – 26 Sep 19 - LT Vanessa Farrell

Logistic Officer Intermediate Course Student of Merit

8 Apr – 24 May 19 - CAPT Alice Dunn

30 Sep – 8 Nov 19 - CAPT Joshua Smith

Army School of Transport Awards 2019

Road Transport Wing Student of Merit

IET Basic Drivers Course:

29 Jan – 03 May 19: 8641163 PTE Jacob Williams

20 May – 21 Aug 19: 8647151 PTE Dakota Pope

17 Jun – 17 Sep 19: B647435 PTE Emma Marsden

29 Jul – 25 Oct 19: 8648339 PTE Jesse Olley

25 Sep 19 – 14 Feb 20: 8648855 PTE Matthew Button

Command Training Wing Student of Merit

ECN 274 Sub 4 CPL:

4 – 28 Mar 19 – LCPL Joshua Amos
26 Jun – 19 Jul 19 - PTE Lindsay Malt
15 Oct – 8 Nov 19 - PTE Brendan Ryan

ECN 274 Sub 4 SGT:

3 – 24 May 19 – CPL Kathryn Hibbert
23 Aug – 13 Sep 19 – CPL Harris Tilbrook

ECN 035 IET Operator Movement:

30 Jan – 8 Mar 19 – PTE Layla Carroll
20 Jun – 26 Jul 19 – PTE Megan Victor

ECN 035 Sub 4 CPL:

26 Aug – 4 Nov 19 – PTE Leigh Long

ECN 035 Sub 4 SGT:

21 Oct – 13 Nov 19 – CPL Justin Hill

Maritime Wing Student of Merit

ECN 218 Sub 4 CPL:

9 Aug-11 Sep 2019 – PTE Deklan Lovewell-Roy

ECN 171 IET Basic Cargo Specialist:

31 Jan – 18 Apr 19 - PTE Peter Browning
19 Sep – 6 Dec 19 - PTE Jean Jones

ECN 171 Sub 4 CPL:

29 Jul – 27 Aug 19 - CPL Brendan Fox & CPL Sean Marcucci

Air Mobility Training Unit Student of Merit

ECN 099 IET Air Dispatch Course:

2 Apr – 6 Jun 19 - PTE Jordan Sesega
8 Oct – 9 Dec 19 - PTE Rhys Peters

ECN 099 Sub 4 CPL:

2 Apr – 22 May 19 - PTE Emily Haynes
8 Oct – 15 Nov 19 - PTE Emily Burrell

Key Appointments For 2020

LTCOL Clarke Brown	Commanding Officer Army School of Transport
LTCOL Ryan Holmes	Commanding Officer 10 Force Support Battalion
LTCOL Phillip Cox	Commanding Officer 9 Combat Service Support Battalion
WO1 Andrew Walford	Regimental Sergeant Major 11 Brigade
WO1 Trudy Casey	Regimental Sergeant Major 16 Aviation Brigade
WO1 Jason Burford	Regimental Sergeant Major 17 Combat Service Support Brigade
WO1 Peter Morritt	Regimental Sergeant Major 9 Force Support Battalion
WO1 Matthew Fuary	Regimental Sergeant Major 10 Force Support Battalion
WO2 Martin Davies	Regimental Sergeant Major 9 Combat Service Support Battalion
CAPT Carl Bleimschein	Officer Commanding Combat Service Support Battery, 1 Regiment Royal Australian Artillery
CAPT Jade McMaster	Officer Commanding 3 Logistic Support Company, 2 General Health Battalion
MAJ Belinda Salerno	Officer Commanding Joint Movement Control Office Townsville, 1 Joint Movement Unit
CAPT Sandi Williams	Officer Commanding Joint Movement Control Office Darwin, 1 Joint Movement Unit
CAPT Dennis Bills	Officer Commanding Joint Movement Control Office Adelaide, 1 Joint Movement Unit
CAPT Alexander Brent	Officer Commanding 1 Transport Squadron, 1 Combat Service Support Battalion
CAPT Vanessa Hickey	Officer Commanding 9 Transport Squadron, 3 Combat Service Support Battalion
CAPT Shane Carney	Officer Commanding Ships Army Establishment CHOULES, Headquarters 17 Combat Service Support Brigade
CAPT Peter McAuley	Officer Commanding 26 Transport Squadron, 9 Force Support Battalion
CAPT Trevor Stanford	Officer Commanding 176 Air Dispatch Squadron, 9 Force Support Battalion
CAPT Clinton Carter	Officer Commanding 30 Terminal Squadron, 10 Force Support Battalion
MAJ Iain Warry	Officer Commanding Administration Company, 2 Royal Australian Regiment

Reflections

Mr Phil Nybo, WIOT/DECA Driver Training Team Leader, Road Transport Wing

The end of an era has now come for the 4 Tonne Mercedes Benz Cargo Truck – UNIMOG (Universal Movement Over Ground).

The Wodonga Institute of TAFE is Army's driver-training contractor for the Army School of Transport (AST). This organisation conducted its last training commitment for the Mercedes Benz UNIMOG on 17 June 2019.

This vehicle was first introduced into Army and AST in the early eighties as the replacement for the in service International truck, which had been in service since the early to mid-sixties. As with any new vehicle, the UNIMOG was by all accounts related to a "tractor" in Germany. Funnily enough it was in some way a welcome relief to the dinosaur that was the International and this change brought about the end of military, petrol driven vehicles.

As a young and enthusiastic instructor posted to AST in 1980, I was thrilled to have been afforded the opportunity to train the next generation of drivers in this new vehicle. I can recall when the vehicle first arrived in the unit. Much like today, we too received instruction on its operation and capabilities by the staff of Mercedes Benz. Shortly thereafter, I was volunteered to give a brief to Lieutenant Colonel JW Ongley, the Commanding Officer, along with the officers of Road Transport Wing (RTW), on the vehicles specifications and components in front of the Tobruk Barracks Officers Mess. I'm still glad I didn't make a gaffe of it given my future promotion was pending.

The UNIMOG's design was centred on difficult terrain and, as with everything new, we all had our doubts; however, it was not long until the UNIMOG proved to be a very capable and reliable vehicle to the wider Army through its performance during countless training exercises and off road challenges. These vehicles has also proven to be versatile in multiple Defence Assistance to the Civil Community (DACC) tasks, in particular the Victorian Ash Wednesday bushfires.

As I look back over the last 39 years, (mostly served in Puckapunyal and not as a Corporal) I now see this truck driven out of the RTW transport yard for the last time where I first encountered it. I believe the UNIMOG has proven equal to the challenges it has been exposed to over those many years.

It seems to be Déjà vu, yet again I find myself being present during the arrival of the new MAN 40M truck, the replacement for the UNIMOG. I may not be the young enthusiastic RACT Corporal I once was while training others to drive the UNIMOG, but I have now been given the opportunity

to train others on the new 40M. I am not sure I will be here for the next vehicle to arrive in the transport yard. For me, it has always been a rewarding experience over the years to train young soldiers whilst in the military and in civilian life, not forgetting the service men and women who also contributed over the years to train here at AST RTW. I am proud to be training soldiers to be proficient in vehicle driving operations, but also to aware of the safety that goes with driving on the nation's roads and in the field.

Par Oneri



Mr Nybo and CPL Thomas past and future.

Reflections

CPL PDR Thomas, Instructor, Road Transport Wing

In 1986, the Australian Army received a delivery of 2258 Mercedes Benz General Service (G/S) UNIMOGs. The UNIMOG is venerable, having been utilised by twenty-five different countries in its life of type. Since the UNIMOG's introduction into service, it has been the backbone of the Australian Army and the Royal Australian Corps of Transport's (RACT) combat service support capability.

I, like many other RACT members still remember my first time driving the UNIMOG. I started within the Safe Driving Area (SDA) in Puckapunyal during my Initial Employment Training (IETs) as a RACT Soldier. It was a very capable vehicle, which was able to traverse large obstacles, ruts and water crossings. I, along with many other RACT members, will maintain fond memories of this vehicle.

I now find myself instructing a new generation of RACT soldiers under the mantra of 'move, shoot, communicate' at the Army School of Transport (AST), Road Transport Wing (RTW). With this new generation of soldiers comes the next generation of vehicles and capability to the Corps.

In July 2013, Defence signed a contract with Rheinmetall MAN Military Vehicles Australia under Project Land 121, Phase 3B. This would see the acquisition of 2707 medium and heavy rigid vehicles along with 1753 associated trailers. On 7 April 2016, the ADF formally received the first 12 vehicles from Rheinmetall and more than 70 trailers from Haulmark. In February 2017, the official roll-out of these vehicles began. AST received a fleet of vehicles to replace the UNIMOG, the MAN 40M.

The 40M brings a new range of capability to the ADF. The 40M is able to check its own lights, oil levels and temperature with the press of a button. The newly equipped communications harness provides all vehicle crews with the ability to communicate between vehicles at longer ranges, as well as to their higher headquarters. Such a capability was conspicuously absent from the UNIMOG. The 40M provides the driver with a twelve-speed TipMatic transmission, which has the ability to alternate between automatic mode or manual mode, all by the push of a button. The 40M brings other advantages to the driver including ABS Braking, a Vehicle Speed Limiter, Brakematic System and Cruise control. If the UNIMOG is capable in difficult terrain, the 40M is doubly so.

Not only does the 40M provide a technological advance, but it also provides protected mobility to its crews in a way that has not been seen since the release of the Bushmaster. Combat service support forces now hold the ability to provide their own convoy protection, conduct route clearances and allow for RACT soldiers to support closer to the fight. With the ability to mount a F89 Minimi, Maximi or MAG 58, these vehicles provide the CSS soldier with an unprecedented volume of firepower.

With the introduction of the 40M, wielding strong off-road capability and improved crew survivability, it is an exciting time to be an instructor at AST. The new RACT IET Driver Course teaches learners how to safely operate the vehicle in heavy city traffic, but also tactically deploy the vehicle in an environment of threat both day and night, truly making the new RACT soldier 'Equal to the Task'.

Overall, the 40M is a fit and capable replacement for the Mercedes Benz UNIMOG. It, along with its heavier counterpart, the HX77, will bring the RACT and Army with large a new capability. Protected mobility will pave the way for the modern Royal Australian Corps of Transport soldier.

Intentionally Blank

In citing the history of the RACT and its predecessors, the lazy approach avoids some interesting conflicts in which Australian water and land transport soldiers were involved. This is one episode.

Early Conflicts in the RACT's History – The Second Maori War

Neville Lindsay

Those Maori chiefs who signed the Treaty of Waitangi in 1840 imagined that they were taking on imperial protection of their lands and rights, rather than the exploitation which followed. From 1844 intermittent warfare erupted, with increasing numbers of imperial troops from Australia and England used to control uprisings. Peace was restored in 1847, but the same troubles of land piracy culminated in a new outbreak in Taranaki in 1860-1 during which the Victorian Colonial Navy steam corvette Victoria provided support to the imperial troops, while its Naval Brigade joined ground operations – the first Australian unit to participate in an overseas operation.

To the north in the Waikato Valley a further outbreak of trouble brought on a full scale war in 1863, for which the New Zealand Colonial Government, finding reluctance amongst its own inhabitants to join the local forces, sought to raise substantial militia forces in Australia with the promise of farms in the Waikato for those who completed their three year engagements. Rallying to the twin incentives of the call of Queen and Country, and the promise of farms on 'rich land', difficult to come by after the gold rush subsided, in the squatter-controlled Australian colonies, some 1,784 Australians enrolled in the Waikato Regiment, sometimes referred to as the Waikato Militia, together with 31 Australians who joined the Regiment in New Zealand from the Otago goldfields. Another 553 enrolled in the Taranaki Military Settlers for service in the Taranaki district on the south west of the North Island.

The former were embodied in the 1st, 2nd, 3rd and 4th Battalions of the Waikato Regiment, initially used mostly on protective duties, as the lines of communication absorbed about 40 percent of the total force deployed in the Waikato campaign. After being involved in the Waikato campaign and the following one around Tauranga in the east, they were quickly settled at Alexandria, Cambridge and Hamilton in the Waikato valley, and at Tauranga to the east, so placing the military settlers on free seized land in a defensive circle coincidentally protecting the New Zealander settled areas during the ensuing eight years of Maori guerrilla warfare, and also coincidentally saving the NZ Colonial Government the expense of paying them.

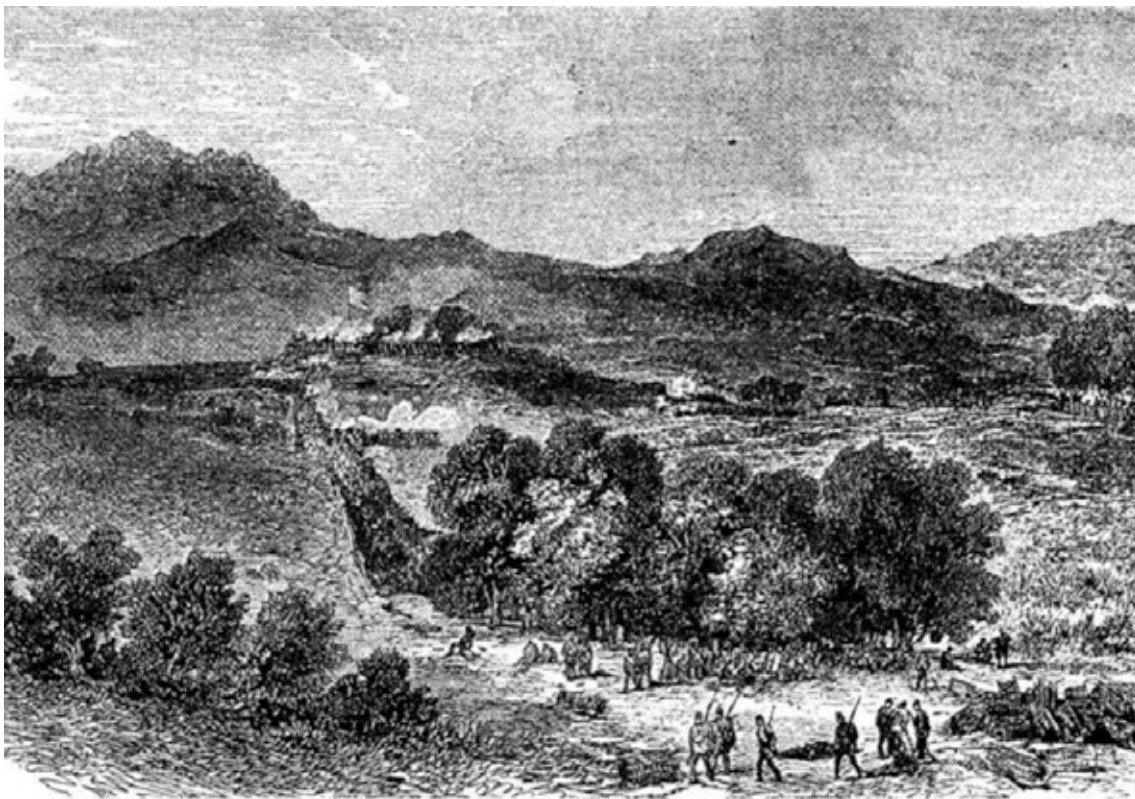
This loss of pay left the militiaman, who were given free rations for the first year only, without the resources to support themselves while developing their farms; so, disillusioned, many sold up as soon as they had finished their engagements. Those who wished to remain on the rolls transferred

to the 4th Battalion Auckland Militia.

A more durable group was formed in the Commissariat service. Volunteers were accepted from regulars and militiamen, and about 300 Australians served in the Commissariat Department and Commissariat Transport Corps of water and land transport. As these troops were required to support the ongoing actions over the following years in the east and south, they remained on paid active duty and so could afford to develop their farms and became the most successful settlers. They were also awarded the majority of New Zealand Medals to Australians as these were awarded to those who had been present at the various battles of the war. Descendants of those Australian watermen and drivers still live in New Zealand, occupying some of the richest farming land in the country. These 300 transport soldiers were amongst the many early predecessors of the RACT.

Assault on Orakau Pa

After suffering casualties in an initial assault, the attacking force is digging a flying sap towards



the palisade to provide a protected start line for another attempt. The Australian transport section, shown firing in the forward trench, are protecting the head of the sap from Maori assaults. Water transport members supported the force from the river. The transport detachment also joined in the subsequent assault, Capt W.V. Herford and drivers Cpl J.A. Armstrong, Pte J. Leeky and Pte J. Lovett were fatal casualties in the Orakau front line.

Illustrated London News 30 July 1864

RACT CENTRAL FUND SUBSCRIPTIONS

Subscriptions to the RACT Central Fund are open to all RACT serving members and friends of the Corps.

The Corps funds are generated primarily internally and as members of the RACT you can assist the Corps in generating funds that ultimately go back to supporting your Corps and your endeavours. Planning for the celebrations for the RACT 50th Birthday are already well underway and the Corps needs to finance this accordingly, your subscription will ultimately assist in ensuring we celebrate our 50th Birthday appropriately.

With regards to Corps subscriptions, many have asked 'what's in it for me?' This is not what the subscription is about. It is about giving back to the Corps and enabling the Corps to assist members and ex members where needed. You may not realise what these funds allow us to do. In fact the RACT fund provides assistance to Army wide RACT functions, is able to deliver gift packs to our operational servicemen and women and provide fitting tributes to our members who have fallen. For a very small sum you can assist in more ways than you think. The Corps does not generate any other income, less a very small grant from Army, and the Corps funds will not currently be able to provide much of a celebration for the 50th Birthday without a substantial increase. With your help we can work as a wider team and allow our small individual contributions to become a larger group effort. For just a small contribution each pay, or an annual payment, you are able to contribute to sustaining the Corps ventures stemming from looking after our people when they need it most, to ensuring that the Corps history can be documented and recorded for prosperity.

We encourage you, if you are not already a member to join now, and we ask you to also encourage those RACT members around you to contribute to the Corps in this small way. All Corps fund members will receive the coveted numbered RACT badge along with their own copy of the Corps Journal 'Par Oneri' and a chance to win a cash prize from the badge draw held annually.

Thank you for your already significant efforts as members of the RACT, if you are not already, please go one step further and become a Corps subscriber and allow the Corps to prosper into the future.

Par Oneri

DHOC LTCOL SA McClellan & Corps RSM WO1 PD Frawley

RACT Central Fund Membership

RACT CENTRAL FUND SUBSCRIPTIONS FORM

Subscriptions to the RACT Central Fund are open to all RACT serving members and friends of the Corps.

PMKeyS _____ Rank _____ First Name _____

Last Name _____ Unit _____

Payment Method: Is by Electronic Funds Transfer (EFT) only and can be paid on an annual or fortnightly basis. It is strongly recommended that a reoccurring EFT is set up to prevent missed payments.

Is this a new subscription? (Please Circle Yes or No)

Yes

No

If No: Please provide your badge No: _____

Annual Subscription: (Please Circle Below)

PTE - CPL: **\$26** SGT - CAPT: **\$52** MAJ: **\$78** LTCOL and above: **\$104**

Fortnightly Subscription: (Please Circle Below)

PTE - CPL: **\$1** SGT - CAPT: **\$2** MAJ: **\$3** LTCOL and above: **\$4**

EFT Bank Details:

Bank - Defence Bank

Account Name - RACT Central Fund

BSB - 833205

Account Number - 20587823

EFT Instructions: You must include your last name, initial, PMKeyS No and badge number (if you have a badge) i.e. Smith B 8240781 1011 in the reference/description area of your EFT in order to be identified on the RACT Central Fund Bank Statement:

.....
Please email your completed form with EFT receipt to:

Email: ract.hoccell@defence.gov.au

Please Note: For new subscribers, your badge will be forwarded on receipt of payment.

The Last Post

335082 COL Peter William Blyth, MBE

As we were going to print, the very sad news of COL Peter Blyth, MBE sudden passing was received.

COL Blyth was the Head of Corps from Jun 78 to Mar 82. On retirement from the Army COL Blyth was appointed as the Colonel Commandant Queensland and Northern Region from 1983 – 1989. He also served as the Representative Colonel Commandant from 1983 – 1987. Col Blyth was an active member of the Army Transport Association as well. COL Blyth was an inspirational leader who had a stellar career.

COL Blyth was the much loved father to Greg and Christina, husband to Julia and a friend to many and will not be forgotten. Par Oneri.





Army