



AUSTRALIAN ARMY TRANSPORT JOURNAL

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



ISSUE 41, 2009



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Key appointments 2010

HOC Cell:	
HOC	Brigadier D.T. Mulhall, AM
DHOC	Lieutenant Colonel P.A. Bruce
CRSM	WO1 W. Le Lievre, OAM
SO2 CORPS	

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Support Services Worldwide

Reprographics
Compass Group (Australia) Pty Ltd
Latchford Barracks
Building 107
Bonegilla, VIC, 3691

Telephone 02 6055 4050
Fax 02 6055 4053
Email repro.latchford@internode.on.net

graphics
printing
photography

WELCOME

As the editor, I am thrilled to have the opportunity to be involved in the yearly production of the Australian Army Transport Journal (AATJ). Many thanks to the outstanding efforts of Kate Malone from the Reprographics Department at Latchford Barracks, WO1 Gavin Cole from Development Group and the support of our sponsors, Haulmark Trailers, PDL Toll, BAE Systems Australia and Mercedes-Benz Australia/Pacific.

Whilst the Journal's style and content will follow suit of previous years, distribution and accessibility of the magazine will be trialled by electronic media communications. The distribution will be via the intranet and internet only; no hard copies will be produced this year. Feedback on the trial is welcomed as the intended change is aimed at targeting a wider audience.



It's been a busy year within the Head of Corps Cell, which continued to aim at educating ALTC courses on the Head of Corps function, particularly Central Funds. I'm pleased to report that subscriptions to Central Funds have increased with numbers now in the vicinity of 850. I continue to encourage Corps membership and details can be found on the RACT webpage or by contacting the cell directly.

Editor
MAJ Leanne Le Lievre

Address for Correspondence
The Editor
Australian Army Transport Journal
Head of Corps Cell RACT
NORTH BANDIANA VIC 3694
Telephone 02 6055 4544

DEADLINE
Material for 2010 edition must reach the editor by 01 September 2010

I encourage all members to continue submitting contributions to the annual Journal; allowing the opportunity to discuss Corps matters, share Corps related stories and participate in the cash prize Central Funds competitions.

PAR ONERI

HEAD OF CORPS

BRIGADIER D.T. MULHALL, AM HEAD OF CORPS ROYAL AUSTRALIAN CORPS OF TRANSPORT

David Mulhall was born on 14 November 1964 in Brisbane and completed school at the Marist College Ashgrove. While studying at the Queensland Institute of Technology, he enlisted into the Army Reserve in 1982 as a driver in 2 Transport Squadron. He transferred to the Australian Regular Army upon acceptance into the Officer Cadet School Portsea, graduating in December 1984 into the Royal Australian Corps of Transport.

Brigadier Mulhall gained regimental experience in 18th Transport Squadron, 6th Battalion the Royal Australian Regiment, Perth Transport Unit and 3rd Brigade Administrative Support Battalion (Second-In-Command 9th Transport Squadron and Adjutant). His experience as a junior officer was rounded out with a posting to Headquarters Northern Command and with the appointment as Aide-de-Camp to the General Officer Commanding Logistic Command.

Brigadier Mulhall was promoted to major in 1995 and posted to the British Army's School of Logistics as a student on the Advanced Transport Course. He returned to Australia to take up sub-unit command in 1st Combat Service Support Battalion. Following attendance at Army Command & Staff College (C&SC) Queenscliff in 1998, Brigadier Mulhall was posted to the Directorate of Officer Career Management – Army (DOCM-A) as the Career Advisor Transport & Catering.

In January 2000, he was promoted to lieutenant colonel and returned to C&SC as an Instructor. Upon the establishment of the Australian Command and Staff College the following year, Brigadier Mulhall was posted as one of the Directing Staff and subsequently appointed as the inaugural Chief Instructor. Brigadier Mulhall then had the privilege to command the 1st Combat Service Support Battalion in 2002-03.

Brigadier Mulhall returned to DOCM-A in 2004 as Career Advisor Lieutenant Colonels (A) and acted as the Director Officer Career Management – Army for eight months. Brigadier Mulhall was promoted to Colonel in July 2005 and appointed as the Director Personnel Operations – Army, before deploying to Iraq as the Chief of Plans (Logistics), Multi-National Force – Iraq. Upon return to Australia in August 2006, Brigadier Mulhall was posted as the Director Logistics – Army, before attending the Centre for Defence and Strategic Studies. On completion of that course in December 2008, Brigadier Mulhall was promoted to his current rank and appointed as the inaugural Chief of Staff Army Headquarters.

Brigadier Mulhall was appointed a Member of the Military Division of the Order of Australia in the 2007 Queen's Birthday Honours List, and was awarded the US Army Bronze Star Medal for his service on Operation IRAQI FREEDOM. He has successfully read for a Master of Engineering, Master of Defence Studies, Graduate Diploma of Transportation Planning & Management, Graduate Diploma of Strategic Studies and a Bachelor of Professional Studies.

David is married to Michelle who is a serving Royal Australian Air Force Wing Commander. Michelle and David are proud parents of Sarah, who was born on 11 July 2007. Michelle is very kind to indulge David's passion for rugby and to console him after each terrible round of golf.



THE CORPS RSM

WO1 W.A. Le Lievre, OAM CORPS REGIMENTAL SERGEANT MAJOR

2009 has been a significant year within the Corps. The change to the structure of the Army has enabled direct communication within many aspects of Forces Command and the Corps. There will be continual change within the Corps to meet the required capabilities and skills required of our soldiers and officers. This will be a very important task for the next few years with the pending delivery of Land 121 vehicles and JP 2048; the Amphibious Water Craft replacement fleet. Our soldiers and officers will be required to embrace the future challenges coming our way to maintain our relevance on the battle field. RACT is accustomed to significant equipment enhancements in our history and in the next few years the Corps will face yet again an influx of new equipment. This is going to be an exciting time for the Corps and it's going to be great to see what we come up with.

I have had the opportunity to engage with many courses, both trade and promotion, with the feed back received being very encouraging. I would like to explain attendance on courses at this point; the requirement of our soldiers to attend development courses in the current Force Generation Cycle is going to continue. The question why soldiers attend courses so early in their respective rank has been asked. The main reason is to develop and educate the soldiers; therefore, allowing the chain of command to gauge how the soldier will assimilate the content of the course within the work place.

Training Establishments are only one part of delivering the required skill to effectively develop a soldier for promotion. Units are responsible for the on the job training and promotion recommendation for the soldier to advance in the work place. There will continue to be the requirement to send soldiers on courses for their development within the Army Training Continuum (ATC) whenever the opportunity arises. This can be at extremely short notice and early in the soldier's career. The reason for this is to ensure that the Army is able to meet the skills capability and to develop its work force accordingly, to deliver mission ready troops to the battle field.

In closing, good soldiering for the remainder of this year and I would ask you all to embrace the ATC; the information can be found on the Forces Command website. The ATC is going to assist all units in the force generation of suitably qualified soldiers for the Corps. The HOC and I are committed to listening to the members of the Corps and please if you have an issue we would like to hear about it; keep up the good work.

Par Oneri

LITERARY PRIZE

Best Essay / Article – **PTE Emily Smyth**
'Transport Platoon TLBG VI 2009 Timor Trucks R Us'

The following individuals were commended for their effort in writing interesting and informative articles:

LT Andrew Laing 36 Water Transport Troop

CAPT Pip Cleary Transport Plays A Key Role During Exercise Talisman Sabre 2009



2009 AUSTRALIA DAY AWARDS

The Head of Corps wishes to congratulate the following members whose outstanding military service was recently recognised in the 2009 Australia Day Awards:



MEMBER (AM) IN THE MILITARY DIVISION OF THE ORDER OF AUSTRALIA

Brigadier David SAUL

For exceptional service as Commander 17th Combat Service Support Brigade, Director Operations Headquarters Joint Logistic Command and Commanding Officer 3rd Combat Service Support Battalion.

Brigadier Timothy HANNA

For exceptional service to the Australian Army as Director Army Personnel Agency - Adelaide, as Commander 9th Brigade and as the Army Area Representative - South Australia.

GROUP BRAVERY CITATION

Kenneth Stanley BARRINGTON

Dudley Raymond CROWE

Gregory Dale KENNY

Philip Wharton CLARK

Timothy GAY

Alistair Andrew SCOTT

Awardees comprise of several crew members from the 35 Water Transport Squadron attached to the Australian National Antarctic Research Expedition.

On the night of 3 December 1987, several crew members from the 35 Water Transport Squadron rescued passengers and crew from the Nella Dan and transported them to Macquarie Island.

sailed three Light Amphibious Resupply Craft (LARC) into the huge seas to evacuate almost eighty Antarctic expeditioners and ship's crew. Although not suited to the dangerous conditions, the LARCs were manoeuvred alongside the Nella Dan. Howling winds hampered the rescue as fuel from the ruptured ship sprayed up on to the decks of the vessel and over the evacuation ladders and personnel, creating slippery and hazardous conditions. The stricken ship could be heard screeching as metal pounded against rock. In treacherous conditions, the rescuers transferred people by Jacob's ladder and ropes to the LARCs, which made one to two

trips each back to shore. As a result of the skill and tenacity of the crew members, no one was seriously injured in the operation, which was successfully completed in less than one hour.

For their actions, they are recognised by the award of the Group Citation for Bravery.

On the day of the incident, the 75 metre polar vessel, Nella Dan had been moored off Macquarie Island for resupply operations also using a fuel line. Strengthening winds and rough seas developed in the early evening, causing the vessel to drag her anchor. The ship's hull ploughed in the rocky sea floor, opening up a hole in one of its fuel tanks. Within minutes of being alerted to the accident, members of the Squadron

GROUP BRAVERY CITATION

Sergeant Damion Clifford KING

On the morning of 19 February 2008, Sergeant King attempted the rescue of two army drivers from a vehicle submerged in floodwaters at Corroboree Park, Northern Territory.

Sergeant King watched as an army ambulance veered off the side of a highway and plunge into a flooded creek where it became almost completely submerged. Dragged by a strong current, it had become wedged between trees. Seeing

that the driver and his instructor had not surfaced, Sergeant King jumped into the water, gripped by an undertow surge swirling with hidden storm debris. He then dived down to free the two soldiers, but his vision was seriously impaired by the murky creek. As he resurfaced for air, he saw that the driver had also surfaced. Sergeant King instructed the soldier to cling to the top of the vehicle, and dived down again to search for the

driving instructor. As he did so, the windscreen of the vehicle caved under the pressure, enabling the soldier to also surface unharmed. Checking the condition of both men, Sergeant King instructed other soldiers using ropes to pull the three to safety.

For his actions, Sergeant King is commended for brave conduct.

2009 QUEENS BIRTHDAY HONOURS LIST

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

MEDAL (OAM) IN THE MILITARY DIVISION

Warrant Officer Class One Wayne LE LIEVRE



For meritorious service as the Senior Career Manager Royal Australian Corps of Transport, and as the Regimental Sergeant Major of the 7th Combat Service Support Battalion.

MEDAL (OAM) IN THE MILITARY DIVISION

Warrant Officer Class One Vivianne NORTHOVER (now Captain)



For meritorious service as Warrant Officer Personnel, Headquarters 1st Joint Movement Group; Operations Warrant Officer, Joint Movement Control Office Townsville; and as Movement Officer at Joint Task Force 633 in the Middle East.

CONSPICUOUS SERVICE CROSS (CSC)

Colonel Craig McCONACHY

For outstanding achievement as Commander 1st Joint Movements Group, particularly in his contribution to strategic joint movements for the Australian Defence Force.



CONSPICUOUS SERVICE MEDAL (CSM)

Warrant Officer Class Two Andrew WATT

For meritorious achievement in the performance of duty as Driver to the Chief of the Defence Force.



CONSPICUOUS SERVICE MEDAL (CSM)

Warrant Officer Class One Ian SOJAN

For meritorious achievement as the Operations Warrant Officer and as the Senior Cargo Specialist Operator at the 10th Force Support Battalion.



OBITUARY

COL William Charles John Hill, MBE OAM ED

John Hill was born on 4 Mar 1913 and died on 18 May 09 (aged 96). John's military service commenced when he joined the Citizens Military Force in 1939. He received his commission as an Officer in 1940. In September 1941 he transferred to the AIF and saw active service in the Middle East and in the Pacific Theatre. In the New Guinea campaign, he was one of the first officers to be trained in the new art of air dispatch of supplies. He left the Army in July 1947 with the rank of Major. In 1952 he rejoined the Citizens Military Forces and served for 18 years retiring with the rank of Colonel in 1970. He served in many posts in his CMF career and his last posting was as the Commanding Officer of 8th Supply and Transport Column at Randwick. In 1965 he was awarded the Efficiency Decoration (ED) for his service as a citizen soldier. In 1948 he joined an ex service organisation called the Royal Australian Army Service Corps Officers Association (NSW) and was the Vice President of this Association from 1968 till 1993. He was elected President of this Association in 1993 and only just retired from this position in 2008. He was made a Life Member of this Association in 2000.



PTE Colin Marc Delmar 1984 – 2009



PTE Colin Marc Delmar died tragically in a motor vehicle accident on the 19 Mar 09. He was farewelled by family and friends at the Lone Pine Chapel, Robertson Barracks on 27 Mar 09. Colin was known by everybody as "Teabags." PTE Delmar enlisted into the Army on 31 Mar 03 and had served with 1 CSSB, 1 Armd Regt and 8/12 Mdm Regt. Wherever he served, his troop commanders all agree that there was never a dull moment when Colin was around and he was a mate who was not hard to like. He was a skilled sportsman; and represented 1 Brigade in Touch Rugby. His honours and awards included the Soldiers Medallion for exemplary service whilst deployed on Operations in Iraq, the Iraq Campaign Medal, Australian Active Service Medal with Iraq Clasp, Australian Defence Medal and Army Combat Badge. PTE Colin Marc Delmar was outgoing, ambitious and always happy. A true Aussie soldier who got the job done when required, but enjoyed life to the full.

LCPL John Reginald Gilbert

LCPL John Reginald Gilbert, Jack to his mates, enlisted into the Australian Army as a reservist, Royal Australian Corps of Transport Pipes and Drums, on the 29 Oct 74. He was a dedicated member for 35 years and was well respected among his peers. A character at heart, he always wore a smile and made fellow members of the unit laugh. Jack was a tenor drummer and rarely missed a performance or parade night, which was a credit to him, considering his civilian career as an Ambulance Driver was extremely busy. He was involved with many significant performances and tours with the RACT Pipes and Drums during his reserve service. Some of Jack's highlights were: Tour of Europe 1986 (Scotland, England, Belgium and Germany), Australian Tattoo 1988 and the Edinburgh Military Tattoo in Australia 2005. Sadly Jack passed away after losing his battle with cancer on the 12 Jun 09.



PTE Dimitrios (Jim) Kiriakidis 1969 – 2009



It is with great sadness that we report the loss of PTE Jim Kiriakidis, a member of 26 Transport Squadron, 9 FSB. We are very proud to have known Jim who was an excellent soldier for more than 15 years. Jim was well liked and he and his family benefited from the support of his mates to the end. The RACT Corps RSM, the CO and RSM 9 FSB and the OC and SSM 26 Tpt Sqn were very proud to have been able to witness this support first hand as some of his closest friends were able to show their respect in the excellent drill they displayed as pall bearers. Jim is survived by his wife, Elisabeth and his two beautiful daughters Anna and Olivia. We offer our condolences and support for them in this difficult time.

Colonels Commandant

Representative Colonel Commandant - COL Peter White	Colonel Commandant Western Region - COL Doug Webb	Colonel Commandant Tasmania Region - COL Wayne King
Colonel Commandant Northern Region - COL Dennis Scanlon	Colonel Commandant Southern Region - COL Joe Fuster	Colonel Commandant Central Region - COL William Denny

RACT Regional Corps Representatives are appointed in each military region in accordance with Corps Policy Statement Number 13. In each military region specific ARA and GRes appointments are identified to fulfil this function rather than specific individuals. Current Corps Representatives are:

Region	Rep	Addl Rep	Region	Rep	Addl Rep
Eastern	MAJ Stephen Williams OC 176 AD SQN RAAF BASE Richmond RICHMOND NSW Tel: (02) 4587 3500	MAJ Sean McBain OC (3 Tpt Sqn) Tpt Coy, 5 CSSB Hill Street BANKSMEADOW NSW 2019 Mob: 0414 670 937	Central	CAPT David Harvie 2IC JMCO Adelaide Building 34A Keswick Barracks Anzac Highway KESWICK SA 5035 Tel: (08) 8305 6518	MAJ Warren Symmonds OC Tpt Sqn, 9 CSSB Warradale Barracks Oaklands Road WARRADALE SA 5046 Tel: (08) 8305 7079 Mob: 0434 603 300
Southern Queensland	MAJ Allan Schmidt 2IC 7 CSSB Enoggera Barracks ENOGERA QLD 4052 Tel: (07) 3332 7648	CAPT Craig Mann Admin Offr JMCO Brisbane Enoggera Barracks ENOGERA QLD 4052 Tel: (07) 3332 7469	Western	CAPT Greg Blycha 2IC JMCO Perth Irwin Barracks Chin Road KARRAKATTA WA 6010 Tel: (08) 9269 4766	CAPT Alan Finlayson OC Tpt Sqn, 13 CSSB HELENA VALLEY WA 6056 Tel: (08) 9250 9201
Northern Queensland	MAJ Leigh Briggs OC 9 Tpt Sqn, 3 CSSB Lavarack Barracks MILPO TOWNSVILLE QLD 4813 Tel: (07) 4771 7473	MAJ Brett Green OC 35 Water Tpt Sqn, 10 FSB Ross Island MILPO TOWNSVILLE QLD 4813 Tel: (07) 4753 6350 Mob: 0410 429 659	ACT	CAPT Brett Huggins Royal Military College Duntroon Geddes Building Morshead Drive DUNTROON ACT 2600	MAJ Andy Weir CA RACT, DOCM-A R8-8-054 Russell Offices CANBERRA ACT 2600 Tel: (02) 6265 3481
Northern	MAJ Benjamin Bridge OC Tpt Coy, 1 CSSB Robertson Barracks PALMERSTON NT 0830 Tel: (08) 8985 9451	CAPT Mark Hogan (OC Deployed) OPSO JMCO Darwin Robertson Barracks Palmerston NT 0820 Tel: (08) 8935 6951 Mob: 0437 473 780	Tasmania	CAPT Timothy Thompson 2IC 44 Tpt Sqn Kokoda Barracks Gunn Street DEVONPORT TAS 7310 Tel: (03) 6424 2981 Mob: 0427 568 397	Full details can be found on the RACT websites.
Victorian	CAPT Nicholas Schoch A/SI Road Transport Wing ALTC Tobruk Barracks PUCKAPUNYAL VIC 3662 Tel: (03) 5735 7085 Mob: 0409 033 148	MAJ Andrew Priestley OPSO 4 CSSB Maygar Barracks Camp Road BROADMEADOWS VIC 3047 Tel: (03) 9358 1272 Mob: 0411 755077			

Corps Regional Representatives

RACT CENTRAL FUND

Purpose

- to support RACT extra regimental activities (including the display at the Army Museum-Bandiana).

- to provide encouragement to RACT soldiers to excel in their profession.

- to support projects and activities which will benefit RACT personnel, that are not normally funded by public monies.

- to safeguard, maintain and purchase items of RACT Corps property.

- to provide recognition of the service of those RACT personnel who achieve 20 years service or who otherwise distinguish themselves during their careers.

- to provide for the purchase of wreaths and dispatch of messages of condolence, etc to the families of deceased RACT members.

- for other matters as decided by the RACT Corps Committee.

Financial Grants to Units

The RACT Central Fund may make financial grants to RACT units, RACT sub units and to RACT elements of logistic units for projects and the purchase of goods and services which are unavailable through the Army system, cannot be purchased using public monies, or are

not provided by 'Frontline'. Such grants must directly benefit RACT soldiers. RACT Central Fund monies may be used in conjunction with Regimental Trust Fund (RTF) monies to finance projects or purchase goods as outlined above.

Bids for financial assistance from the RACT Central Fund must be endorsed by the Unit Commander, although they may be raised by any person acting on behalf of RACT soldiers. Submissions to the RACT Corps Committee should be made through SO2 Corps RACT, ALTC.

The RACT Central Fund will not normally assist Officers or Sergeants Messes, except for a subsidy paid in respect of Officers and SNCO/WO being farewelled at Tobruk Dinners and contributing towards the insurance of RACT Property on long-term loan to the Army Logistic Officers and Sergeants Messes.

RACT Badge Draw

The yearly Badge draw was conducted at the recent RACT Corps Confs and the following winners for 2009 were:

1st prize - LT D. Ueda - \$980.00.
2nd prize - PTE R. Lingard - \$580.00
3rd prize - WO1 C. Hodder - \$390.00

Subscription Rates

Corps subscriptions rates are by rank are as follows:

Rank	Rate per Pay
MAJ and above	\$2.00
SGT-CAPT	\$1.50
PTE/LCPL/CPL	\$1.00

Australian Regular Army members may pay Corps subscriptions by completing the allotment forms which can be found on the RACT webpage. The form is to be returned to the Head of Corps Cell at the following address:

SO2 Corps
Royal Australian Corps of Transport
c/- Headquarters Army School of Transport
Gaza Ridge Barracks
NORTH BANDIANA VIC 3694

Army Reserve and retired members may pay Corps subscriptions as a one off yearly payment or fortnightly which can be made via cheque or direct deposit into the Central Fund account. Cheques can be made payable to the RACT Central Fund and forwarded to the above address. Banking details are as follows:

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

Further details on Corps subscriptions can be found on the RACT webpage.

awards to be granted to officers and soldiers undergoing full-time basic and/or employment training for exemplary performance, while DI (A) PERS 118-1 Australian awards for long service for members of the ADF and officers and instructors of cadets provides for a system of

awards to recognise long service. There are currently no awards and only very limited recognition of a member's departure from Army. Prior to the issue of this Corps Policy Statement (CPS), the RACT utilised various awards to recognise retirement from the Army, students

of merit on trade courses and exemplary performance by junior ranks. These awards were an adjunct to existing Army and Defence systems, but were all stand-alone awards. In Jul 05 the RACT Corps Committee agreed that the existing and discrete system of RACT awards should be combined into a single scheme. In 2009 the committee was required to review the policy due to the evolution for inductions to the scheme. This scheme is now known as the RACT Recognition Scheme and it covers all aspect of awards and recognition to members of the Corps. In various areas this scheme needs to be read in conjunction with various Corps policy statements.

RACT PTE-CPL Awards for Excellence - 2009

8530896 PTE A. Foreman 10 FSB	ARA - Water Transport	Northern Region
8521232 CPL B. Bayes RTW	ARA - Road Transport	Southern Region
8240369 CPL M. Moody MW	ARA - Terminal	Southern Region
8297703 PTE B. Birchall JMCO	ARA - Movements	Northern Region
8542351 PTE B Heape 176 AD	ARA - Air Dispatch	Eastern Region
8254212 CPL A. Murphy 15 TPT	Army Reserves	Southern Region

ROLL OF HONOUR 2009

STUDENT OF MERIT

Army School of Logistic Operations - Special to Corps Warrant Officers CSS Course

0016 SGT B. Jones
0017 SGT M. Ryan

Logistic Officers Basic Course

0012 LT C. Muntz
0013 LT Thomas

Logistic Officers Intermediate Course

0013 CAPT P. Cook

Air Movement Training and Development Unit

Subject 4 SGT Supervisor Air Dispatch Course

0008 CPL J. Wilder

IET Basic Air Dispatch Course

0017 PTE S. Sulistio

Road Transport Wing

IET Driver RACT Course

0098 PTE C. Johns
0099 PTE N. Wells
0100 PTE J. Wallace
0101 SPR L. King
0102 PTE D. Nibloe
0106 PTE L. Parlor

0107 PTE A. Driscoll
0108 PTE C. Bryan

Transport Management Course

0026 LCPL K. Toomer
0027 LCPL D. Noske
0028 PTE G. Lane
0031 CPL C. Crooks

Subject 4 CPL Advanced Road Transport Course

0030 PTE V. Yeomans
0031 LCPL A. Scott
0032 LCPL J. Casper

Driver Testing Officer Course

0023 CPL A. Searle

Subject 4 SGT Supervisor Road Transport Course

0015 CPL V. Boyle
0016 CPL C. Dean

Maritime Wing

IET Cargo Specialist Basic Course

0015 PTE P. Iannelli

Subject 4 CPL Advanced Cargo Specialist Course

0010 LCPL S. McIntyre

Subject 4 SGT Supervisor Cargo Operations Course

0008 CPL L. Keys

IET Marine Specialist Basic Course

0013 PTE In'Thout

Subject 4 SGT Supervisor Marine Operations Course

0007 CPL R. Foster

IET Operator Movement Course

0018 PTE M. Wetherly

Subject 4 CPL Advanced Movement Course

0013 LCPL L. Haeusler
0016 PTE J. Still

Subject 4 SGT Supervisor Movement Course

0012 CPL K. Kindness

Marine/Terminal Officer Course

0008 LT C. Muntz

Movement Officer Course

0016 CAPT A. McKenzie

THE RACT RECOGNITION SCHEME

Purpose

The ADF has a long established principle of recognising conspicuous or meritorious service, exemplary performance of duty and specific acts of bravery. In the main, awards

flow from the Australian system of honours and awards however, there are other recognition awards outside of this system. Commendations for Service are used to formally recognise superior, excellent or high achievement; meritorious service or

specific acts of bravery for which the Australian system of honours and awards is not, in those instances, an appropriate medium of recognition. DI (A) ADMIN 152-1 Prizes and awards - jnr categories under training also provides for prizes and

DOCM-A RACT

MAJ ANDY WEIR

INTRODUCTION

Ladies and gentlemen of the RACT. Another year of service draws to a close and from a career management perspective it is important this forum be used to communicate some important information.

STATE OF THE CORPS

General. The figures (Table 1) are correct as at 18 Aug 09. 2009 represents the culmination of several years of recruiting and retention initiatives. Of note is the change in asset from 2008. The asset-liability gap has significantly decreased, which has had a profound effect on offers made under the ASWOC/PSO stream, lateral recruitment and officers wanting to transfer back into the ARA. In 2009 only one offer was made – a PSO. It is unknown if this trend will continue for 2010. Having increased officer numbers presents no cause for alarm. In our present environment the combination of operational tempo, overseas postings, courses and all-corps appointments contribute in taking people away from the workplace; having surplus numbers provides one method of balancing any manpower shortages. One potential downside to being healthy is that the workforce planners tend to reduce the forecast for RMC graduates from healthy corps to corps with a greater need for officer numbers. The RACT officer structure is sound and predicted asset LT to MAJ is within 10% of forecasted amount, which is considered acceptable.

Sub Unit Command Appointments for 2009. The following officers are to be congratulated on their selection for sub unit command in 2010:

MAJ Jim Matchett
OC 26 Tpt Sqn, 9 FSB

MAJ Paul Rogers
OC 30 Tml Sqn, 10 FSB

MAJ Leanne Le Lievre
OC 15 Tpt Sqn, 9 FSB

CAPT Andrew Harrison-Wyatt
OC SOLS, SOCOMD

CAPT Neil Peake
OC 176 Air Dispatch Squadron, 9 FSB

CAPT Michael Bigaila
OC 1 Tpt Sqn, 1 CSSB

CAPT Ken Crawford
SI/OC MW, ALTC

MAJ Lara BullPitt – Troy
OC JMCO BRIS, HQ IJMOVGP

CAPT John Howlett
SI/OC RTW, ALTC

CAPT Emma Maiden
OC JMCO DWN, HQ IJMOVGP

CAPT Amanda Kershaw
SI II Class, RMC

CAPT Josh Prucha
OC JMCO TSV, HQ IJMOVGP

CAPT Justin Burdett
OC CSS BTY, 4 FD REGT

CAPT James Ford
OC Admin Coy, 3 CSSB

CAPT John Vetuna
SO2 OPS, HQ IJMOVGP

Career Pathways

In Feb 2009, the Chief of Army released CA

Table 1

	Asset by Gender		Total Asset	Estab	Non-Corps Alloc	Total Req'd	TF - Liability Gap
	M	F					
OCDT / 2LT							0
LT	51	14	65	43	7	50	15
CAPT	76	25	101	60	29	89	12
MAJ	71	28	99	41	54	95	4
LTCOL	39	4	43	7	20	27	16
Total	237	71	308	151	110	261	47

Directive 07/09 on the Army Officer Career Pathway Strategy. More information will flow out to officers in due course as DOCM-A fully incorporates this new initiative.

Understand what a Performance Appraisal Report does.

Step 1. It is essential that individuals and the chain of command understand the wide ranging influence PARs have on career management decisions. Fundamentally

PARs inform and establish merit order within rank, cohort, corps and across corps. PARs have a direct influence on selection for postings and/or promotion.

Step 2. The accuracy of all parts of the PAR is critical. Parts 1B and 2C are pivotal for DOCM-A to gain an understanding of the actual as opposed to the posted role in the reporting period; and further, 2C provides a clear understanding of the officer's performance in those roles. The 2C wording must reflect the 'tick' criteria, and detail the basis on which the officer was rated. Parts 2D and 3A are absolutely essential for articulating an officer's suitability for future roles and articulating developmental milestones. The Assessing Officer and Senior Assessing Officer comments on officer suitability for future employment is especially important to enable the Career Advisor and PAC members access to targeted and pointed indicators for officers for SUC and ACSC.

Step 3. The next step is for each officer to read and check their PAR in detail to ensure it is both an accurate record of their performance, and to ensure all the necessary admin is completed. Please utilise the available procedure for representation

if warranted and ensure all action is complete before the PAR leaves the unit.

Merit – know it, understand it and apply it in the wider context.

Selection on merit underpins all career management decisions at DOCM-A where more than one officer is suitable for a position. Merit continues to be the point of differentiation for selection by POST Gp, especially when there are multiple people

vying for high profile and demanding appointments. Merit is balanced against personal preferences and extenuating personal circumstances, however these are not the primary decision factors. Merit is an amalgam of both performance and profile. Performance is primarily recorded via PAR – either Annual or Special – and is a combination of 'ticks' and the word picture. Profile describes the accumulated experience an officer gains throughout their service. It encompasses the posted positions, job roles (noting at times the posted position and the role may be different), courses and qualifications (both civilian and military) and operational service.

Civil Schooling

Civil Schooling opportunities for logistic officers are few and very competitive. Officers choose this route for a variety of reasons and at different stages in their career. The courses listed are not confirmed at this point, but will need to be confirmed during your 2010 interviews given current funding

restrictions. However opportunities are likely to include:

Masters in Business – Logistics Management at RMIT.

There is one RACT position per year allocated to study part time. This course is sponsored by JLC and has tied postings to the following APNs:

466418 SO2 Response

443274 SO2 Supply Chain Management

466236 SO2 Contracts

Masters of Science Simulation and Experimentation.

There are two positions allocated across Army per year to study full time at ADFA. The course is sponsored by LWDC and has tied postings to the following APNs:

557924 SO2 Future Sim Dev

557295 SO2 Sim Dev

557296 SO2 Sim Projects

557549 SO2 Sim Plans

Masters of Engineering Integrated Logistics Management.

There is one position allocated per year to study FT/PT on offer to all Logistic Corps. The course is sponsored by LWDC and has the RACT tied posting to the following APN as a MAJ:

557519 SO2 Transport

Graduate Diploma in Information Systems.

Traditionally not well subscribed to by RACT. Two positions are available for Logistic Corps for 12 months study at Swinburne.

FAREWELLS

Farewell, thank you and best wishes for the future.

MAJ Garry Smyth

MAJ Matina Stanfield

MAJ Lester Mengel

MAJ Erica Cameron

CAPT Stephen Surrey

MAJ Anita Smith

MAJ Esther Satterley

CAPT Natasha Williams

LT Chris Eves

CAPT Ben Mace

CAPT Nick Press

LT Nicholas Thorvaldson

CAPTAIN PETER MCCARTHY RACT AWARD RECIPIENTS

The recipients of the Captain Peter McCarthy Award for 2008/09 were LT Sally Williamson, 10 FSB and LT Timothy Thomas, 9 FSB. Both recipients received their awards whilst at RMC Duntroon.



RACT CAREER MANAGEMENT

MAJ RORY PATTERSON

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

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

There have been many changes in the Army recently that have challenged SCMA in providing effective Career Management. Whilst contemporary career management is forever evolving, it is important for all soldiers to remain focused on the basic principals of personnel management. To assist SCMA in effectively managing our soldiers, this article will focus some attention on reporting, the personnel advisory committee and career paths.

PAR Performance Appraisal Report

DI(A) PERS 116-16 AMDT NO 2

A performance appraisal system used for reporting on the performance and potential of members from the ranks of Private (qualified on Junior Leaders Course) to Warrant Officer Class One. RACT CMs are required to read and interpret hundreds of PARs annually in order to determine the soldier's performance throughout the year and more importantly to ascertain the soldier's suitability to be presented to Personnel Advisory Committee (PAC) for Target Rank (TR) SGT-WO1.

Throughout the CMs travels to various units across Australia, we have many opportunities to speak directly with soldiers about various subjects, including reporting. On occasions, soldiers have queried the chain of command's direction and expectations of their responsibilities and performance for the year. This forum is a tremendous opportunity to remind all RACT members of the requirement for reporting, counselling and the performance appraisal system.

When assessing a soldier's performance, the assessment should be based on the assessed member's worn rank (not their substantive rank); be based on the assessed member's performance, and not compared to any other person; ensure that minor isolated incidents (either good or bad) do not overly influence the assessment; and provide constructive feedback to members on how they can improve their performance.

A common oversight in the appraisal system is the omission of the three steps. First is the initial counselling which occurs within the first 30 days of the reporting period/posting cycle, and is recorded on page one of the PRP. The second is the mid-term review which occurs midway through the reporting period (after a minimum of six weeks), and is recorded on pages two and three of the PRP,

and last and most importantly is the performance appraisal which occurs at the end of the reporting period, and is recorded on the PAR.

Suitability for Future Employment

This area of the PAR needs to be highlighted. Known as "Suitability for Future Employment" or Part 2F, this area is the responsibility of the assessing officer to compile. There are four recommendations which need to be considered they are; M-Not Suitable, N-Likely to Become Suitable, O-Suitable, and P-Highly Suitable. The decision on the promotion recommendation is determined by the Assessing Officer; however, the recommendation is made in order to provide advice and guidance to the soldier and most importantly to the Senior Assessor. The Senior Assessor's promotion recommendation determines if the soldier is taken to PAC for promotion to SGT and above. A soldier will only be taken to PAC if he/she has a suitable or highly suitable promotion recommendation by the Senior Assessor.

Personnel Advisory Committee (PAC)

A soldier who has entered the Promotion Eligibility Zone (PEZ) for TR SGT and above will be presented to the PAC Chairman by the relevant CM. For TR SGT, CMs will present the soldier's history to the SO2 MAJ, and for TR WO2/WO1, the CM will present to the SO1 CM Gp who is a LTCOL. Respective PAC Chairman will view the soldiers reporting history from their previous three years of reporting. This is deemed a suitable snapshot of that soldier's performance and potential for promotion. On exceptions, the PAC Chairman may request to view a soldier's PAR dating back greater than three years. The PAC process is very transparent and open to visitors from all units across Army. The only restriction on visiting personnel to the PAC process is that you will not be allowed to view your own Corps PAC.

PAC OUTCOME - Table 1

Band One	Suitable and likely to be promoted.
Band Two	Suitable and may be promoted.
Band Three	Suitable for promotion. Not expected.
Band Four	Not suitable for promotion in this PPC.
Band Five.	Not suitable for promotion in the long term. Will not be presented back at PAC.
No Band.	Will not be Fully Qualified in this PPC or is under investigation

A PAC notification will be sent advising of the PAC outcome and an explanation.

It is important to remind all ranks that promotion to LCPL/CPL is conducted at unit level by the CO, and SCMA is responsible for promotion to SGT to WO1. For soldiers going to PAC and are wondering what may assist them in being more competitive, the following points are some relevant PAC considerations which

	PTE	LCPL	CPL	SGT	WO2	WO1	Total
ECN 035							
Establishment	36	6	30	32	19	10	133
Asset	57	5	27	16	18	13	136
% manned	158%	83%	90%	50%	95%	130%	103%
ECN 171							
Establishment	77	14	27	13	8	4	143
Asset	71	14	23	12	7	3	130
% manned	92%	100%	85%	92%	87%	75%	91%
ECN 218							
Establishment	52	8	35	22	7	3	127
Asset	45	9	31	14	7	3	109
% manned	86%	112%	88%	64%	100%	100%	86%
ECN 109/381							
Establishment	568	120	241	114	63	8	1114
Asset	642	121	248	116	85	10	1222
% manned	113%	101%	103%	103%	134%	125%	110%
ECN 274							
Establishment	96	11	22	0	0	0	129
Asset	43	4	22	0	0	0	69
% manned	45%	36%	100%	0%	0%	0%	53%
ECN 099							
Establishment	55	8	15	13	8	2	101
Asset	62	5	19	14	8	4	112
% manned	112%	63%	126%	108%	100%	200%	118%

Note: Asset figures for all ranks includes soldiers posted to non-corps positions.

are viewed most favourably; they include: performance, potential, qualifications, experience, physical fitness, medical fitness, AIRN, conduct, COPAS, higher duties, vacancies and mobility.

At the completion of PAC, letters are sent out to the unit COs and RSMs. Each member is to be debriefed on the PAC outcome and a copy is placed on the member's personnel file (Table 1).

Promotion

The manning table above indicates the strength of each ECN by rank. This graphically illustrates why very few soldiers clear PAC for promotion to SGT - WO1 in some ECNs. The key point for soldiers is that while the PEZ stipulates a minimum time required in each rank before a soldier can be taken to PAC for promotion, due to the healthy state of the Corps, soldiers should expect it to be normal to spend longer than the minimum time in rank before clearing PAC for promotion. Potentially, it may become standard to undertake two postings as a CPL or SGT prior to being promoted.

RACT Manning As can be seen in the adjacent table, RACT is in a very healthy state, with the only ECN of particular concern in regards to manning levels being ECN 274. All soldiers should be aware that while this is a great state for the Corps to be in, promotion will be even more competitive. Soldiers should also note that if they leave the ARA and subsequently wish to re-join, SCMA may not be in a position to support this. For a soldier to re-join there must be a vacant position for the member to be positioned in.

Graded Other Ranks Pay Structure (GORPS)

In addition to career management issues, on 7 Nov 08, the Defence Force Remuneration Tribunal (DFRT) approved a new remuneration structure of 10 pay grades for Warrant Officers and other ranks. The structure will provide new significant reward for promotion and up skilling in targeted areas. The decision was backdated to 4 Sep 08, with implementation scheduled for payday 28 August 2009. For further information on GORPS, you can go to the Directorate of Personnel Policy - Army Pay Structure and Issues website located on the DEFWEB.

PG1	PG1
PG2	PG2
PG3	PG3
PG4	PG4
PG5	PG5
PG6	PG6
PG7	PG7
PG8	PG8
PG9	PG9
PG10	PG10

In conclusion, 2010 is going to be an extremely busy year and our aim is to maximise your chances of having a fulfilling career in the Corps. As the year progresses, we hope to once again have the opportunity to meet as many of you as possible in both a professional and social capacity.

2010 ARA COMMANDING OFFICER AND RSM LIST

RACT ARA Command and RSM appointments WEF 18 Jan 2010:

- LTCOL Walk CO 7 CSSB
- LTCOL Constantine CO JLU (N)
- LTCOL Cowham CO 8 CSSB
- LTCOL Armstrong CO 9 FSB
- LTCOL Bruce CO AST
- LTCOL Donohue CO 1 CSSB
- WO1 Foster RSM 17 CSS Bde
- WO1 Carthew RSM 9 Bde
- WO1 Irwin RSM Ceremonial Sydney
- WO1 Armstrong RSM Ceremonial Hobart
- WO1 Fisher RSM 1 CSR
- WO1 Craker RSM 2 FSB
- WO1 Bodsworth RSM 9 FSB
- WO1 Johnson RSM 4 CSSB
- WO1 Collins RSM 8 CSSB
- WO1 Maher RSM 11 CSSB
- WO1 Frampton 39 PSB
- WO1 Barron RSM QUR
- WO1 Lakey RSM 13 CSSB
- WO1 Le Lievre RSM AST

Congratulations are extended to the above members from HOC and the members of the RACT

REPRESENTATIVE COLONEL COMMANDANT



sought the only chance we had to see if our skills were up to the mark. This desire to put training into effect is no doubt still there. I wouldn't say that our generation wasn't flexible, because in my opinion that has always been an attribute of Australian soldiers. But we were able to, and did, focus on a single form of warfare. That differs from today's situation, where you are confronted with a variety of different and evolving operations. That you manage to learn, train and operate in so many environments is to your credit. In RACT that capacity is even more marked because we have a greater diversity of skills and equipment than arguably any other Corps in the Army.

The big advantage that you have today is the public support that exists. When you consider that there was a time when uniforms were not worn in public without good reason, you may have some idea of how things have changed. The public's support of the Australian soldier, irrespective of their opinions as to the merits of various conflicts, is nothing less than it should be. Where I and the other Colonel Commandants sit is somewhere between

the public and the Defence Force. I have a foot on both sides of the fence which can be an interesting position! I am frequently asked what is happening, why and where. I think it's fair to say that most members of the public don't have a detailed knowledge of what is happening, but are none the less supportive.

Let's hope that never changes. The great "silent majority" out there are just that. But be assured that what you are doing is greatly valued and appreciated. As always you are "Equal to the Task."

COL Peter White

*Espirit de Corps
Civil/military links by the Corps
Affiliations and alliances with
other Corps; and
Corps customs and memorials*

RACT ASSOCIATION NSW REGION

The RACT Association in NSW and the ACT conducts a number of functions throughout the year. These functions are open to all serving and retired members and range from ANZAC Day to a number of social functions where friends can get

together and catch up. Newsletters are distributed to units within NSW for your information, but at any time feel free to contact the Secretary at the following address and phone number.

Secretary –
15/1135 Pittwater Rd, COLLAROY, 2097.
Phone – 02-99828846
Email – tom.nicol@bigpond.com

RACT ASSOCIATION WESTERN REGION

The Corps Association calendar of events for 2009 kicked off with a Sun Downer in the Leeuwin Barracks Officers and Sergeants Mess (LBOSM) on Friday 06 March 2009. This event followed a successful Christmas Sun Downer held in early December to see out 2008. Attendance at our Sun Downers is gradually growing, with numbers of between 20 and 30 enjoying the ambience of the Mess overlooking the Swan River. We again had a very enjoyable annual Corps Birthday Dinner held in the LBOSM on

Saturday 23 May 09. There was a particular good turn out with 48 starters of both current serving and retired members. The remainder of the year will see our Annual General Meeting which is being held on 11 Sept 09 at the LBOSM, a family and history day held at 10 Transport Squadron at Helena Valley on 04 Oct 09 and our final Sun Downer on 04 Dec 09 at the LOBSM. All past and present members of the Corps are welcome to attend the functions, regardless of membership status. A list of

next year's events is as follows:

05 Mar 2010	Sun Downer (Bar snacks);
22 May 2010	Annual Corps Dinner (Mixed Dining Night);
10 Sep 2010	AGM (Bar snacks); and
03 Dec 2010	Christmas Sun Downer (Bar snacks).

3RD MILITARY DISTRICT ASSOCIATION



A June Pilgrimage to the Shrine of Remembrance in Melbourne was a tradition upheld by the members of the CMF and Army Reserve for many years.

The parade would gather at the Sturt Street Depot, and in Unit order, would march to the Shrine and a service would be held with troops parading on the forecourt. At the conclusion of the service all members on parade would file through the sanctuary to place a poppy at the Stone of Remembrance. Members were encouraged to attend a function held at Sturt Street Depot where the Caterer's had prepared a fitting table.

Overtime the RAASC planted a tree and placed a plaque to note the Corps details. On the formation of the RACT, a tree and plaque was arranged in the same area as the RAASC and RAE (Tn) memorial trees and plaques.

My first involvement with this parade was a Parade Card activity in 1982, when I was

the WO1 Movements on Headquarter 3 MD Tpt and Mov Gp. My CO, LTCOL Roger Reynolds stated that we would be in attendance with my task to assist where required. It was a hot, steamy day, unusual for that time of the year. The parade went well, but a few of the troops could not cope with the heat. But over all Units that participated did with enthusiasm. I had no further involvement and after the disbandment of Melbourne Water Transport Unit in 1986 and the closure of the Sturt Street Depot a few years later, this was another tradition lost.

In August 2005 I received a letter from Col David Forde, an Association member and Shrine Trustee, that the plaques at each of the trees were looking very shabby. This request was also supported by Col Rob Regan, Col Commandant RACT Southern District. There were a number of meetings and support from HOC and DVA (grant to manufacture the plaques).

On the 04 Jun 06 was the Dedication Parade of the new plaques for RAASC and RACT. The Parade consisted of Association and RAASC Vietnam Association members, HOC Brig Kehoe and his staff members, CO LTCOL Mick Pollock 4 CSSB and Unit

Members and Maj/Padre David Horne who conducted the service and continues to do so. The Associations and Units gather at Anzac Ave and on "Quick March" stepping out proudly up the fore court passed the Internal Flame, eyes right, to be fallen out at the Corps trees. The Catafalque Party was in position prior to the commencement of the service. Afternoon tea is held in the Monash Room of the Shrine of Remembrance to give present the opportunity to catch up with old mates.

The tradition has now been set that the first Sunday in June will be the Pilgrimage to the Shrine Parade. The support from HOC and 4 CSSB has been great and hope this will continue in the future. This year, 2009 plans were in place for the Army School of Transport to provide Guard and escort to the banner, but "Swine Fever" put an end to that. Possible future plans will now see the parade held at 1100hrs, enabling AST to continue their future support.

So if you're in Melbourne around that time, please contact the Association for details. All are welcomed.

MAJ Bob Tyler (Rtd)

TRANSPORT PLATOON TLBG VI 2009 TIMOR TRUCKS R US

PTE Emily Smyth

Timor Leste Battle Group VI Transport Platoon first formed as a platoon of 2 RAR TPT in March 2009. It comprised a composite mix of units from 3 Brigade (3 CSSB, 3 CSR, 3 CER, and 4 FD Regt).

It wasn't long before great friendships and bonds were forged within the Pl. Within days we had become comfortable with one another and had well and truly started pre-deployment training. We started with the normal deployment briefs and medicals. The truckies conducted some training to refresh our minds and hone our skill sets before deploying in Timor Leste.

Before we knew it, May was upon us and we started deploying. We were saying our

We were amazed at the lifestyle and the culture of the country, not to mention the lack of road rules. At first sight, the truckies knew our driving skills were going to get a real work out from driving on these roads and streets, dodging pot holes and the very intense local traffic we have to encounter each day to fulfil our duties.

After settling into our rooms and getting used to the routine, we got straight into taskings. The majority of us operate out of the Heliport, with detachments to Forward Operating Base (FOB) Baucau (CPL Dowd, PTE Lee and PTE Plamer), and FOB Chauvel (CPL Roberts, PTE Brennan and PTE Wells). Our continuous weekly taskings are the sustainment runs out to these FOBs to keep them operating. The longest run is a



TPT PL-CSS COY TLBG VI

goodbye's to our loved ones and jumping on the plane inbound for our International Stabilisation Force (ISF) role within the Tactical Area of Operations (TAOR). We were all experiencing mixed emotions at this stage. Some were nervous, anxious, excited and some were just on 'another trip back to Timor'.

Driving through Dili for the first time was a real eye-opener for most of the platoon.

10 hour drive, which is great for us truckies, as it allows us to see the countryside. Some amazing scenery scapes are located along the journey, with extremely narrow roads and hairpin corners winding through the steep mountain ranges. Any slip ups could be fatal, as there is minimal space between you, the cliff faces and the local traffic. This has been a great experience for all the drivers, as it has built our confidence level

and capabilities up in regards to our driving skills and loading procedures. We carry out the normal truckie stuff, like loading and unloading our trucks, learning more and more every week on better ways to secure the loads. Our NCOs, CPL Lavery and CPL Bunt continuously mentor our procedures and provide critical training to ensure we deliver un-damaged supplies to the FOB.

Each task has a different task commander, which we share amongst the platoon. There are a select few of us that get a chance to deliver orders and take charge of the convoy. Under direction, we make timely and critical decisions to ensure that the tasking goes off with no effect to the company commander's mission. It's a great learning experience, as it's a huge responsibility being a task commander on operations; it allows us to be responsible for the entire convoy, the people and actions on.

Our Tpt platoon detachments to the FOB have been participating actively on the Coy's patrolling program and at times have acted as a member of the section, or as the driver, which has been a good learning experience. As well as the normal tasking, the platoon members have been attached in support to different activities throughout the battle group. A big part of any transport platoon is operator maintenance on our vehicles, as they cop a battering from the ill repaired roads. We are able to assist RAEME with the repairs to the vehicles, which has enabled us to gain a greater insight on the trucks and learn how and why things work or break. Recently we have received a number of new vehicles in the rotation policy from Australia, these vehicles are going to be of great assistance and add a reliable capability to the Battle Group. Hopefully not as many broken bits and pieces! The platoon should be starting to drive them within the next few days.

In between our sustainment runs, WO2 Greer and WO2 Sewer have been conducting a number of driver courses, (C2, LR3). To conduct and run these courses all of the instructors have come from Tpt Pl. The Servicing NCO, PTE Williams has



stepped up as the 381 during the courses, allowing the work area to function correctly. A unique opportunity has also arisen with a Junior Leaders Course being conducted in Dili. As a platoon we have managed to secure a number of positions on the course; the lucky members are PTE Ley, PTE Wells, PTE Steindl, PTE Attrill and PTE Hamer.

It's important to keep morale high in the yard, which is quite easy considering we have the best yard by far, in country. The platoon has the only pool in the H-Pod, a nice place to cool off, and it allows a nice place to have our Saturday afternoon BBQs. The engineers kindly whipped up a ping pong table for us to test our skills. The platoon was lucky enough to also find a pool table in a very bad state of repairs. SGT McConkey, on his return from course, brought back with him new felt to cover the table, all of the platoon pitched in to repair the table and we made it as good as new! We, the talented truckies, also built a heave beam which is heaps of fun and it gets a fair work out from day to day. So between our four denoted recreation items we have heaps of fun after hours. The Platoon has regular pool comps and recovery sessions

for PT in our pool, which is a great way for our bodies to recover, as all the truckies spend a lot of their spare time in the gym. So far the highlight of the deployment has been the FACE concert tour that came to Timor Leste to entertain the troops for a week, travelling between the FOBs. The entertainers included; Ian Moss, Ian "Dicko" Dickson and Mark Spanno (Aus Idol). They performed at most FOBs, entertaining the troops, it was a fantastic show that

WE WERE ALL EXPERIENCING MIXED EMOTIONS AT THIS STAGE. SOME WERE NERVOUS, ANXIOUS, EXCITED AND SOME WERE JUST ON 'ANOTHER TRIP BACK TO TIMOR'.

was enjoyed by all. The truckies managed to be involved as the roadies for the tour, transporting them and their gear to all the performances. It was great being involved and getting to know them individually and to also watch them perform. Ian Moss was magic on his guitar! They loved our yard

and had a swim in the pool as the Dili heat was hard to bare for some. They were so appreciative of our help during the week as the roadies, they gave us many special mentions and signed t-shirts, thanking us for all our hard work. Thanks to all the entertainers for coming over; it was a shame to say goodbye.

All in all we're going great over here in the transport yard. We're having fun, experiencing many things that people could never imagine doing and we're learning so many more things about our job, so that when we return to Australia, we can share our knowledge with all our fellow truckie mates in our units. It's always extremely hard being away from our friends and loved ones for such a long time, but we're all making the most of it, and hanging out for ROCL!

9 FSB has had a very successful and busy year of deployments.



A YEAR OF DEPLOYMENTS FOR 9 FORCE SUPPORT BATTALION

LT BRYCE HARDING

RACT soldiers have been deployed to the MEAO, East Timor and Northern Australia on Op Resolute in a wide range of positions and locations around the world. Each deployment has been a unique experience for all soldiers involved. To gain a little perspective of each of these deployments the following passages are accounts from some of the soldiers who deployed over the 2008/09 period.

MEAO - 9 FSB SOLDIERS ACCOUNT OF FLLA-K

On 29 Jul 08, several members of 9 FSB deployed on Op Catalyst/Slipper as a part of the 9 FSB Force Level Logistic Asset Rotation Five (FLLA-5). Lead by the CO 9 FSB, LTCOL Andy Fidge, ably assisted by his OPSO, MAJ Craig Rossiter and a bevy of RSMs including WO1 Greg (Red) Barron in the first half of the deployment and WO1 Paul Bodsworth in the second half, FLLA-5 were in town and ready to go.

On arrival in Kuwait, the team underwent a Receiving, Staging, On-Forwarding and

RACT SOLDIERS HAVE BEEN DEPLOYED TO THE MEAO, EAST TIMOR AND NORTHERN AUSTRALIA ON OP RESOLUTE IN A WIDE RANGE OF POSITIONS AND LOCATIONS AROUND THE WORLD.

Integration process before meeting up with our fellow members from FLLA-4. SGT McCaffery, LCPL Clarke and PTE Johns moved out to Iraq (FLLA-B). CPL Wells went

to Kandahar (FLLA-A), whilst the remaining drivers fell under command of CPL Lugton within Kuwait (FLLA-K). Life was fairly straight forward for the "FLLA Kuwait Taxi Service". After a couple of weeks handover with 3 CSSB and the drivers finding their geographical bearings around Kuwait and its major attractions, we took control of the wheel and the following routine quickly developed. It goes without saying that FLLA-5 drivers provided excellent support to those in FLLA-5 as well as those passing

through, however, the following tasks were the most sought after:

- Daily runs to the Kuwait City International Airport (KCIA); predominantly for members going on or returning from ROCL or ROCTFA;

- Weekly or bi-weekly tasks, working at the range as supervisors/trainers for various shoots for the RSO&I courses;

- A local shuttle bus to 'The Rock' for transients through Ali Al Saleem Air Base; and

- VIP tasking as drivers for various meetings, flights and fact finding.

The above is merely a sample of the endless list of tasks that were undertaken and each and every driver deployed can tell a different story. 70% of the work around Kuwait was undertaken in civilian attire (for that 'Low-Key' appearance), while the remaining 30% was in uniform with Kuwait and US escorts. Daily life rolled on much the same throughout the deployment in Kuwait. The drivers were given very flexible working hours due to the 'sometimes' short notice of tasking. This included resting all day and working a full 'Red-Eye' shift (night/morning). To this end, most of the team spent their downtime hitting the gyms to see who 'buffed' up the most or simply resting and watching movies. PTE Mason was trained as 2IC Transport Supervisor during the absence of CPL Lugton who was involved in 9mm ranges/training and ROCL. This task proved to be very successful with PTE Mason receiving great reviews from superiors and a CJTF Commendation for his efforts.

FLLA-A was split up over three separate locations: Kandahar Air Field (KAF), Tarin Kowt (TK), and Al Minhad. The main element was located within KAF which was predominantly used as a staging area for personnel, stores, and equipment moving around the MEAO.

The Australian's home in Kandahar was Camp Baker. Camp Baker was built up from ATCO style accommodation to three two storey blast proof buildings. This was home to many 9 FSB soldiers including personnel from 176 AD Sqn, who were involved with running of Camp Baker. Tasking included co-ordinating RSO&I of personnel and overseeing life support arrangements for task groups such as Rotary Wing Group and Force Communication Units. Air Dispatch soldiers also assisted in the movement of

personnel and cargo destined for Tarin Kowt or returning to Kuwait.

In Tarin Kowt, a small FLLA-5 det operating the Freight Distribution Centre (FDC) was commanded at different stages by LT Chris Kelly and LT Sarah Robertson. Also playing a big part in the FDC operation were PTE Leonard Love and 'Dicko' Dickson.

The FDC controlled all movement of cargo coming into Camp Holland. This was the point where all cargo was receipted, or prepared for on forwarding to dispersed destinations and units such as the MRTF, SOTG or the UAV det. This was a busy and important job maintained by RACT soldiers.

OP RESOLUTE

PTEs O'Neill, Dunning and Caraghin (26 Tpt Sqn), PTEs Mulley, Rae, Thomson, Lewis, Macarthur and Glasson (176 AD Sqn) were some of the RACT members from 9 FSB that deployed as a voluntary group, part of the Transit Security Element (TSE) for OP RESOLUTE, under the command of NORCOM, operating out of Darwin.

FOR THE SOLDIERS ON OP RESOLUTE IT WAS A FANTASTIC EXPERIENCE WITH EXCELLENT TRAINING. TO BE GIVEN THE OPPORTUNITY TO EXECUTE THAT TRAINING IN A REAL LIFE SITUATION WAS A UNIQUE EXPERIENCE FOR THE SOLDIERS INVOLVED.

This operation involved personnel providing security onboard Armidale Class Navy Boats whilst transferring Potential Irregular Immigrants (PIIs) to a Government authority for processing. Those deployed worked alongside Navy personnel to protect Australia's Economical Exclusion Zone from Foreign Fishing Vessels (FFV) and Suspected Irregular Entry Vessels (SIEV).

Deployed personnel performed tasks onboard the patrol boats that required them to be able to integrate with the Navy crews (easier said than done). Jobs included scullery, linesman, helmsman and lookout duties. They also contributed to steaming parties and cleaning stations.

The majority of the 9 FSB personnel's time was spent at sea, with PTE Caraghin clocking up approximately 80 days sea time. There was however, time for recreation, as the patrol boats restock with fuel, fresh food and dropped rubbish. This operation took 9 FSB personnel from the East Coast to the West Coast, stopping in places such as Cairns, Ashmore Reef, the Kimberleys and Broome. They even had time for a bit of snorkelling at Christmas Island. For the soldiers on OP RESOLUTE it was a fantastic experience with excellent training. To be given the opportunity to execute that training in a real life situation was a unique experience for the soldiers involved. It is highly recommended that anyone interested should volunteer for the opportunity to participate on this operation.

OP ASTUTE

CPL Whitchurch from 26 Tpt Sqn is currently deployed as the driver for BRIG Bill Sowry, Commander International Stabilisation Force Timor Leste, and Transport Supervisor for HQ JTF631. Located at Camp Phoenix Dili, he is responsible for vehicle maintenance, allocation and all other transport matters. The work tempo varies, but he is generally busy with early starts and late finishes. For members of Camp Phoenix, Sunday is a low tempo day with work in the morning before heading out to FOB Chavel for a game of 20/20 cricket against the Indian / Bangladesh contractors who work in Timor. The Aussies continually have the Indian/Bangladeshi team on the back foot but they never fail to show up the next week to it do all again.

RACT soldiers from 9 FSB have been well represented on operational deployments overseas and close to home throughout 2009. This commitment is set to continue with two more soldiers from 9 FSB deploying on OP SLIPPER in early September. It's a good time to be a part of the Battalion and a member of the Royal Australian Corps of Transport.



FORCE SUPPORT UNIT - I OP SLIPPER

CAPT Richard Willard-Turton

Force Support Unit I (FSU - I) was based on 1 CSSB elements, heavily augmented by other Army, Navy and Air Force units (26 units were represented in all) and deployed to the Middle East Area of Operations (MEAO) in February 2009, taking over from Force Level Logistic Asset 5.

FSU - I contained members of four of the RACT's roles (Road, Terminal, Air Dispatch and Postal) and worked closely with a fifth (Movements). The Corps also was represented in the unit's hierarchy with CAPT Richard Willard-Turton as OC Force Support Team - K (FST-K) and WO1 Ian Lakey as RSM FSU-I. In addition to the section contributions listed below, FST-K had a Cargo Specialist running the cargo reception/dispatch in another Gulf State supporting HQ JTF633 and TG633.2, while FST-A had a Cargo Specialist and Driver in Tarin Kowt supporting MRTF-I and other co-located forces. There were also RACT postal operators embedded within FST-K at Billabong Flats and in FST-A at Kandahar and Tarin Kowt while the Postmaster - MEAO was embedded in HQ FSU at Billabong Flats.

The Corps' traditions were upheld in fine style with the FST-K Transport Section (drawn from 1 Tpt Coy) earning a Commander Joint Task Force 633 Bronze Group Commendation for their efforts, the Terminal Sections (drawn from 30 Tml Sqn and 176 AD Sqn) doing significant work to improve the efficiency of the various freight delivery/dispatch centres and WO1 Lakey (CSM 1 Tpt Coy) selected for substantive promotion and posted in 2010 as RSM 13 CSSB.

AS A CARGO SPECIALIST (TERMITE) ON DEPLOYMENT YOU HAVE THE OPPORTUNITY TO DO YOUR JOB IN THE REAL ENVIRONMENT; IT IS TOTALLY UNDERESTIMATED HOW MUCH INVOLVEMENT THE TERMINAL SECTION HAVE ON DEPLOYMENT WITHIN THE MEAO - SO FOR THE JUNIOR MEMBERS OF THE TRADE IT WAS A REAL EYE OPENER.

TERMINAL SECTION, FORCE SUPPORT TEAM - K SGT Scotty Scifleet

The Terminal Section was deployed to Billabong Flats, in one of the Gulf States as part of FSU - I since February 2009, for the majority of the members this was their first deployment as a Cargo Specialist. The Terminal section consisted of five members from 30 Terminal Squadron, 10 Force Support Battalion.



MC Det Rep, FST-K Terminal Section supervise the unloading of the A330 Airbus

The tasks of the Terminal Section included receiving and dispatching of cargo, driving tasks and the daily update of all spreadsheets and paper work. The Terminal Section worked very closely with all sub-units within the Force Support Unit and with supporting elements, especially the Movements Detachment and the Air Load Team (ALT) from the RAAF, as well as with coalition forces. This gave the members of the section a vast knowledge

within trade and all-Corps skills as well as general Defence knowledge. A highlight for the members of the section during the deployment was ANZAC Day - PTE Goodwin was one of the lucky members from the section involved in the catafalque party that was held on the shores of the Gulf in the grounds of the Hilton Hotel.

PTE Barsoum also had the luxury to provide assistance to other sub-units within FSU - I, due to his culture and language background. As a Cargo Specialist (termite) on deployment you have the opportunity to do your job in the real environment; it is totally underestimated how much involvement the Terminal Section have on deployment within the MEAO - so for the junior members of the trade it was a real eye opener.

The Terminal Section were 'under the pump' at all times due to the amount of cargo moving throughout the MEAO and returning to Australia (RTA). On average, the Terminal Section sent out about 27,000 kg of cargo and received about 20,000 kg each week - and this could be all in a days work. Excluding baggage, the terminal section received nearly 330,000 kg of cargo and dispatched over 610,000 kg of cargo (over 12,000 consignments) during the deployment.

As a junior member of the 'Termite' team, I have found a deployment as a Termite in the busiest ADF freight terminal in the MEAO a very challenging and also rewarding experience.



Transport Section, Force Support Team - K receiving awards at Billabong Flats

The junior members have gained a lot of job knowledge whilst being here, as well as learning some of the skills required to effectively run the terminal section as a section commander, which will make things a lot easier if they are to ever deploy as a section commander in the future.

The Terminal section are required to work a lot of late nights and early mornings, however this does work in their favour, as it makes the time go a lot faster and the past 4 and a half months have gone by quickly, and before we know it we will all be back home at work wishing we were back over here!

TERMINAL SECTION, FORCE SUPPORT TEAM - A SGT Rick Butt

My name is SGT Rick Butt and myself and CPL Kai Gray are part of FST-A, and we are currently serving in southern provinces ofsomewhere very dusty.

We are part of a very small group, that support the larger effort by re-supplying the forward elements of all the stores and equipment that they require to achieve their end state. We (myself and CPL Gray) are the Transport / Air Dispatch and Terminal Operators for our Task Forces. Our main job in this node is to load, unload air frames and track and trace the cargo movements within the MEAO. We also look after all the transport requirements for our detachment, and also soon to be, provide

all the underslung Airlift Capability for the Australian Forces in the southern provinces of the dust pit.

TRANSPORT SECTION, FORCE SUPPORT TEAM - K CPL Danny Nicholson

Welcome to an insight into road transport within FST-K. Our section comprised of myself, CPL Andrew Van Horen, PTE Simon Fox, PTE Natalie Moores, PTE Jay Wearne and PTE Daniel Wheeler. Forget up-armoured Unimogs and R-Series Macks, the only time we touched these was to non-tech them and most were XX waiting to be fixed and/or sent forward in the MEAO or returned to Australia. Our fleet of vehicles included heavy rigid trucks and trailer, 30 seater coasters, 11 seater vans, Suburbans and Prados, as well as maintaining servicing for all the other leased vehicles for the ADF within Billabong Flats - an additional 40 vehicles.

We call ourselves the _____ Taxi service. Our principle tasks involve pick up / drop off duties of personnel to the civi airport. Pick-ups and drop-offs from the flight line on base were a lot easier as it was only 5 minutes away and we only needed one driver per coaster and it was always in daylight hours. Apart from any other random jobs to provide transport to places around the local city (an hour's drive away) our secondary role was to assist with Reception, Staging On-forwarding & Integration (RSO&I) training with over half

the section being utilised at the range on range days as safety vehicle driver, coaster driver and safety supervisors.

One of the benefits of being in an oil rich country was that nearly all the vehicles we drove were V8s and we all qualified as being defensive drivers as a result of spending the majority of our time on the public roads. The national speed limit is 120 km, but many locals regard it as advisory and in the fast lane cars can pass us at speeds up towards 200 km, everyday we passed new accidents and due to the speeds involved, the wreckages could be devastating. Load restraints on civi semi-trailers were minimal and in a lot of cases a heavy load such as concrete blocks, steel or palletised bricks had no restraints at all, and when camels were being transported they simply sat them on a tray (sometimes up to 6) placed an AD strap across them and ratcheted them down.

Our time flew by and we had some excellent driver training that the US forces made available to us, including an advanced drivers course with skid cars and roll-over training involving HumVees and MRAPs. I'm pretty sure that I can speak for everyone in saying that we were looking forward to some cooler days back in Darwin on our return.

9 TPT SQN

CAPT DAVID ENGLISH

'If logistics was easy, it would be called tactics'. This is a phrase that is routinely thrown around 3 Bde by its resident logisticians, while working in the fluid planning environment known as Ops. Hello again from 9 Tpt Sqn, after being overlooked last year, it is good to return to A-grade, not that we ever left.

Yes, once again 9 Tpt Sqn is providing the second line transport capability to 3 Bde during this hectic tempo period within North Queensland, and doing it with a smile. As you can tell by the opening quote, 2009 presented the Sqn with some challenges, especially when we kicked off the training year.

The Sqn experienced a HQ changeover with the outgoing OC MAJ Shaun Muldoon and 2IC CAPT Paul Cook handing over to MAJ Leigh Briggs and myself, CAPT David English. MAJ Briggs has a history with the Sqn by previously having been a driver (A Tp) and now as the OC. I have personally been the FRT Commander for A and BTps and I can still recognise vehicles that I have worked on nearly eight years ago. Early in the year the SSM, WO2 'Wal' Walford, deployed to Afghanistan (MRTF2) as a CSM, requiring the ever capable WO2 Rod Nairn to step into the SSM void.



RACT B'day cake cutting (OC & youngest mbr)

The year started with Tp shakeouts as part of the Sqn Ex FIRST WHEEL. This put both Tps through their paces and was a good preparation for support activities to come. The OC assessed each Tp for its ability to deploy to the field and apparently, Alpha won (I don't think all the protests were taken into

“SURPRISE IS NOT A PRINCIPLE OF LOGISTICS. IT MUST BE IMPOSED ON THE ENEMY, NOT ON FRIENDLY FORCES”

account). The CSST was the next item to come out of the shed in support of the amphibious activity, EX SEALION 09. The CSST deployed in two separate elements. The CSST (-) deployed by road to Cowley Beach, while the Ready Company Team was embarked on HMNZS Canterbury under the command of LT Jess Condon – from Condon (yes, she purchased a house in a suburb that is the same as her surname). As this was a shakeout, there was not a great deal of live tasking to conduct and the six weeks of rain in the north had created a bit of a boggy issue within the training area. So being ever resourceful truckies, we used CPL Troy Dellaway's farmer contacts to conduct trade training around the adjacent farm land. Troy arranged a resup of KFC from his NQ cousins, which resulted in a heavy 'chip tax' bill by the rest of the Troop. The most interesting thing to happen during the CSST road move home was when the medic vehicle pulled the packet over on the side of the Bruce Hwy, south of the Cardwell Range, to say g'day to his mum.

The next challenge was when MRTF-2 stood up and became the main effort for the Bde – to the detriment of every other unit that requested our support. This was a busy time for the Bde as TLBG 6 and the FSU was also gearing up for their respective deployments. All I can say is that I was glad that 2 RAR and 3 CSR were able to conduct their pre-deployment training without too much support from the Sqn.

Support to MRTF-2 was literally conducting Ops by the seat of your pants. The reasons were conflicting priorities within customer units and the availability of our

own equipment. During the prelim phase of the MRTF-2 MRE, we had to do some juggling with assets, as taskings were coming in at short notice (as they normally do); however, PTE Douglas and LCPL English (A and B 381) managed to come up with a plan in good time. The Sqn was faced with no serviceable TTWs and a lack of Mack cargo trucks prior to the commencement of the MRTF-2 MRE. We managed to get around this issue by resurrecting the 3000 ltr Tieman water tanks and the DFC(W)s that had not been used for a considerable amount of time. Once we managed to arrange a workable prelim timetable and what effect they wanted with the MRE (such as 10,000 lts of potable water over five days instead of requesting a TTW) the CSST deployed to TFTA.

CTC initially requested for individual assets to be deployed under their command; however, it was recognised that the CSST was a capability brick and will deploy in that capacity. The support to the MRE consisted of generic resup tasks and role players. However, this did not require the effort of the whole Tpt Tp and we used the opportunity to conduct our own trade training within the training area. This consisted of cross country drives, vehicle navigation, DPs and NVG driving. The area had received erosion damage from the February rains and there were a few obstacles that had to be avoided during the activities. Two incidents occurred which are worth noting. The first was during a cross country drive. The members who had recently arrived to the unit managed to get two Unimogs bogged in an area with only a sniff of mud, and LT Smith with SGT Davies (who was driving), missed a detour (that the section they were following managed to find) and found the new definition of having a Land Rover inverted in a culvert. This newly discovered hazard to navigation in the Pall Mall sector is now known as the 'Norm Smith Passage'.

During the MRE, Bravo Tp took over from Alpha Tp as the on-line Tp. Their latest saga was while they were participating in EX TALISMAN SABRE. The following is a blog from the Tpt Comd, LT Smith: *With the exercise motto of 'flexibility' and after*

numerous cuts and changes to the plan, the CSST finally deployed on Exercise Talisman Sabre 09. To the Townsville Port we went, after a long day of crane loading, we set sail on the Pride of the Pacific, HMAS Tobruk.

After a few familiarisation lessons, and becoming accustomed to the incessant Pipes we settled into Ship life....for a little longer than expected! PT/whale watching was always a delight with a few weak stomachs succumbing to the gentle (or not so gentle) roll of the waves.

Sea states were not conducive to stern door marriages or any form of unloading for that fact! So we remained, patiently waiting at our Mess decks for the call to go to land. Welcome to amphibious operations!!! After many late nights and a vehicle Tetris session on the tank deck, most of us made it off. Those left behind were put to work as Ships Company. Those who were lucky enough to make it to land, by whichever means available, were happy to regain their land legs – the swaying generally stopped after a couple of days.

So although we made it to land, we did not make it much further than that. We were strategically postured in the car park and set up ready to provide support. Tasks went in and out of our FOB by the sea and travelled widely throughout the AO. The USMC presence

was an interesting addition/complication, with their lax weapons skills and constant begging for smokes. The bi-annual swap meet was in full swing with bilateral exchanges providing improved relations and interoperability.

The Marines catering was a little over the top, but they were willing to offload practically tonnes of doritos, bread, donuts, powerade and the novel self heating MRE into the open arms of the Aussies.

Tasking was constant and ever varied. There were many command challenges, provided mostly by the dependency, but all transport pers rose to the task at hand. As things drew down we planned for a simultaneous road and sea move. The ships were loaded and the remainder hit the road.

After a stopover in Sarina for the road move, or for some, another couple of days at sea, we finally made it back in one piece. With a perfectly timed and synchronised marry up – together we rolled through the gates, overjoyed to be at Lavarack once more.

DEPLOYMENTS

The Sqn has provided support across a number of AOs and contributed significantly to the preparation of 3 Bde units for deployment. Currently eight drivers and JNCOs are deployed as part of

TLBG-6 with a further seven preparing to deploy. WO2 Walford and LT Morris are currently serving in Afghanistan as part of MRTF-2. PTE Jai Garson recently returned from the MEAO after supporting a Force Insertion Team. In addition to operational deployments, Sqn members deployed to Malaysia as rifleman and drivers within Rifle Coy Butterworth 86 (combined 4 Fd Regt, 1 RAR, and 3 CSSB Rifle Coy).

THE FUTURE

Looking forward, the Sqn is considering the implications of PMV Bushmasters being incorporated into the Sqn vehicle fleet. The current challenge into the lead up to any future PMV receipt will be RACT drivers attending PMV courses either at Motorised Combat Wing or on exported courses conducted locally. Regardless, the future addition of PMVs within the Sqn is an exciting development and provides a lead into the Land 121 fleet.

Like most units, we started 2009 by hitting the ground running and we are yet to stop. With the high tempo and high readiness of the Light Infantry Bde, this is standard life and the men and women of the Sqn, like their predecessors, have stepped up to the challenge admirably.

AUSTRALIAN INTERNATIONAL AIRSHOW

WO1 BRIAN NEAL

The 2009 Australian International Airshow (AIA09) with the theme of "Towards Tomorrow" was conducted over the period of 10-15 March 2009 at Avalon Airport, located on the Princes Freeway 55kms south west of Melbourne.

The event was split between Trade Days (first three days) and Public Days for the rest. The ADF involvement was lead by the Royal Australian Air Force under TU 640 and utilised approximately 760 personnel with a large display of fixed and rotary wing aircraft. The aim of the ADF was to improve the public visibility of the ADF.

JMCO Melbourne had previously assisted in air shows at Avalon but this time our involvement was for a two week duration. Our team was WO1 Brian Neal, SGT Dave Daniell and CPL Susan Varga with help from PTEs Ryan and Ashurst. Most of our work was done by fax, two way radio, mobile phone and utilising the DRN remotely.

Our commitment started from 03-04 Feb 09, when we attended the Final Planning Conference at Point Cook and travelled to Avalon for liaison and pre & post safety briefings. From 7 Mar 09, an MC Det was

established within the Forward Command Post and our role was to identify and record all arriving stores and equipment for the redeployment phase. This involved liaison with unit logistic personnel, site security, trucking companies and Airshows Down Under (ASDU) personnel. A database of cargo within the General Servicing Equipment Pool was compiled and assisted with the set up of ground displays by tasking forklifts for lifts and tow motors for moving aircraft.

In addition, we manifested passengers on



The 2009 Australian International Airshow

the Caribou shuttle from Pt Cook airfield into Avalon, which was operated daily by 38 SQN, C130J Media flight from Canberra, VIP flights and assisted with aircraft flying programs. We even had six other units

attend the show as part of a familiarisation of aircraft and operations. Some adhoc tasks that were performed ranged from pax transfers, escorts for aircraft, trucks and VIPs, liaison with units on freight and movement matters.

On Saturday 14 Mar 09 after the daily show, a wind storm hit, damaging several civilian aircraft, destroying several tents and ADF assets were at risk of damage. Members of the Det assisted in the aftermath and clean up which lasted some hours into the night.

Following the end of the show, the Det remained until 20 Mar 09 to organise the centralisation and consolidation of cargo, identifying unaccompanied freight for return, overseeing the loading of cargo, reporting and documentation of cargo to units and identifying cargo with no return transport.

AIA09 provided an opportunity to use our movement's knowledge and provide a service to all the units involved in this activity. It was considered to be an overall success, highlighting our professionalism and skill, adding to our knowledge base. We're now looking forward to AIA11.



ALPHA Troop members

JMCC - EXERCISE TALISMAN SABER

In June 2009, The Joint Movements Coordination Centre (JMCC) deployed in support of EXERCISE TALISMAN SABER (EX TS09).

EX TS09 was the first deployment of the newly re-formed JMCC and was the first opportunity to test the deployable asset of HQ IJMOVGP. The JMCC was recently re-raised and co-located with JMCO Brisbane at Gallipoli Barracks, Enoggera. It consists of a HQ and two Movements Control Platoons. The mission of the JMCC is to provide effective and efficient movement support to deployed FE within the theatre of operations. In the case of EX TS09, the JMCC consolidated in Brisbane and was

deployed forward in order to provide this function.

When deployed, the JMCC adopts a number of functions of HQ IJMOV Gp and acts as its representative in theatre. This means that it takes carriage of the redeployment of FEs deployed / involved in the exercise and provides an overarching movements presence in the AO. For EX TS09, the JMCC was responsible for a wide variety of movement supported activities, which included coordinating and facilitating deployment MOVORD serials; arranging clearance transport from Rockhampton airport and on forward movement to unit locations;

and the establishment and maintenance of liaison with FEs to coordinate the redeployment MOVINST. This provided an ad hoc movements planning advice to the development of the exercise "constructive" scenario; liaised with the Combined Force Land Component Command (CFLCC) through the G4 Cell on a daily basis which sent a representative to the Joint Administrative Planning Group; coordinated the redeployment of FEs by conducting liaison and consultation with the CFLCC, HQ I Div, Bde HQ for 1, 3 and 7 Bdes; formulated and released redeployment MOVINST. This facilitated the redeployment of all road self deploy, road freight, coach, clearance and feeder

transport, air self deploy and service air movements for the redeployment; and provided coordination for regional JMCOs in the completion of their MOVORDs.

For the exercise, the JMCC HQ worked in conjunction with the various modal, nodal and influencing organisations to keep everyone informed of what was going on and what was coming up.

The JMCC Movement Control Platoon had two movement detachments, one at the Defence Support Group - Rockhampton and one at Shoalwater Bay Training Area.

These two detachments worked tirelessly, with the great support of I JMOV Gp's reserve element, to meet the constant and demanding requirements of getting everyone to where they needed to be. Whether it was trying to figure out who people belonged to (when they didn't know!), or moving repair parts through the area of operations at 0200h to fix a stricken LCH, the soldiers and NCOs of the JMCC represented the movements group with the utmost professionalism, dedication and devotion to duty. Their

work in coordinating convoy reception and departure, de-conflicting road space, providing movements advice and their outstanding response in a highly ambiguous and ever changing environment, brought great credit to the JMCC.

EX TS09 was a great opportunity for the JMCC to meet its goals and practice the concept of the projection of I JMOVGP into an area of operations. The JMCC has reconstituted and is ready, poised for the next challenge!

ADVENTURES IN MALAYSIA - RIFLE COY BUTTERWORTH (RCB-86)

CPL ZENITH KING

Thirteen soldiers from 9 Tpt Sqn were selected to deploy to Malaysia as a part of Rifle Company Butterworth Rotation 86 (RCB 86).

Of the thirteen who went, five made up the transport section and eight performed the role of a rifleman in I Section, I Platoon (including one female).

For many this three month exercise was their first opportunity to deploy overseas and provided them with the chance to improve their basic soldier skills and put their driving abilities to the test in the somewhat challenging traffic conditions of Malaysia.

RCB 86 taught the soldiers to work as a section and perform individual battle skills through to platoon level operations in a jungle environment. They conducted weapons training and gained qualifications in a number of different weapon systems.

The field phases presented unexpected challenges, which initially saw them look to their section commander and 2IC for answers and guidance. As the exercise progressed however, they began to use their initiative and operate effectively as a team.

The transport section were kept busy performing not only the role of driver but also providing the Operation Force (OPFORCE) and support element for the field phases of the exercise. They conducted large scale convoys with the help of drivers from the platoons in order to move the company throughout Malaysia and into

THIS EXPERIENCE WAS COMPLETELY DIFFERENT TO THEIR DAY TO DAY ROLE AS A DRIVER; THEY WORKED HARD AND HAVE RETURNED HOME WITH A NEW APPRECIATION FOR THE ROLE OF AN INFANTRY SOLDIER.

Singapore.

During their time in Malaysia, the company participated in a significant bilateral training exercise with the Malaysian Army. RCB 86

formed Bravo Company of 23 Royal Malay Regiment (23 RMR), they participated in various sporting events, conducted an introduction to survival training and provided entertainment for a social night.

The training culminated in Singapore with the addition of urban operations. This provided an opportunity to further enhance the skills sets developed during the three month training period.

This experience was completely different to their day to day role as a driver; they worked hard and have returned home with a new appreciation for the role of an infantry soldier.



Members from 9 Transport Squadron

7 TRANSPORT SQUADRON SUPPORT TO OPERATION VIC FIRE ASSIST

SGT RAY MUSGROVE

The bushfires in Victoria claimed more than one thousand homes, destroyed communities and a death toll exceeding 170 people. Black Saturday, Saturday 7 Feb 09, was the hottest day on record. The temperature reached 46.4 degrees Celsius, with strong winds gusting up to 150kph. Hundreds of fires burnt out of control, leaving emergency services stretched to the limit.

Over the Victorian bushfire season, 7th Transport Squadron of 4th Combat Service Support Battalion, had a Defence Aid to the Civil Community (DACC) support team on standby to assist the civil community should the need arise.



TPA in location Whittlesea

In the aftermath of Black Saturday on 8th February 2009, the unit was tasked to activate the DACC support team and were deployed to Broadford, 60 km north of Melbourne, not far from where the fire began at Kilmore East. Their main role was to provide first line support to the engineer task group, by the way of Truck Tanker Fuel Fleetliner, Tank Pump Assembly, Canter Ambulance, Truck Tanker Water Fleetliner and Mercedes-Benz Unimog, for the movement of cargo and general freight. The team was commanded by SGT Steven Neal and consisted of four RACT PTEs, Cara, Alakus, Simpson and Petrucelli.

Over the following days, the ADF established a Victorian-based Joint Task Force (JTF 662), to assist government agencies with the bushfire crisis response. This task force was under the command of Brigadier Michael Arnold, the Commander 4th Brigade.

JTF 662 included reserve and full-time soldiers, primarily from 4th Brigade units. Major contributing units included 4th Combat Service Support Battalion, 4th Combat Engineer Regiment, 22nd Construction Regiment, 108th Signals Squadron and 4th/19th Prince of Wales Light Horse Regiment.

On 10 Feb 09, JTF 662.4 was activated and as a result the Squadron began bushfire support. Day One saw 31 Squadron personnel carrying out varied tasks. This included the transportation of Search Task Group personnel into the Area of Operations, the pickup of vehicles and cargo to and from Joint Logistics Unit (Victoria), at Puckapunyal and Bandiana. Once deployed, the Squadron conducted 24 hour operations, completing many short notice tasks and road moves of a varied nature. These tasks included the rotation of the Search Task Group teams, utilising coach and light bus capabilities, ration deliveries and resupply, personnel movement, general freight delivery and VIP driver support.

The Squadrons areas of operation were Whittlesea, Kinglake, Flowerdale, Yea, Alexandra, Marysville, Traralgon and many small towns in between.

The support provided by the Squadron spanned several weeks. After withdrawal of the Task Force on 14 Mar 09, there was still plenty of work to be done. The return of equipment and vehicles began and the Squadron's tasking continued.

During the operation, the members of 7th Transport Squadron were gratefully assisted



TTW leaving for task

by drivers from 44th Transport Squadron, 15th Transport Squadron, 26th Transport Squadron, 1st Petroleum Company, 8th / 7th Royal Victorian Regiment and Monash University Regiment.

7th Transport Squadron was also very fortunate to have the support of its members, their families and civil employers. Their support secured the unit's ability to support ongoing tasking, in aid of JTF 662.



PTE Alakus

**BEST PHOTO
WINNER
2009**



THE OVERLANDER TRAINING TEAM IN 2009

2008-09 has been a major year for the Overlander Program. Following the signing of the G-Wagon contract in October 2008, the focus of 2009 switched to delivering the G-Wagon Mission System and commencing the Tender Refresh for the Medium/Heavy Capability (MHC).

Significantly for RACT, 2009 saw a significant expansion of the Introduction Into Service (IIS) Training Team. This year was the first in a major ramp-up in manning, going from a team of four in 2008, to 11 in 2009-10, and 26 from 2011 onwards.

The IIS Training Team is part of the Integrated Logistics Support section in the Overlander Program and carries the responsibility of Training Development and Delivery for all segments of the program. Training Development is being conducted by Mercedes-Benz and its sub-contractor SMA, overseen by the training team. In this arrangement, the team plays the role of reviewer and approver of the training development products on behalf of the ADF.

Primarily this task is managed by WO2 Arthur "Pop" Coombes, WO2 Shannon Dorahy and WO2 Neil Taylor (RAEME). Despite the priority of training development for the G-Wagon training, the major activity for the team this year has been developing and delivering training for the MHC Comparative Evaluation Trial. Four DTOs from the team were selected to each lead a team of DTOs to receive training on the MHC trial vehicles from the manufacturers, then deliver training to the trial drivers from 9 FSB.

This activity saw three of the teams travel overseas and work directly with the manufacturers of some of the best military vehicles in the world. The team leaders were WO2 Shannon Dorahy (BAe/Scania Trucks in Texas, USA and The Netherlands), WO2 Tom Devereaux (MAN Military Trucks, UK), WO2 Chris Letton (Thales/OshKosh, Wisconsin, USA) and SGT Darrel Taylor (Mercedes-Benz). Fortunately three of the four teams were able to represent the Army internationally – the Mercedes Team unfortunately did not make it out of Victoria, but still performed extremely well.

The challenge of developing and delivering training in the timeframe required cannot be underestimated, especially when combined with the highly sensitive commercial nature of the program. The Training Team's intimate involvement in the CET did not cease with the delivery of training. Most members of the team (RACT and RAEME) deployed with the trial at one time or another; the DTOs and RAEME members formed an important link between the vehicle manufacturers and the trial staff.

In preparation for the roll out of G-Wagon in 2011, the team has also been busy establishing the Training Team facilities and unit administrative structure. WO2 Darryl Sanders (the only RAAOC member of the team) has refined plans for the

THE CHALLENGE OF DEVELOPING AND DELIVERING TRAINING IN THE TIMEFRAME REQUIRED CANNOT BE UNDERESTIMATED, ESPECIALLY WHEN COMBINED WITH THE HIGHLY SENSITIVE COMMERCIAL NATURE OF THE PROGRAM.

establishment of the team's driver training facilities to be established in Amberley, while WO2 Neil Taylor has done the same for the maintenance training facility in Bandiana/Bonegilla. It is intended that these facilities will be ready for the commencement of IIS Training in 2011.

At this stage it is expected that the Driver Conversion Course will take up to 5 days, and the Maintainer (VM ECN 229) will take up to 10 training days. The operator training will focus on converting current C2 and LR3 coded drivers on to the C2/LR2 code to operate both the 4x4 and 6x6 G Wagon. It is likely that many drivers will no longer need a C2, and it is anticipated all trainees will graduate with an LR2 code (currently LR3). Maintainer Training will train all ECN 229 CFN-SGT on the maintenance of the new vehicle and the plethora of new technology embodied

in the G-Wagon. The new vehicle has systems such as ABS and electronically controlled automatic transmission and drive control. Furthermore, a modern CANBUS electronics system will change diagnostics and repair times on the vehicles. These systems alone will present a training challenge to the Army's VMs.

Posting positions for the Training Team from 2011 are opening up now. There will be positions available for a MAJ and CAPT, several WO2 (ECN 381) (SSM, OPSWO and Stds WO), several SGT (ECN 381) and CPL (ECN 109/381). The majority of instructors will be civilian contractors; however, the presence of professional RACT driving instructors is essential to the successful delivery of training. In addition, several positions may be filled by RAAF instructors, recognising that the team will work in a joint environment.

The future is becoming busier by the week for the training team in the lead up to training delivery in 2011. By 2011, the team will include a large training delivery and training development section. It will offer a rewarding and challenging posting for NCO and WO in an excellent location. Moreover it will enable senior members of the corps to be involved in the development and delivery of training critical to the future of the corps and Army.

AST-MW, ROSS ISLAND BKS

CAPT GARY EDWARDS

Army School of Transport - Maritime Wing (AST-MW) held a Memorial Service on Wednesday 10 Jun 09 to commemorate the Battle of Porton Plantation, fought against the Japanese in Bougainville during World War II.

Porton Day was instigated by AST-MW in 2001 to remember the involvement of the 42nd Australian Landing Craft Company and the 31st / 51st Battalion. Twenty-three men were killed or reported missing and more than 106 were wounded in the fierce, four day engagement. The day also served as an opportunity for members and guests of the Army Water Transport Association and the 31st / 51st Battalion Associations to gather together, rekindle old friendships, remember the fallen and gain an appreciation of Army Water Transport as it operates today.

This year's event consisted of a memorial service conducted by Chaplain Harding of 10th Force Support Battalion and supported by the 1st Battalion Royal Australian

Regiment Band (1 RAR). This year also saw the addition of a second plaque onto the memorial stone bearing the names of those members of the 42nd Australian Landing Craft Company who died in the battle. This plaque was graciously sponsored by the Royal Australian Corps of Transport Fund. The service was followed by morning tea and a presentation by WO1 Greg Stuart on the modern Water Transport Trade, the proposed new water craft under JP 2048 and the developments in water transport operations. Lunch provided a further opportunity for the members and guests of the Associations to mingle and make friends with the current members of AST-MW and 35th Water Transport Squadron.

After lunch, a tour of Ross Island Barracks, including presentations on the current LCM8 and LPAW 2000 series were provided by SGT Roubicek and the team from the Watercraft Support Section, which was followed by an opportunity for some of the guests to take a short trip on an LCM8 out of the Ross River and onto the Coral Sea and back. As well as providing musical

support during lunch, the 1 RAR Band played a medley of 'Rag Time' and 'Dixie' music throughout the LCM8 trip which was greatly appreciated by all, with many feet tapping to the beat. A surprise visit by a pod of dolphins off the starboard side of the craft rounded out the trip. The day culminated in an informal function at the Townsville RSL, which was well supported by the Associations, as well as the current members of the trade and their partners.

Overall the event was a great success on many levels and was enjoyed by all of those attending. The poignancy of the Memorial Service, wreath laying and the sound of the Last Post is a reminder that, just as in World War II, Australian service men and women are on foreign shores risking their lives in the Defence of the Nation. As always, after the silence came the reflection, the banter and laughter that identifies Australian soldiers as much as the slouch hat or a kangaroo patch; a theme that was to last for the rest of the day and well into the night.

WOMEN IN A ROAD TRANSPORT SQUADRON

LT JESSICA CONDON

This year has seen a large percentage of female drivers posted to 9 Transport Squadron (9 Tpt Sqn), 3 CSSB.

The Sqn has a predominantly female headquarters and I have observed that the presence of females within the Army, and more immediately, RACT, has steadily increased over the years. This aspect is unquestionably positive, and the work environment in 9 Tpt Sqn (from my observation this year and last) is inclusive and team oriented. After visiting my Sqn OC's office often, I noticed that she has troop photos on her wall from the late 1990s. This article is based on communications with a few women from those photos in an effort to consider what changes, if any, have occurred since their time in the Sqn.

Before proceeding to these first hand accounts, I would like to acknowledge that women have been serving in 9 Tpt Sqn since at least 1991/92 (eg 'Skins', LT Powys and Debbie Gibbin).

The following are first hand recollections from previous members of 9 Transport Squadron.

SGT Cindy Bowen

SGT Bowen is currently the CSM 1 Tpt Coy, 1 CSSB and these are her experiences from 9 Tpt Sqn.

I posted into 3 BASB Tpt Sqn, Alpha Tp in May 1996. This was my first posting from IETs as an ECN 109-1 Driver before moving onto 7 CSSB in Jan 2000. Subsequently

I trade transferred to ECN 274 and completed postings to 26 Tpt Sqn (85 Tp), Defence Force Recruiting, 10 FSB and am currently the CSM of 1 Tpt Coy, 1 CSSB.

My posting to 3 BASB Tpt Sqn was by far the best posting of my career to date in my fourteen years in the RACT. The organisation, structure, location and personnel posted there during my four years in my opinion, have not been matched. We worked hard and we played hard and business was done smartly. There was good experience across ranks with competent operators, mateship and best of all lots of healthy rivalry between Alpha and Bravo Tps.

The Sqn gave me all of my rounded trade and soldier skills early, with well practiced exposure to a standard that still has me in

good stead to my peers. I advanced through all of my vehicle codes and developed to an acting 2IC position. I deployed to East Timor with INTERFET in 1999 which was a fantastic experience.

I also had exposure throughout my posting of being part of the Brigade Support Group (BSG). As part of the BSG, I was attached to 2 RAR for the INTERFET deployment and was regularly detached to Rear Echelons with both 1 and 2 RAR on field exercises. I went field with just about every unit in the brigade at one point or another, which exposed me very early to the larger picture and all the different roles that they played, especially the Arms Corps. This prepared me well for my all corps courses, such as Subj 1 CPL and SGT.

After being posted to both second and third line units, 3 Bde is a faster foot based soldier capability Bde, with a much higher readiness and tempo than other units I have been a part of.

Trade transferring to ECN 274 was always my focus; however the trade experience foundations that I gained from 9 Tpt Sqn developed me into one of the few female ECN 274 operators even today. The Sqn gave me excellent experience including Mack and 20 Ton Trl operation, mechanical skills, tie down methods, weight distribution, permits, corporate governance, troop carrying, 2IC organisation skills, field exercise experience, deployment exposure and generally being able to hold your own in an almost all male environment. After that experience, I found the Transport Management course and Subj 4 CPL course a breeze.

I progressed to single semi trailers, triple road trains, oversize low loaders, bulk fuel and water assets, pilot/escort operations, Driver Testing Officer (DTO) and promoted to the rank of CPL. I felt that the ex-9 Tpt Sqn soldiers who had also trade transferred were ten fold ahead of the pack and progressed through our codes quite quickly to ECN 274-2.

Even still to this day, I keep my Sqn yearly photos in my office, to remind me of both fond memories and where it all started. I have attended every funeral of those that have passed from my era at the Sqn – it's like losing a sibling. We have all gone our separate ways from our early adult years,

but we all still remain close at heart from the bond that we all shared of being part of such a great organisation.

My fondest memories are healthy rivalry, "working hard, playing hard" and being proud to be part of such a great team and the friendships that I will keep for life.

MAJ Dana Alexander

MAJ Alexander is currently DQ 11 Brigade and these are her recollections of her time as a Tp Comd within 9 Tpt Sqn.

I was posted to 3 BASB Tpt Sqn from 1996 to 1997. To put this time into perspective, my RMC class was one of the first few classes to have males and females graduate together from RMC Duntroon, and Kapooka had recently started male and female platoons. Equal opportunity was a relatively new term to the ADF, and females were just being posted into Signals Regiments and Engineer Regiments.

My first year was as the Sqn Admin Offr, working concurrently as the Tp Comd Specialist Tp. It was basically the bulk water and fuel vehicles for the Sqn, and were often used to support the infantry battalions whilst on exercise. The CO also thought I had enough time spare to be employed as the Battalion TOCO, and had to manage the B vehicles of the entire Battalion. As my first posting in a command position, I enjoyed working with the Specialist Section, to ease me into the next posting as Tp Comd Alpha Troop.



PTE Print, PTE Davies and PTE Lemass

I was very fortunate to have this posting as, if I remember correctly, A Tp had not had many females with rank before our generation. Our troop had a small number of females starting to post into what was previously a predominantly male environment. It was the early 90s, and the

Sqn had been off limits to females until a few years before our posting. Our Troop was the on line troop in support of the Ready Battalion (on-line Bn for deployment). This was part of the Rapid Deployment Force (RDF) methodology of 3 Bde, and the terms have now obviously changed but the philosophy has remained extant. We had to allocate one section per month to be on higher readiness to detach with the on line infantry company and assist them with training and field activities. An example that summed up how early it was in the new male/female domain was when an infantry CO refused to include one of my soldiers in the on line section. The female PTE was PTE Fran (Ted) Odell who was one of the best operators in the Sqn, and had earned the respect of males and females alike in the Troop. Our OC and I argued with the CO about this being 'one army', and that he gets the section we allocate. He remained adamant that it was not workable for his men. We then had to replace every female that was in a section on line with a male from another section. Disappointing, but this was still early days for females to go field with infantry and the zero discrimination policy was just being implemented. This caused quite a few issues, as we were on line for overseas deployments, and were training our sections to be ready. Having to swap females for males every month was problematic and damaging to esprit de corps. I also questioned 'what if our Troop deploys, I am a female too?' Unfortunately, we did not get called out to test how far it would go.

On a positive note, there were approximately one to two female soldiers in every section of Alpha troop and Bravo troop, and both Tp Comds one year were female. Within our Sqn environment, the female soldiers were treated well and were respected relative to their personal efforts. This was similar to the way the males were rated. Field was very demanding for all soldiers as we would deploy for weeks at a time, and move nearly every day. On top of local support tasks, 3 BASB also held a number of Bn shake outs at High Range Training Area, and the Sqn would also participate in major exercises in Shoal Water Bay Training Area. Most of our soldiers lived in the lines due to our high tempo. Rental Assistance was not an option, and by default, the large number of living in soldiers added to our team camaraderie. The males and females shared a set of lines near B Sqn 3 / 4 Cav Regt (now part of 2

RAR). Room inspections were conducted by the Tp SGT as needed, and we had little disruption from the mixed lines. Like I said, the truckies all enjoyed working together regardless of whether you were a male or female.

At least 50% of the females I remember from Alpha Troop have stayed in the Army. In particular, one soldier went onto RMC and became an officer, and two other PTEs continued serving in ground breaking jobs and are now very professional SGTs. I too thoroughly enjoyed the work ethic we had and the pride the Sqn and Tp displayed was second to none. I keep my Alpha Troop photos nearby, and remember how dedicated our soldiers were to winning all the events: from the swimming carnival to tug of wars. We had a good year in 1997 - very competitive.

As a Troop Commander, it was a brilliant beginning to my RACT career and I honestly believe my subsequent CAPT postings were offered to me based on my time at Alpha Troop. RACT Career Managers acknowledge the complexities of working and leading within the 2nd line environment, and by having that level of corporate knowledge ensured I was able to continue to develop on the lessons learnt there as a young LT. The feeling of giving orders to the Section Commanders in the field, and watching them occupy the new position is extraordinary. That alone made RMC worth the effort.

Within 3 BASB Tpt Sqn, female truckies were well received. Within 3 Bde, female truckies were a new entity and created some complexities for the Arms Corps. Initially, the infantry bns did have difficulty understanding how they could go field with a section of CSS soldiers that included females, and operate as effectively. By having the new wave of officers graduating from RMC in a mixed environment, and Kapooka being a mixed environment - this confusion and uncertainty has been resolved.

SGT Jane Swenson

SGT Swenson is currently the Chief of the Defence Force's driver and these are her recollections of 9 Tpt Sqn.

I was posted to 3 BASB in Feb 1996. Upon my arrival I remember getting off the plane and being struck by the heat in Townsville. I was then taken on a tour of Lavarack and

educated on all the hills I was going to have to run up during my time in the Sqn (Tank Hill, Brigade Hill, Trig Point and Mt Stuart). I was then taken and introduced to the John Kirby Club - a favourite drinking hole for the Sqn and immediately across the road from the live in lines.

The PT was hell but it really brought everyone together and made us all a stronger team in the end. The social side of the Sqn was fantastic and definitely a highlight as we all stuck together and looked after each other when we were out and also to ensure we got to work on time the next day. It was definitely a different time back then as there were so few women in the Sqn, the blokes were rather protective of us girls. I distinctly remember that we all used to occupy the one corner from Wapiti to John Kirby to Tatts and we all used to drink and go out together, unlike what seems to happen today.

The exercises were generally long, hot and extremely hard work. I can recall a few times members of the Bde referring to us as 3 BASB RAR. I remember weighing our packs and placing them in the Q Store for our CFAs, as well as the multiple blisters we all got in the lead up training. I remember all the grunts staring at us when we used to conduct troop lifts to or around High Range on exercises, as if they had never seen a woman in uniform before. The times we used to act as civilians when the infantry were conducting DACC (Defence Aid to the Civilian Community) training at the Mout Facility and the fact they were not sure how to handle the girls throwing potatoes and taunting them.

The best thing about getting back from those long exercises was weight loss, KFC and of course straight to the booza without taking a shower and then going out on the town to celebrate end of Ex.

Who can forget CPL Adams (now CAPT Adams) marching us around the compound when we were slacking off getting ready for knock off. I can also recall the competitive nature within the Sqn between A Tp and B Tp which included the yearly rugby match (which usually turned into a bloodbath), attempting to steal each others flags and never walking into your rival's yard without paying a hefty price.

The most significant memory I have is the

people of the Sqn from the likes of Junior, Archie, and Tucker to the more regimental like Nashy, Wal, and Sarge (Cook). Whether you loved them or hated them, the people were what made the Sqn a hardworking and cohesive unit.

I would best sum up my time in 9 Trucks as life changing. There were times that I hated it and times that I loved being there, but in hind sight I would not change a thing, as it has made me into the soldier I am today. I have all those people to thank from the officers right down to my peers.

Only recently, thanks to Facebook, I have managed to get into contact with many of those people from my time in the Sqn and it is nice to see that, although everyone has moved on with their lives, we all still share a common bond from our time in the BASB.

MAJ Leigh Briggs

MAJ Briggs is currently OC 9 Tpt Sqn and these are her recollections of her time as a soldier in the Sqn.

I was posted to 9 Tpt Sqn as a driver straight out of IETs in late 1995. One of the first people I ran into in A Tp was Ted (PTE Fran Odell) who I thought must have been there for ages before me (she was one of the most professional and capable soldiers). It wasn't long after that that I realised that many of the guys calling me 'jube' had only themselves been there a couple of months. Although there were regular jibes across the board, there was excellent Tp spirit and you took care of your Tp and Sqn mates



PTE Guerin ANZAC Day Parade

whether it was around barracks or out on the town.

Back then, most of the single soldiers lived

on base in the live in lines situated across the road from the boozier – the J.K. Club. We all stuck together, drank together, and worked hard together. Most afternoons you would find half of the Sqn in the boozier or hanging out.

I learnt a huge amount from my peers, as well as the leadership of Sect Comds like the then CPL Walford, Nash, and Adams and of course SGT Cook and LT Alexander. I will always remember the humour of characters like Bowdy and the mateship of people like Ted, Aunty, Swenarse, Benno and Cindy. (I also note that the familiar face of Ramon Fenton has appeared as a CPL here in the Sqn). Although we spent most of our time out field – as the guys in the CSST do now – we always found humour to get us through the worst situations (and there were certainly some bad times).

Being posted back to the Sqn in Jan this year as the OC was an incredible privilege. MAJ Shaun Muldoon handed over a tight ship and I was thrilled to have WO2 'Wal' Walford as my SSM, prior to his deployment to Afghanistan with MRTF2 (SSM position now filled by the ever capable WO2 Rod Nairn). At the time of writing this article, both Tp Comds are young female officers,

as is my Ops LT and Admin Officer. I have found both the men and women of the Sqn to be mature and professional enough to muck in, get the work done, and support their mates regardless of gender.

I completely concur with the sentiments of MAJ Alexander, SGT Bowen and Swenson – 9 Tpt Sqn provides an excellent foundation for the career of any officer or OR wishing to progress in RACT road transport.

It is very gratifying to be in a work environment that is not only accepting of female members, but provides the opportunity for them to prosper. As is evident within this article, there are numerous role models for young female soldiers and officers to aspire to, and learn from.

Unlike the experiences in the early 1990s, females now significantly contribute to the on-line Bn Gp as part of the CSST. The CSST and 3 CSSB in general, has an excellent working relationship with the combat units of 3 Bde. This year we have the first female OC posted to the position. Additionally, the recent Rifle Coy Butterworth-86 rotation to Malaysia provided the opportunity for three female soldiers from the Sqn (including one

JNCO) to deploy. PTE Simone Wimmer deployed as a member of a composite rifle section. She performed admirably and obtained qualifications in a range of weapon systems.

Females such as those in this article, and without a doubt, those that came before, have contributed to the ever changing professional culture of the Army. Whilst many find it easy to criticise gender equality within the armed forces by emphasising the obvious limitations, such as the bar placed on arms corps, they should instead perhaps contemplate the multitude of changes and establishment of opportunities that have already occurred. I believe one of the challenges of road transport is how to better recruit, mentor, grow and retain women in the trade, particularly beyond the rank of CPL. Perhaps reflections from the women in this article may encourage soldiers to consider the benefits and opportunities that employment in a 2nd Line Road Transport Sqn may bring.



LT Smith conducting orders



9 FSB POSTAL TROOP, TOWNSVILLE

CPL PETA GREER

A subject near and dear to everyone's heart is mail, especially for the deployed forces. There is always email as one could argue; however, not all soldiers have time or access to those services. Therefore, getting a care package or even a letter becomes a very important part of personal morale for the troops. This is an issue that the members of Postal Troop take seriously.

It has been another interesting and successful year at Postal Troop. There has been the normal high tempo with training and deployments for the eighteen or so staff, but there has also been a change with the structure of the unit as a whole. Postal Troop as part of 8 Personnel Services Company was handed over from 39 PSB to 9 FSB on 01 Jul 09. It was a successful transition from one unit to the other and so far there have been no changes to the day-to-day running of the Townsville HQ.

Another big event was the official opening of the newly refurbished Postal Office at Lavarack Barracks. The MILPO was first established in the 1960s, so the changes to the complex have been well received not only by the staff, but more importantly for the partners and spouses that come in to post care packages and to use the other facilities available to them. The new complex was opened on 07 Apr 09 and has been officially named after a postie during WWI and WWII; CAPT Arthur William Ross.

The unit also had the usual deployments for the overseas AFPOs. Currently wearing the jerseys are; LCPL Doubleday in Timor, SGT Oxford, LCPL Safaric, CPL Meeresbergen and WO2 Goodwin in the MEAO. Other members of Postal Troop are back in Australia after the last rotations, and are enjoying the well earned break from their overseas tenures; being mindful that this break still consists of working hard in the MILPO taking care of the normal day to day running of Auspost for Lavarack Barracks. In addition to this, the members are instructing on both the Postal Clerk and Postal Operators courses, as well as keeping up with the training programmes set by the parent units.

A major change that occurred for the postal unit during the last 12 months was the introduction to the new cashless system. It was implemented in Dec last year; and at first had the Financial Advisors and Postal Managers pulling their hair out. But finally the new cashless system is fully up and running, and members using the AFPOs can now use the facilities and have all expenditure direct debited from their pay.

This cashless system also sparked more changes with regards to training. The Postal Clerk and Postal Operators courses have had a massive change to both TMPs. The changes as expected, have been hard to implement; however, under the command of WO1 Jones, staff including but not limited to WO2 Goodwin, WO2 Smith, SGT Bingham and SGT Gilmore, have pulled

together to make all the necessary changes and amendments to the TMP ready for the up-coming Postal Operator Courses.

The posties in Townsville have also put in a massive effort to be included in unit conducted training. Posties were involved in IMTs held in Singleton, training activities in Rockhampton and the unit as a whole held its own adventure training activities including an 18km walk to Alligator Falls.

AFPO 17 was re-raised in Shoalwater Bay in July for Ex Talisman Sabre, and the Postal Operators running that AFPO found they had to work hard to help soldiers from both Australia and USA with their post.

Other training activities have seen the posties representing ADF at events such as CPL Morgan-French aka 'Topshot' in Netball and LCPL Geosits in Basketball. Members have also attended promotional courses (which kills the theory that this posting will be a side step for your career), and all posties have been challenging each other to maintain a higher level of personal fitness, with most members from the last BFA achieving a PIL 2.

Wow did I say we take a break when not deployed?? Overall, it has been a very successful year for all members. One which has seen most of the Posties fully enjoy their tenure and recommend this unit for any RACT member who needs a change and wants to be challenged with something new.

40 YEARS ON

JMCO MELBOURNE

Congratulations!

On the Tuesday 18th August 2009, WO1 Neal was presented with his Fifth Clasp and the Federation Star to his RFM (Reserve Force Medal) by Commander HQJMOVGp GPCAPT Robert Barnes at JMCO Melbourne.



WO1 Neal receiving 5th clasp and Federation Star

TRANSPORT PLATOON, 11TH COMBAT SERVICE SUPPORT BATTALION

CPL LARISSA CRAIG

2009 has been another busy year for TPT PL at 11 CSSB.

There has only been one change to our ARA manning this year, with the addition of PTE A. Jumeau, who was posted to the unit from (B SQN 3/4 CAV REGT). Our current ARA manning is:

WO2 Jamie Gangell

CPL Tom Gibbs

CPL Laurissa Craig

LCPL Renee Ritchie

PTE Andrew Wilkins

We are expecting five new march-ins from ALTC Puckapunyal shortly, this will increase our capabilities as a TPT PL, which will assist with the influx of external taskings we have received for the second half of 2009.

In February 2009, LCPL Ritchie and PTE Wilkins travelled to Brisbane as ADIs for a QUR C2 Driver Course. This enabled PTE Butler, one of our ARes soldiers to gain driving experience and his C2 Licence code.

TPT PL commenced its first unit course in May, by conducting a DG/NFE/TAC OPS Course. The course had a panel of 17 students, including ARES soldiers from Rockhampton, Gladstone and Mackay and ARA RAE soldiers from Brisbane. The 10 day course was enjoyed by all and enabled the students to complete their ECN 109 Driver training.

The ARes soldiers on the course were able to apply the principles of Night Vision and utilised these skills when driving vehicles in an environment of threat. The students on this course enjoyed the realistic training and increased their awareness of vehicle appreciation and the effects of Driving on NFE and Fatigue. All in all, both ARA and ARes students enjoyed the course and can now practice these driver skills back in their units.

The September courses period will allow TPT PL to conduct additional licence code training for RACT Drivers. A panel of 24 students should see our ARes soldiers completing their training in full and receiving the ECN 109 qualification. Trainees will travel from locations such as Ayr, Mackay, Rockhampton and Gladstone to attend the training.



During this period, TPT PL will be required to travel to High Range Training Area to provide transport support to 700 cadets during their Annual Bivouac. This will be a busy time for the PL with driving tasks and general support.

A further one or two Unit conducted training activities are still yet to be completed in 2009. The CO's Trophy Competition commences on 20 and 21 June which will hopefully see TPT represented well in orienteering and cross country along with the Unit Sports Night being held on 16 June. The Trivia Night will round out the competition, with accumulative points going towards the CO's Trophy.

Congratulations to all ARA and ARes soldiers within the PL. There is still outstanding taskings to be completed before the year's end, however, we need to remain focused and continue to tackle all tasks head on till the end of 2009.

third IET course also started during this month and four PI members participated in Ex Blue Diamond.

As the year progressed Tpt PI started to obtain a few more vehicles, however the lack of CES impacted on the capability which could be provided. Tasking requirements also impacted on the opportunity for PI members to attend courses, which would improve the capability of the PI. Bn numbers were rapidly increasing with the re-enforcement of Bravo Coy and Manoeuvre Support Coy putting more strain on the Tpt PI to provide adequate support.

The Easter period saw some well deserved stand down, however several members of the PI assisted with the IET course in WBTA and again in May at WBTA and SWBTA for a three week period. During June, 8/9 RAR deployed on Ex Diamond Dollar. With the assistance of other 7 Bde Units, it was anticipated that Tpt PI would not be required to make a large contribution to support the Bn; however PTE Hayes, as the solo 95 Tpt element, had his work cut out for him with a variety of tasking including troop lifts and resupplies of rations, ammunition and

general stores. He again deployed on Ex Talisman Sabre in July with CPL Buenaobra to provide support to the two Rifle Coys.

At the start of August, (a relieved) Tpt PI welcomed six new drivers to the team, along with some new vehicles. PTE Smith was detached for three weeks to assist as an ADI on a C2 driver course and PTE Allen

PI, members have had the opportunity to increase the Bn's capability with the qualifications of a C2 licenced CQ and a Chemalert expert. We also now have a JLC qualified member as well as another qualified MR4 licenced driver, two BFT operators, five 'C' endorsement coded personnel and a MHE-L operator. Post Ex Minh Dam, the PI will again take

8/9 RAR TRANSPORT PLATOON

WO2 'TOCWO' Mackenzie	PTE 'Hayes' Hayes
SGT 'Sarge' Hamilton	PTE 'Rob' Kiem (PI Quey)
CPL 'Eddie' Buenaobra	PTE 'Longy' Long
PTE 'Muscles' Allen	PTE 'Sammy' Matthews
PTE 'Crash' Cameron	PTE 'James' Miller
PTE 'Clacher' Clacher	PTE 'Ryan' Pinder
PTE 'Tom' Einam	PTE 'Jake' Sellers
PTE 'Fee' Eivers	PTE 'Ali' Smith

supported the DOG Cup - a RAInf Military Skills competition - at the SOI, Singleton. The progression of training continued with the PI finally deploying as a solid element on Ex Minh Dam to High Range Training Area to conduct LF activities.

Further to the support provided by the

some well deserved leave, prior to lead up training for a much anticipated TLBG 7 deployment. Overall, 2009 has been a very busy time for the PI. We look forward to providing further service to the Bn; doing the best we can, with what we have.

8/9 RAR TRANSPORT PLATOON

SGT KATE HAMILTON

8/9 RAR required Tpt PI support right from the start of 2009 with three of the five drivers coming back from leave early to provide administration support to 8/9 RAR's second IET course.

The course was conducted at Wide Bay Training Area and Shoalwater Bay Training Area for 3 weeks and entailed tasking such as troop lifting, safety vehicle driving, rubbish runs and water/ration resupplies. Meanwhile, back in the barracks, things were just as busy with new faces - WO2 Mackenzie, SGT Hamilton, CPL Buenaobra,

PTE Long and PTE Kiem - marching into the Battalion.

In February, 8/9 RAR took over the DISFOR responsibilities, requiring four Tpt PI drivers to attend several days training and remain on call until Oct 09. Obviously this added to the already busy training program and commitment required by the PI.

March saw three drivers sent down to the SOI, Singleton for 16 days to support 8/9 RAR's DFSW course. Again tasking required mostly safety vehicle driving, troop lifts and general administration tasking. 8/9 RAR's



RACT B'day Cake



JMCO MELBOURNE REPORT

WOI BRIAN NEAL

JMCO Melbourne has been busy in the last year with the focus being on the 2009 Australian International Airshow at Avalon and Exercise Talisman Saber 09 at Rockhampton.

The unit has undergone a change of command over the past 12 months, with the posting of MAJ Jarvis at the end 2008 and MAJ Fogarty OC JMCO Sydney taking over command and CAPT De Zilva as the OIC in Melbourne.

Training during the year concentrated on movement trade skills with driver training at Mildura, IMT training with other units and an adventure training weekend to the snow (both Sydney & Melbourne JMCO members). Four members qualified as OP MOV and other members attended other trade and promotional courses. Members also attended two pistol courses held in Sydney.

Victorian based units are not left out of the current high tempo of Operations and Exercises, with ongoing deployments to OP CATALYST, OP SLIPPER, OP ASTUTE, OP AZURE and OP ANODE, and AACAP. The recent deployment and return of 137 Victorian Reservists on OP ANODE was a challenge. The fires in Victoria over the February period saw unit members working on OP FIRE ASSIST. Deployments in the unit have been PTE Cuthbert (OP CATALYST & AACAP tasking), SGT Schoch (OP ASTUTE), CAPT Pitman (OP ASTUTE) and PTE Noble (OP SLIPPER). Both PTE Harrison and CPL Xerri have

been supporting in other JMCOs around Australia and CPL Xerri has assisted AST-MW as an instructor.

Other staff movements have included PTE Rhiannon Brown to MUR for Officer training and our APS Admin, Amanda Keeley moving to WA. At this stage JMCO Melbourne has 20 Active Reserve members, with the unit still recruiting and growing.



Unit Members of JMCO Melbourne



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support system backed by a global network that best meets the demands of the Defence Forces whether within Australia or deployed on operations overseas.

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26 TRANSPORT SQUADRON

CAPT B. IRELAND

2009 was always expected to be a challenging year for the Sqn. In addition to the Sqn's usual tasks, we were also scheduled to support EX TALISMAN SABRE 2009 (EX TS09) and provide a Tp of drivers from across the Sqn to participate in the LAND 121 Down Select Trial.

The Sqn began the year with the customary Boots and Saddles and Sqn Shakeout before welcoming back our personnel from FLLA-5. The Sqn conducted numerous tasking including supporting the relocation of an F-111 from RAAF Amberley to Point Cook, before the EX TS09 tasking commenced. Whilst on EX TS09, the focus of the Sqn was initially on supporting the deployment of units to Rockhampton, before turning our attention to the ongoing close and general support tasks and then concentrating on the redeployment of units to home locations.

The Sqn's overall support to the Land 121 Project consisted of providing seven DTOs, 50 drivers and a C2 element throughout 2009. This commenced with the Sqn deploying the DTOs overseas to commence their training on the differing vehicle variants under the watchful eye of WO2 Brian Whish. On their return LT Christian Johnston deployed a composite force from all three 26 Tpt Sqn Troops, accompanied by supporting elements from 9 LSC, to Puckapunyal to begin the driver testing component of the trial.

The remainder of the year will see the Sqn focus on numerous trade courses which will allow the soldiers to upgrade their skills and pay levels as well as provide the Sqn a good foundation of skills in preparation for 2010. The Sqn will also provide transport support to the redeployment of AACAP 16 from Mapoon in Far North Queensland, a task that will involve all three Troops during the Sep – Oct period.

As 2009 draws to a close the Sqn looks forward to 2010 and already the support requests are starting to roll in. We see a

busy year ahead with AACAP 17 being the major known activity to date. The Sqn is well postured to meet the challenges of 2010 and will no doubt show the same high degree of professionalism and support to the ADF that the Sqn is renowned for. I have no doubt that 26 Tpt Sqn will continue to be 'Equal to the Task'.

85 TRANSPORT TROOP CAPT M. Pascoe

When you see the Australian Army, with its S-Line Internationals, travelling almost anywhere on the major highways around the country, look closely for the Roadrunner Insignia. It's a proud tradition carried on from 85 Transport Troop (85 Tp), 26 Transport Squadron for a generation.

The convoys of S-Lines, often in road train configuration, spent a large portion of the working year travelling to all parts of Australia. 2009 has been yet again another busy year for the men and women of 85 Tp. The first half of 2009 saw the day to day tasking of moving equipment and vehicles to all parts of Australia supporting various ADF activities in places such as Cultana Range, Townsville, Darwin and Sydney. This involved up to section size elements travelling across this vast country.

The first major exercise for 85 Tp was EX TS09, which had the entire Tp deploy to Rockhampton for two months. 85 Tp support to the exercise was conducted in three phases. The first phase was to deploy units from their home location to Rockhampton and Shoalwater Bay; this included a one time lift of 30 APCs from 1 Bde. This was an impressive site to see travelling through the middle of Australia. The second phase of 85 Tp's support to the exercise had 85 Tp providing bulk liquid to support Australian and United States ground and air assets in SWBTA. 85 Tp contributed to the smooth running of EX TS09 by providing essential logistical support. Over this two week period, 85 Tp provided approximately 500,000 litres of

water and 600,000 litres of diesel and Avtur. All this while maintaining a cargo and vehicle lift capability to all areas of the AO. On the conclusion of the warfighting phase, 85 Tp were again tasked to redeploy Australian vehicles and equipment to Darwin. EX TS09 was a complete success from a 85 Tp perspective, providing a great opportunity to conduct the core role of 85 Tp.

On completion of EX TS09, 85 Tp was afforded a week period to consolidate their vehicles and equipment and most importantly give the men and women of 85 Tp some time with their very supportive families. Then it was on the road again to support the redeployment of AACAP 16 from the reaches of Weipa to Sydney.

The 85 Tp insignia is the Roadrunner and as you can see it is well deserved, as the wheels keep on turning on the S-Lines for 2009.

86 TRANSPORT TROOP LT B. Harding/CPL Hayne

With a reputation for constant high tempo and demanding operations, 86 Tpt Tp has proven to be 'Equal to the Task' yet again in 2009.

Tp Comd LT B. Harding wasted no time in shaping up the guys and gals after enjoying the 2008 Christmas leave period a little too much, with numerous PT and fitness focussed training activities on return to work in January. The first major activity for 26 Tpt Sqn, was the battalion shakeout; conducted around the Oakey area, Southern Queensland. Corps skills were the focus of this activity with section commanders and 2ICs being put through their paces in mock tasking activities, vehicle based orientation activities and troop against troop physical challenges to keep everyone in shape. Upon return to Amberley the focus changed from trade orientated skills toward all corps field training in preparation for IMTs. The IMT lead up activity was conducted at the Greenbank Training Area; this allowed the newly promoted members to cut their teeth in the field environment with their new sections. This was followed up by the battalion IMT exercise being conducted at Canungra Training Area. Operating in Canungra as a troop helped foster a sense of team work and bonding between the sections and the troop as a whole. Everyone was able to learn something about

themselves and increase their experience base in a green field environment.

With the close working relationship between 9 FSB and the RAAF at Amberley, 86 Tp was asked to provide support for the F-111 relocation project, transporting aircraft supplies for the RAAF team to Point Cook, Victoria. This was a high profile project for the RAAF and one which saw PTE Rice grace the cover of the Army newspaper as well as several state and local newspapers (a few beers owed for sure).

With the smaller but no less important tasks out of the way, 86 Tp focused all of its attention on the upcoming bi-annual EX TS09. EX TS09 as its predecessors has shown, is a logistical challenge, with 2009 being no different. The exercise for 86 Tp started with 21 Mack Fleet liners and various trailer configurations rolling out to Holsworthy Barracks to deploy 1 HSB's field deployable hospital to SWBTA. Upon arrival at CSI Rockhampton, Camel Bks was re-established; cat wired and set up for the war.

With the USMC bringing in thousands of troops, it was inevitable that 86 Tp would be providing the lift capability for the unloading and reloading of the US Navy ships. Once again all available vehicles were involved and deployed to Gladstone Port to move large numbers of quad-cons and other equipment. To the credit of the Troop and Sqn Ops cells, the move was planned in great detail and the operators were well briefed to handle the tasks involved. 86 Tp was also given the lead in a large ammunition transport task moving US ammunition from Port Alma to SWBTA. This involved working with 85 Tp, various elements from the Americans forces, Military Police and a civilian security firm to ensure the successful transport of eight 20' containers, loaded with multiple natures of ammunition for the exercise. After some careful planning and a detailed set of convoy orders, the troop was ready to get the job done. The convoy itself went off without a hitch, with our armed guards front and rear of the convoy and task relief vehicles tagging along in the second packet. The ammunition was delivered as planned, with no break downs or third party interdiction along the way.

Whilst on EX TS09, an opportunity for the Troop to get away on a camel handlers course presented itself, when we were invited to

attend the Annual Boulia Camel Races. This was an excellent opportunity for the troop to conduct some training for the new camel handlers, raise some much needed funds for the camels and to promote the Tp, Sqn and Army. The trip itself was a great success with the town welcoming us in and treating the section like part time celebrities. The section was able to conduct two days of training with Woody (Gary Woodhouse) and his son Tom Woodhouse, who are the caretakers of the Boulia Racecourse and camel trainers. The budding camel handlers helped to break in three camels, which were brought in from the bush the day prior. We managed to successfully break in two out of three camels with the third one being a particularly wild and stubborn one. Once the races started, all the camel handlers concentrated on conducting camel rides for the hundreds of children at the event. It was great to see a line up from start to finish with more people asking to go for rides as soon as the camels were rested. When the guys and girl weren't raising funds for the camels, we were on show for the public with many of the crowd wanting to have a chat with the Army representatives. Section members also participated in some of the side events of the races, like camel tagging and providing jockeys for the Min Min novelty race. PTE Driscoll and Ferguson performed admirably coming third and fourth in the race (even if there were only four camels in the event). Everyone that went on the trip had a fantastic time and learned a lot about camels and their role as camel handlers. The trip concluded with the now qualified camel handlers, helping Tom and Woody castrate and nose peg one of the bulls; an experience that none of them will forget I'm sure. An all round successful trip, enjoyed by all. The end result being that all goals were achieved and a standing invitation to return next year being received.

86 Tp's year is not over yet and we still have AACAP to assist with and the Wagoners' Cup to participate in. A full on year for a busy Troop, with that in mind its time to get back to the business of Transport.

87 TRANSPORT TROOP LT C. Johnston

As with the usual third line logistics tempo, the year stepped off to a flying start and 87 Tpt Tp was beginning to look more like 87 Tpt Sqn, with a manning breakdown of

1 officer for 64 soldiers. The priority for the beginning of the year was to establish the robust administrative procedures that catered for a Tp of this size, where there weren't just co-drivers, there where co-co-drivers.

First things first, the Sqn conducted its initial Boots and Saddles for 2009. The old faithful Mack R Series of 87 Tp were gleaming from the hours of preparation put into them by eager soldiers. This made those shiny Fleetliners across the way at 86 Tp look like old rust buckets. With the A/OC content and the vehicle serviceability about as high as were going to get it, it was time to get them out and about and feeling that open road.

The first opportunity to deploy the Tp in its entirety under its new Tp HQ, LT 'Baby Face' Johnston, SGT 'I can't understand what he just said' (Pom) Emery, and CPL 'Jibba Jabba' Davies, was the Squadron shakeout which took place just west of Oakey. Here the Mongoose soldiers of 87 Tp enthusiastically displayed their intent to be recognised as a Tp to be reckoned with, after victories over 86 Tp in the navigation exercise and the cam net/trailer reversing competition. Overall, it was a successful outing that blew out the cobwebs and had the soldiers practicing trade craft and skills in preparation for the busy year ahead.

The main effort once back in barracks was to coordinate a HR2 course in order to qualify those un-coded personnel in operating the vehicles organic to 87 Tp, the gracefully ageing Mack R Series. As usual, with CPL 'Doctrine' Clouting at the helm, the course ran efficiently and was very well administered with all course participants obtaining the code; a tribute to the professionalism of the DTOs and the newly qualified ADIs who instructed on the course.

The culmination of the year came with the major exercise period, in which half of the Tp deployed on EX TS09 and half on the highly publicised LAND 121 vehicle trial. EX TS09 saw two sections of 87 Tp deploy with the Squadron. They played a significant role in the lead up to the exercise, as well as providing a green field role throughout. 1 Section, under the fearless leadership of CPL 'Hobbit' Bull, deployed with its Mack TTWs and executed numerous critical water resupply tasks to those force elements

participating in the exercise. Additionally, CPL 'Raccoon' Dendle took his section of Mack cargos and covered some serious kilometres, conducting general cargo tasks in support of the exercise.

With the eyes of the Corps upon us, a composite Tp from the Squadron made of soldiers from 85, 86 and 87 Tps deployed under 87 Tp HQ to Puckapunyal in order to commence the LAND 121 vehicle replacement trial. The general feeling from the soldiers on this task was one of pride and opportunity, recognising the fact that this task was a once in a career chance to have a real influence in the direction of the Corps and indeed the Army.

7TH BATTALION ROYAL AUSTRALIAN REGIMENT TRANSPORT PLATOON

CPL T. BUBECK

7 RAR Transport started in a tight spot at the beginning of 2009. All the hierarchy was on deployment.

SGT Hines was deployed on Timor Leste Battle Group, and CPLs Zagami, Bubeck, and LCPLs Trearrow and Butterworth where deployed to Afghanistan as the Transport Platoon of the Mentoring and Reconstruction Task Force. The most senior transport member in the unit was CPL Russ. Upon the deployment of CPL Russ to MRTFI as reinforcement, PTE Hudson took the lead with one and a half years experience. There were four people left in Transport Pl. The daily tasking was completed by stretching the limits of drivers and vehicles, but they overcame the difficulties and just did it.



TPT PL 7 RAR on MRTFI

It was an intense beginning to the trial, with two sections having to be qualified to drive and operate five vehicles in 20 days, each from a different manufacturer. However, the soldiers were like children in a toy store and maintained a high level of morale throughout. Upon completion of the vehicle training, the trial started in earnest as we departed Puckapunyal for Townsville, stopping everywhere in between and collecting valuable trial assessments along the way. At HRTA, three weeks of rigorous field testing took place, challenging both vehicles and drivers, we returned to Puckapunyal to complete the final testing. Just so everybody knows, the winning vehicle is the.....

So we look forward to the conclusion of what has been a busy year. However, we wouldn't have had it any other way. The soldiers of 87 Tpt Tp have battled with their counterparts at 86 Tp, and have acquitted themselves well in the tasks completed this year. The opportunity of a life time was seized to have a say in their Corps and the soldiers of 87 Tp and the Squadron displayed professionalism and drive that conformed with the solid reputation of 26 Tpt Sqn and 9 FSB.

April saw five new truckies march into the unit and some marching out. We would like to say good luck to PTE Fallon on his new posting down south. We would also like to welcome to the truckie family; PTEs Caswell, Clifford, Kimoden, Batty and Schneekloth. It was around this stage the tempo started to rise. The arrival of the dry session brought the mad rush to start exercises and training. The first to kick things off was Predators Crawl, throwing an inexperienced Transport Pl into the deep end. The seeming lack of experience and leadership in the Pl should have been its down fall, but like the Corps motto, "Equal to the task", transport powered on and developed a good esprit de corps, to show the Bn that we could overcome just about anything. With new ideas and a "can do" attitude, transport adapted and overcame.

The next thing to come along was Exercise Predators Walk. We coped with the continuous maintenance issues arising from an old and overworked vehicle fleet, and pushed on, once again overcoming anything thrown at us. PTE Hudson was left to operate Transport in everyone's absence, he performed well above the standard expected of a digger and always went the extra mile. That wasn't the end for Transport though, Predators Walk no sooner finished and the platoon was at it again with Exercise Talisman Sabre. By this stage the two previous exercises had



TPT PL 7 RAR on MRTFI

put a serious toll on the Transport fleet and personnel. So once again the Platoon packed up what little resources they had and headed off to sunny Shoalwater Bay, to take the Americans on, head to head. The drivers that participated in this exercise described it as an "awesome" experience, gaining valuable knowledge and skills. It was about this time of the year that



TPT PL 7 RAR on MRTFI

saw the return of our beloved transport hierarchy from their various deployments (trust them to return when all the hard work was done!). Not giving the freshly rested hierarchy time to adjust to their new surrounding, we all jumped straight into the swing of things. We worked hard to bring the fleet back up to scratch and then straight into the planning for the support to Exercise Predators Run and the Section Infantry Operations Supervisor course. Just when we thought the year was coming to

an end and things would start to quieten down, we are getting ready to support Exercise Predators Gallop and a multitude of driver training, just to see the year out. Not to mention the Battalion Colours Parade, being held in Adelaide next month. So on that note, Transport PI bids you all a joyous remainder of the year and keep on trucking.

EXERCISE DIAMOND DOLLAR 2009

LT JONAS PRICE

For Ex Diamond Dollar 09, 2 TPT started what was to be a long and perilous journey. Having never fully deployed as a Transport Platoon in a field environment, there were a few nerves when the time came to leave the safe confines of Brisbane. These were quickly forgotten in the midst of the convoy to Rockhampton, assured in the knowledge that maybe we could actually make it back from the two-month trip alive.

The first attempt at a deployment yielded a few 'teaching points', and in the re-deployment that quickly followed, 2 TPT worked as a well-oiled machine completing the task in textbook fashion.

In an ironic turn of events, all and sundry from the BMA were suddenly volunteering to assist TPT with the ration run to Rocky (the news that showers and phone reception were included in the package might have been an influence on that one). The platoon worked impressively in their first full exercise and performed tasks such as DPs exceptionally well - certainly an impressive sight.

Exercise Talisman Sabre 2009

Despite Talisman Sabre starting with the news that the PLSGT SGT Bryan had been enrolled on course and would not attend the Ex (much to the dismay of the Platoon) members stood up and took responsibility beyond their years. The 381 Acting PL SGT CPL Baldwin stepped up into two roles he



PTE Nielsen dutifully performing 1st Parade

was relatively new at and did a commendable job, and a number of our PTEs stepped up to fill section 21C roles in the absence of our beloved LCPLs, Beddome and Bathersby.

They performed so well in fact, there were a few 'incidents' where soldiers were 'borrowed' by elements well outside the chain of command, and were not seen for days. Obviously they had heard stories of the wondrous 2 Platoon and wanted a bit of magic for themselves. Fortunately the loyal soldiers always managed to find their way home.

Overall 2 TPT performed very well during the two month trip to SWBTA and though the DPs, stores lifts and momentous PAX lifts, made for some loooooonnnngggg days. The Platoon really found their identity having only been raised a very short time before the field phases began. A strong foundation has been set for future members of the Platoon to continue, with a generous dash of esprit de corps.



The Mighty MANITOU helping 2 Platoon set up for a Night DP

ARMY KNOWLEDGE MANAGEMENT GROUP CSS DOCTRINE WING

MAJ BOB GOUGH

46% of RACT doctrine publications have been recently validated, 36% are currently in the process of being validated and 18% have been delayed due to awaiting the outcomes of the CSS Force Structure Review.

Future RACT doctrine will need to take into consideration any changes made to applicable superior LWD doctrine publications; and in particular, address how RACT will support the introduction of 'Adaptive Campaigning' and the Land Force's response to complex warfighting. The introduction of PMV training as a result of the eventual introduction of the Land 121 vehicle fleet; and how these vehicles will be manned and operated, will have a significant impact on our future RACT doctrine.

The current Status of RACT publications is as follows:

LWD 4-3 Transport Support – A contracted rewrite is well and truly in progress and is being rewritten by a very suitable personality in Mr Mick Kehoe. Expect Final Draft in the near future and the rewrite is expected on ADEL Nov/Dec 09.

LWP-G 1-1-3 Postal Support – rewritten and released on ADEL Apr 09.

LWP-G 4-3-1 Driver's Handbook – Validation was recently completed in June. The more significant endorsed recommendations include a rewrite which includes removing all vehicle tech-data not applicable to BDC from the publication IOT reduce the significant content (this will be put on the CDI website instead). Additionally, EHAP, pictures of A-Framing, Cam & Concealment and Tyre Changing (including alternate methods) will also be included. An Author's Brief Working Group is planned with key stakeholders and SMEs for late September 09 and the rewrite is due to be released on ADEL Mar 10.

LWP-G 4-3-4 Small Craft Operator's Handbook – Validation Report is currently being written. Amendments or rewrite is due on ADEL Nov/Dec 09 which will include some mandatory inclusions as a result of Comcare Investigation 3262 and changes to SOVO Vol IV.

LWP-G 4-3-7 Unit Movements on Operations Handbook – Minor amendments were made this year and it's release on ADEL is due Sep/Oct 09.

LWP-CSS 4-3-2 Road Transport Operations Handbook – Sponsor has directed to delay validation until FY 10/11 and it is to be done in conjunction with LWP-CSS 4-3-9.

LWP-CSS 4-3-3 Marine Specialist Handbook – Validation has recently been completed and recommendations have been endorsed by the Sponsor. Recommendations include a formal rewrite on waterproof paper, and ensuring the rewrite is aligned to LWD 1-0 where required, and the inclusion of additional TTP information required for training Marine Specialists. Rewrite is on the production plan for FY 10/11.

LWP-CSS 4-3-5 Cargo Specialist Handbook – Validation is currently in progress. Amendment or rewrite is currently on the production plan for FY 11/12.

LWP-CSS 4-3-6 Air Dispatch Handbook – Validation has been brought forward and is to be commenced in the near future. Rewrite is currently on the production plan for FY10/11.

LWP-CSS 4-3-8 Operator Movements Handbook – Validation is currently in progress. Possible rewrite is currently on the production plan for FY 10/11.

LWP-CSS 4-3-9 Transport Commander's Aide Memoire – Sponsor has directed to delay validation until FY10/11 and it is to be done in conjunction with LWP-CSS 4-3-2.

What can I do if I notice technical content in a doctrine publication is incorrect?

Whilst a rewrite can take some time to get to production and on ADEL, an important amendment to a publication can be done within 30 days if required. Therefore, if a member notices content in a publication that is out of date or is technically incorrect, they are strongly encouraged to ensure doctrine staff are made aware of it. This can be done by completing the yellow card at the back of the publication and submitting it to Doctrine Wing, making comment on the publication's ADEL link, or contacting the appropriate Doctrine Wing staff directly. Any submitted suggestions will be considered, discussed with appropriate SMEs, and where agreed upon, a doctrine amendment proposal will be submitted to the appropriate publication's sponsor for determination. Feedback will be provided by Doctrine Wing staff to the member submitting the request notifying them of the success and associated timeline the amendment will be released on ADEL.



WARRANT OFFICER TRAINING TEAM WARRANT OFFICER AND NON-COMMISSIONED OFFICER ACADEMY

WO2 JOHN GIAMPINO

Kokoda Barracks is the home of the Warrant Officer and Non-Commissioned Officer Academy (WO&NCO Academy) and is co-located with its parent headquarters, Headquarters Land Warfare Centre (HQ LWC). Kokoda Barracks is situated just outside the township of Canungra in the Gold Coast Hinterland, about 40km west of Surfers Paradise.

The mission of the Academy is to develop, conduct and deliver ARA all-corps Warrant Officer and Non-Commissioned Officer training, while supporting the development and conduct of the ARes equivalent within the University Regiments, in order to train capable leaders who can win the land battle. The five subjects taught on the Subject One for Warrant Officers Course (SIWA) are command, leadership, management, operations and training. Communication for Leaders (C4L) is the underpinning skill required for each of the five subjects. This consists of Defence writing skills, sentence

structure, grammar and punctuation. The Warrant Officer Training Team (WTT) consists of the Senior Instructor (SI), WO1 Martin Lenicka. The SI WTT is responsible to the OIC Canungra Detachment for the development and conduct of the RSM and SIWA course.

The Section Sergeant Major is responsible to the SI for the administrative aspects for the conduct of the RSM and SIWA course.

There are five WO1 Subject Matter Experts (SMEs), one for each of the above mentioned subjects and eight WO2 instructors who instruct throughout the five week course. The WO2 instructors act as the Directing Staff (DS) for each of the eight syndicates that trainees are allocated to.

Instructors within the WTT are allocated one of the five subject areas mentioned previously, but are also required to maintain a high level of subject knowledge in all other areas of instruction such as military law, syndicate led discussions, operations, procedure drill and C4L. This is within the capabilities of any member who decides

to take up the challenge and become an all-corps instructor within the WO&NCO Academy, and this is arguably the most rewarding all-corps instructional posting available.

One of the most rewarding aspects of this posting for me, is to fly the RACT flag whilst posted into this position. As a Supervisor Marine by trade (Boatie), I have found this posting to be very rewarding and challenging. For those few RACT members that may get an opportunity to be posted here, I say to you, 'take up the challenge'. You will be working with a group of dedicated instructors whose main goal is to deliver the most up-to-date and comprehensive training to the Army's future Warrant Officers.

The following RACT members are posted to the Canungra Wing, WO&NCO Academy:

WO1 Martin Lenicka (SIWTT);

WO1 Ken Golden (AAR); and

WO2 John Giampino (InstrWTT).

effectively provided liaison and support to customer units during the high exercise tempo of 2009.

In addition to exercise and operational support, JMCO BNE conducted route reconnaissance within our AR. The conduct of such activities ensures JMCO BNE is able to provide up to date and accurate information to customer units to achieve smooth and efficient movements.

After 18 months of valued commitment to JMCO BNE, the Officer Commanding (OC) MAJ Tamara Rouwhorst departed to commence maternity leave. She will be greatly missed, as her leadership during the raising of the Joint Movement Control Centre (JMCC) and the refurbishment of JMCO BNE ensured her subordinates did not lose sight of the I JMOVGP mission for JMCO BNE in 2009. MAJ Rouwhorst's departure saw her successor, SQNLDR Glenn Orton, step up to fill the role of OC JMCO BNE. SQNLDR Orton looks

forward to the challenge presented by this role and will ensure that customer units continue to receive the same level of support as provided by MAJ Rouwhorst and her team.

2010 will bring forth, new and continuing challenges for JMCO BNE; particularly with high staff turnover and the continued sustainment of high operational tempo in support of operations, exercises and other significant activities. Despite the challenges, we will remain Equal to the Task.

I TRANSPORT COMPANY 1st COMBAT SERVICE SUPPORT BATTALION



2009 started at break neck speed for I Tpt Coy with support for FSUI, induction training and preparation of Coy level courses and it set the scene for the remainder of the year. With the Coy manning only tipping the scales at 100 for the vast majority of the year, and with no end to the tasking, many members of the Coy have stepped up to ensure that the tasks still got done to the standard expected by the brigade.

March saw the tragic loss of PTE Colin "T-Bag" Delmar in a civilian motor vehicle accident, that also left one of our members in hospital with severe injuries. The loss of T-bag was a massive set back and caused many of his closest mates, and those that hardly knew him, to reflect deeply. May / June and July saw the vast majority of the Coy supporting Bde training and EX Talisman Sabre, leaving barely enough time to wash, refuel and reload before jumping back into the cabs to head back out to MBTA for the final two exercises of the year.

As this article goes to print, we are re-integrating personnel returning from operations, providing support to Bde level manoeuvre training and preparing for courses, just in time to complete cyclone prep and farewell those as they post out of the unit. The year has been personified by limited personnel and almost unlimited tasking, but the dedication to duty exhibited by the members of the coy has shown that they are indeed "Equal to the task".

ALPHA (MDM) TP

One officer and 50 soldiers make up A Tp.....on paper; however on the ground,

the MEAO, from there it was straight into induction training and driver courses. These courses were conducted to ensure that we were able to effectively support the brigade throughout the year. There were no major incidents on any of the courses this year (unlike last year when PTE 'Majik' Magyak went swimming with his 6x6 resulting in SGT King being awarded a bravery commendation by the NT government).

Armed with brand new licences and additional codes, it was time to test our skills with I CSST. As the TP SGT was out of action, LT Jen O'Brien took the wheel of the troop for her first trip away since RMC. The trip went well with only a few minor

IT'S 2245H AND THE LAST TRUCK HAS JUST PULLED INTO THE POSITION. THE DRIVER STEPS DOWN FROM THE CAB AND BRUSHES THE DUST FROM HIS BODY; HE'S TIRED YOU CAN SEE IT IN HIS WALK, AS HE HEADS TO HIS SWAG FOR WHAT HE HOPES WILL BE A BLISSFUL SLEEP.....

the number has been somewhat less. A Tp supports the 1st Brigade both in barracks and in the field, as well as providing Tpt support to I CSSB. It's a big job, but someone has got to do it; and we do it well. This year we have had quite a few members deployed overseas on operations in East Timor and Afghanistan, and while there were fewer of us, the workload for the Tp has remained the same.

A Tp started the year supporting the members who were about to deploy to

fender benders and lots of lessons learnt. CPL 'BangBang' Mackay still owes the OC, for comments made about crawling/walking and 'Busta' now understands "mayday" and "no duff" are not interchangeable.

The next major trip for the troop was EX TALISMAN SABRE. With plenty of work done prior to departing, it was assumed that the 'ol R bangers' would give the RAEME boys a few headaches, but as it turned out, all the trucks made it without being recovered, but they did consume



JOINT MOVEMENT CONTROL OFFICE BRISBANE

CPL JAIME STILL

The first part of 2009 has proven to be a demanding yet successful year for Joint Movement Control Office Brisbane (JMCO BNE). With the required level of support set to increase for the end of 2009 and into 2010; the new and improved JMCO BNE is set to look forward to many more challenges.

With continued support to force elements within the South East Queensland/Northern New South Wales Area of Responsibility

(AR) and deploying personnel on short and long-term detachments nationally and internationally; JMCO BNE has had a consistently demanding workload for the beginning of 2009.

Operationally, JMCO BNE supported the return of the Force Level Logistic Asset 5 in February 2009 and continues to support C17 sustainment flights into the Middle East Area of Operations. In addition, we have consistently provided support to Operations SLIPPER, ANODE, CATALYST, MAZURKA and FIRE ASSIST. The support

JMCO BNE has provided to Operations during 2009 has been practical preparation for 7 Bde to come on-line for the upcoming rotations for both Operations SLIPPER and ASTUTE.

JMCO BNE has been responsible for movement support to Exercises Diamond Dollar, Long Look and Minh Dam. Exercise Talisman Saber 2009 saw JMCO BNE and the newly formed JMCC, join forces to provide movement support to customer units for deployment to Shoalwater Bay Training Area and Hawaii. JMCO BNE has

some 30 fan belts. The same story couldn't be repeated on the return run. During the exercise, the boys and girls were spread to the four winds supporting the US, Camp Grover, 1 CSSB and anyone else who trundled by the paddock full of trucks and drivers and thought "I could use a few of those".

At the start of the Ex three special crates containing nine brand new DRZ400 motorbikes arrived from Darwin, whose contents would relieve the new Tp Comd, LT Matt Moseley, of his Tp SGT and all his CPLs for the better part of the Ex. Nearly every day he was informed by CPLs Rob Stahl and Scott McLiesh that they were required to conduct a recce for the OC (these recces occasionally resembled auditions for the

.....IT'S 0600H IN THE MORNING AND THE FIRST RAYS OF SUNSHINE ARE CRACKING THE HORIZON ON WHAT WOULD BE ANOTHER HOT AND DUSTY DAY IN THE CAB OF THE TRUSTY 'OL R BANGER' AT MT BUNDEY, THIS IS US, A TP I TPT COY.

'Crusty Demons'). SGT King was undone by a loose rock during PT and returned to Darwin early. The remainder of the Tp returned to Darwin safely.

At the time of writing, A Tp still has two more exercises to participate in, as well as the end of year courses, so there is little doubt that the high tempo will continue. To all the Tp members that are posting this year, we wish you the very best for the future; to those who are due to post in, there are some big shoes to fill.

C (HVY) TP

C Tp is primarily manned by ECN 274 operators; however, this year saw the introduction of ECN 109 drivers, as CL section. The CL section assisted with Heavy Tank Transport support to the 1st Armoured Regiment by providing pilot vehicle operators. This year they have obtained their pilot qualification, and gained a good understanding of the 274 trade, as well as helped to prepare and load the M1A1 Abrams Main Battle Tank and M88A2 Hercules Armoured Recovery Vehicle. This has allowed some of the junior ECN 109 drivers to gain knowledge and experience that would normally only be acquired over several years in the Army.

At the beginning of the year, the age and availability of parts initially created

challenges in getting the troop on the road. A large number of the aging S-Liners were in trade, leaving only three prime movers available for tasking. Fortunately, due to the efforts of the Tp staff, workshops and the drivers themselves, this situation was quickly rectified with more than one truck allocated to each driver. So, with a serviceable fleet and a significant redundancy, C Tp was ready to provide support to the exercises that coincided with the start of the dry season.

Tasks over the next few months involved all drivers in a variety of roles. Drivers from both ECNs were required to use all the codes that they held as C Tp provided support to almost every unit within the 1st Brigade.

C Tp was also involved in the prep and loading of Australian vehicles to be moved to Timor Leste by the RNZN. This move meant that we were operating not only our S-liners with ISO containers, but also moving Unimogs and LR 6x6 variants to Darwin's wharf, in order for the vehicles to be loaded.

C Tp, along with A Tp, conducted some Roll On/Roll Off (RO/RO) training with the LCH (Landing Craft Heavy) HMAS Betano (L133). This allowed the drivers to show off some of their reversing skills backing



HVYTPs S-line with RNZN vessel

onto the deck of the LCH. C Tp emerged dominant in this area having no difficulty reversing their S-line and 41' Trl onto the deck.

Exercise Talisman Sabre 09 saw the deployment of C Troop to the Shoalwater Bay Training Area, and trying to convince 274 operators that they are actually going field was not easy. Cargo section was tasked with the initial uplift of 1 CSSB. When the boys weren't required for sustainment runs, they were left to find jobs for themselves. Knobby and Auto became glorified forklift operators; while Brown and Taffy joined the CSSB Bike Gang. But it wasn't until they were back on the road, staying at the "Hotel International" and returning cros to 1 Bde that the boys were really happy. The situation for the HTT section was somewhat different, as the boys were flown back to Darwin after moving the 1st ARMD REGT tanks to SWBTA, but in the end C Tp provided solid support to the Bde.

The later half of the year has again rolled into the Predator series of exercises at Mt Bunde, with yet more trips along the Arnhem Highway being conducted. This will again see C Tp remain busy until the start of the wet season, at which stage our focus will shift to courses.

On 29 Mar 09, 8440328 PTE Colin Marc Delmar was killed in a civilian motor vehicle accident in Darwin. He will be remembered by his mates and those in the wider Army and our thoughts are with his family.

36 WATER TRANSPORT TROOP

LT ANDREW LAING



This year, like most other units, has been a busy one for 36 Water Transport Troop (36 WTT) and it has been both a challenging and rewarding time to be the TP COMD.

That said, it wasn't until my OC asked me to write a TP article for the Australian Army Transport Journal that I sat down and really considered just how much has happened in the last seven months and how much fun we have had along the way. I hope I am able to convey some of that in this article.

2009 kicked off with a new TP COMD, TP WO, two new Vessel Masters and a new Vessel 2IC, who had all just marched into the unit. These new march-ins, along with the intense amount of maintenance required on our three LCM8s, meant we had to hit the ground running.

The first couple of months saw myself and the TP WO trying to establish how the TP was going to run, especially with the rest of the unit (35 WTS / 10 FSB) located in Townsville. We learnt very quickly how to use the scanner and fax machine IOT get all the required administration and information to and from SHQ. The other challenge facing us was the prospect of commanding a TP that was dislocated from the remainder of the SQN by a few thousands kilometres. This was certainly something I did not expect to have to deal with so early in my military career as a LT.

This new found freedom, coupled with a new trade, certainly provided me with an interesting first few weeks. Luckily the TP WO, WO2 Anthony Bate, TP EME SGT, SGT Matt Owen, and the Vessel Masters have a wealth of knowledge behind them and can be trusted to guide me in the right direction.

The year kicked off with a task out to Bathurst Island to recover a RAAF LRI 10 which was bogged beyond its axles on the beach. This task was something that was really going to put the national recovery plan to the test. I had never considered that

I would be involved in recovering a vehicle from an island off the northern coast of Australia. The crew loaded up the LCM8 with an ARVL and crew from 5 RAR, as well as additional support personnel from 1 CSSB, and headed off well before sunrise. Little did they know (due to no fault of their own) that the recovery was to fail and they would return later that evening with no LRI 10.

Less than two weeks later the same crew was off again, this time to Broome in support of NORFORCE for OP RESOLUTE. Broome is the most western point of the AO that we operate in, and is where our CPL Vessel Masters really get to put their skills on display, conducting operational



LCM8 unloading

tasking independent of the remainder of the TP. CPL Steve Dobbie was in command of AB1067 callsign 'Charisma', and crew for over a month, only reporting back to the TP HQ daily via satellite phone.

It was only two days after the return of 'Charisma' that I received a phone call from SGT Matt Owen, on board our other vessel,

AB1066 'Hastings', informing me that they had run aground, were stuck and would require recovery. After realising he was not joking and having a quick look at the chart, I realised that they were approx three days sail away. As I was passing this info onto CPL Dobbie and his crew, who had just returned, they knew what was coming and were quick to react. Eight hours after passing the info onto the crew, they had fully prepped their vessel and we were on our way to try to recover AB1066 and crew.

As this was occurring we had 90% of the troop on the water, only leaving our Q CPL and one Marine Specialist behind in barracks. We liaised with Jason Moon from JLU-N, who had also called on a Defence Maritime Services Tug Boat to assist with the recovery. The cog out to AB1066 was rough, at one stage hitting Sea State 4, and I will proudly say that I led the TP by being the first to loose my breakfast over the side, promptly followed by other members who were on board at the time.

As we arrived at AB1066, the gravity of what we were required to achieve was realised. AB1066 had been sitting well up on the beach for the last three days bouncing up and down on rocks. Both of its engines were XX and there was a hole in its hull. To make things worse, the water was too shallow for the berth of the tug boat and it

was not going to be able to get a tow rope to ABI066.

The Vessel Master from ABI066 and SGT Matt Owen made their way across the crashing waves to ABI067 to discuss the plan. As the plan was finalised, we had about an hour and half of light and tide left, as recovery at night was too dangerous to be considered. The final plan was for ABI067 to get as close as it could to the shore and ABI066 (without putting itself in a position where it was going to get stuck itself) and get its tow line to ABI066. ABI067 was then to come back out as far as the tow line would allow it, approx 200 m, and tie a separate tow line from the tug boat to ABI067, effectively making a conga line of vessels.

As the second tow line was being attached the torches were out as the last light was disappearing. There was only going to be one attempt, and if it did not work the tow lines would be released, and the crew of ABI066 would have to spend another night on the beach being smashed by waves.

The calls over the radio gave the all clear for the recovery to begin, and after a few seconds and a couple of bounces, ABI066 was clear and we were on our way to a safe and calm harbour for the night. The next morning a quick assessment of the night before was conducted and a plan devised for the cog home. The crew of ABI066 all told of the rough few days they had spent getting smashed by waves, with no way of removing themselves from the

boat towing ABI066 back to base over the next five days.

The final instalment of this tale concluded a couple of months later, when a crew from Darwin was flown across to Townsville in order to sail a vessel back to Darwin, to replace the heavily damaged ABI066. The cog from Townsville to Darwin took 15 days; however, along the way the crew completed tasks for both 51 FNQR and ARNHAM SQN, NORFORCE.

All the above events occurred within the first two and a half months of me arriving at 36 WTT and were all situations that I had not expected to find myself in. The rest of the year has proved to be just as busy; however, a little less exciting. The TP is continuing to work with NORFORCE for OP RESOLUTE and has started to extend out to support units from 1 Bde. 36 WTT has also spent an afternoon out on the water with HMAS BETANO (LCH), trying to build up a knowledge base on what we can do to assist the Navy and what they can do for us.

The year has proven to be an exciting one that I certainly will never forget. I am very glad that I received my posting to 36 WTT and would certainly recommend it to any RACT LT that is looking for a job and an experience that you certainly can not get anywhere else in the Australian Army. With an AO extending from the NT/QLD border in the Gulf of Carpentaria all the way to Broome in the Kimberly, we certainly cover a large amount of coast line. Regardless of their age, the LMC8s are a great piece of kit and are an asset that offers a function that nothing else in the ADF can match.

beach. We also spared a thought for the NORFORCE members that were on board, who certainly would not have enjoyed the experience. After some transferring of fuel and re-arranging of personnel, ABI067 headed home at full pace, leaving the tug



LCM8 sailing

The first couple of attempts to get the tow line from ABI067 to ABI066 were unsuccessful, however, after some very skilful manoeuvring from CPL Steve Dobbie and quick thinking from CPL Joe Pardon, they were able to get the tow line attached.



1ST RECRUIT TRAINING BATTALION

SGT MATT RYAN

“The home of the soldier” has grown this year. The 1st Recruit Training Battalion (1 RTB) has once again trained an extraordinary number of recruits to continue to fill the positions across Army.

This year has seen Echo Company raised with an additional 50 or so staff being posted in,

on top of the 200 staff already posted to the other four recruit training companies. We are currently working on two training programs for the recruits. An 80 day program for the Australian Regular Army (ARA) soldiers commonly known as the Army Recruit Course (ARC) and a 28 day program for the Army Reserves (ARES) known as the Reserve Recruit Training Course (RRTC).

We have also trained Gap Year recruits again this year, and convinced many to transfer to the ARA after experiencing life as a full time soldier (no commission is paid to us either).

The Army Recruit Training Centre (ARTC), and more specifically 1 RTB, is the home to 38 RACT members. These members are predominately employed as Recruit

Instructors in roles including Sect Comd, PI Sgts, PI Comds as well as having a CSM and an OC also wearing a RACT hat badge this year. Unfortunately, the Corps will be shortly saying farewell to WO2 Mick Barrett, who is taking some long service leave next year before hanging up his boots for good, after 20 years of dedicated service. We also have a few members of the Corps in both the Instructor Development Section and Evaluations Cell. These two areas are vital to the conduct of training the staff of 1 RTB, by providing instruction on the Recruit Instructor Courses and the training of recruits. We must also mention our friend SGT James Hamilton who has been detached to the Army's Adventure Training Wing, who instruct staff and recruits on the High Wire Obstacle Course.

As you may be aware, the Military Bonus is all but gone, but guess what, the Recruit Instructor Bonus is here to stay. What does this mean to you? On completion of your two year tenure at 1 RTB, you can potentially walk away with an additional \$30k that you

may have not otherwise received in your current choice of posting. The job can be demanding on yourself and your family, but with the new formal respite policy, it allows you to plan your leave when your time comes around for some well deserved time away from work. Additionally, the job is very rewarding. After all, you turn a civilian into a soldier and can take the credit for it, but ensure it's the good oil you pass onto these recruits, as the mud can often stick if you happen to lead the recruits up the garden path. Kapooka and Wagga have developed and are more family orientated these days, rather than the days some of our older members may remember. We even have a Myers store and Aldi supermarket, which is more than Townsville currently has. We are only two and a half hours drive from the capital of Australia, Canberra and one and a half from Bandiana (good for Corps Conferences).

On a more serious note, being an Instructor here at Kapooka is a great posting. Once you are over the fear of the unknown, which

most of us were in at one point in time, the knowledge and skills you develop, set you up for your career. It's not all about drill, shooting and drinking brews whilst discussing “where I could be right now” stories, it also develops your administrative skills. It is about the only place you can hone all your skills at once, and perhaps leave there with more experience and all corps knowledge than you arrived with. As most of us can remember our time as a recruit, you can now experience life on the other side of the administration line in the foyer and utilise the ‘god’ stairs when you choose.

As we all know, RACT hold many Regimental positions such as CSM / SSM or RSM within Army and those members currently in these positions, more than likely decided their career path during their time at 1 RTB. So if you feel like being equal to the task and can picture yourself in one of these roles in the years ahead, there is no better time than the present to consider a posting to the “Home of the Soldier”.

HMAS KANIMBLA

CPL R.M. ADAMS

This year has been a busy one for the SAD on HMAS KANIMBLA. After losing some old hands at the end of last year, we gained some new march-ins who consisted of; MAJ Bailey, CAPT Molnar, WO2 George, PTE Jendra, PTE Fennell, PTE Fox, PTE Bradley, TPR Hickey and SIG Cook.

After some short introductions and the mandatory induction training, the ship took part in EX SEA LION, which was a good warm up and something the new guys could sharpen their teeth on.

After a successful exercise, which proved to be a steep learning curve, it was time to set our eyes on the next big thing, which was a trip to New Zealand. On our way into New Zealand, we were welcomed by HMNZS CANTERBURY, the flag ship of the NZ naval fleet. This was a good time for the ship to let its hair down, look around, and bathe in some of the culture of our Kiwi brothers. We stopped in several ports and had a great time. Some SAD members will forever remember this trip, after being

tipped into the sea during a RHIB transfer between HMNZS CANTERBURY and HMAS KANIMBLA. Needless to say, there were a few eyes the size of dinner plates after that.

The next thing on our “to do list” was EX TOOTHFISH, which was a training exercise with SF and some of their new equipment. This was a great opportunity and we were able to develop some solid SOPs for the ship. After the completion of EX TOOTHFISH, the ship went into a maintenance period as it was getting a little long in the tooth. Coming out of our short pit stop, we headed off to EX TALISMAN SABRE 09, which was a joint exercise with the US and NZ forces. The exercise was challenging and beneficial.

At the end of Ex TALISMAN SABRE 09, it was time to reward some members for their hard work. TPR Tom Hickey was promoted to LCPL and LCPL Scotty McIntyre was promoted to CPL. The SAD would like to congratulate both members on their promotion.

At the time of writing, HMAS KANIMBLA

is deployed off the east coast of PNG participating in Ex OLGETA WARRIOR 09, which is a multi-faceted exercise with 16 Avn Bde, 3 CER and the PNGDF. When we return to Sydney, the ship then sails to Tasmania to assist with the first Class Flight Trials for the MRH90 and ARH. Our work finishes in late November, a well earned leave starting around mid December.

At the end of the year we will say farewell to WO2 George, CPL Scotty McIntyre, CPL “Griz” Adams, CPL Adrian Turtle and CPL “Rico” Bowdern. In August we farewelled

THE NEXT THING ON OUR “TO DO LIST” WAS EX TOOTHFISH WHICH WAS A TRAINING EXERCISE WITH SF AND SOME OF THEIR NEW EQUIPMENT.

PTE Sam Gould who was posted back to 30 Tml Sqn, after an ongoing ankle injury. We wish all of these people the best of luck for their future careers. 2010 is shaping up to be lower tempo, but in the amphibious world, that could change at any moment.

LIFE AS AN ECN 171 CARGO SPECIALIST ONBOARD HMAS MANOORA

THE CARGO SPECIALIST SOLDIERS

Being in the Army onboard a naval vessel is an experience that you cannot get any other way. Ships Army Department (SAD) is a posting of 2-3 years as an ECN 171 Cargo Specialist.

The SAD also includes communications (RASigs) and helicopter support (AAAvn) staff; however, this article will focus on the Cargo Specialist component. It's a lot different spending time at sea compared to spending time out in the bush. Everything from routine, terminology and traditions are different, and it takes some time to get your head around it all. As part of the ship's company, you are required to perform duties on the gangway as a quartermaster and quartermaster's assistant, watch keeping up on the bridge where you do lookout, helmsman (steering the ship), lifebuoy sentry and assist in damage control incidents such as fire, flood and toxic hazard. As a Cargo Specialist onboard you are required to load and unload all kinds of equipment using the ship's Kenz 70 tonne (forward) and Effer 2.5 tonne (aft) cranes. We also hold different types of lifting gear, forklifts and tie down equipment.

This year onboard HMAS MANOORA, we have travelled around Australia and to places within South East Asia. You might spend some time at sea, but it is certainly worth the week or two sailing the seven seas when you come along side to port to enjoy yourself.

For our recent three month 'up top' trip, we commenced with the loading of items of 17th Construction Squadron for AACAP, to offload at Weipa. The SAD was allocated this task and with it, there came a challenge of an eight hour window to unload at our destination. We on loaded in total 42 items, ranging from Unimogs and Landrovers to Tricons and trailers. All of this could only be offloaded with the ships cranes, as there was no RORO facility in Weipa. This itself had an impact on what we could and could not take. We started to load at 0630h that Monday morning, the SAD Termites split into teams of two on the wharf, flight deck

and tank deck. The load on was only to be achieved by the 70 tonne forward crane. We knew with each different type of load we would need a different configuration of lifting gear. This made the day a long and hectic one. The load took 11 hours to complete. The following day we departed Fleet Base East, Sydney, with the trip taking five days. Once we arrived in Weipa, we knew time was a factor in this operation. We only had eight hours to get the job done due to tidal windows and the date the ship had to be in Darwin. We worked in the same teams, as this worked well for us in Sydney. We came along side at 0600h and by 0700h we started unloading the cargo. To make matters interesting, the aft crane became unserviceable when loading



Member from HMAS Manoora

in Sydney, this now impacted the unloading in Weipa, so a civilian 50 tonne mobile crane was hired. This was a huge advantage with the ability to offload aft. With the experience of the SAD crew, we had it completed within four hours. This is a credit to the well oiled machine of the SAD. Once everything was completed and secured for sea, we continued back on our merry way, steaming towards Darwin where we would be facing the unknown.

After time off in Darwin, we headed to Kota Kinabalu in North East Malaysia. During this period, members of the Ship's Company

visited HMS Bulwark, which provided an insight to the future of Australian amphibious operations. Bulwark is a major amphibious asset, with numerous loading docks aft for vessels similar to our LCM8. The sheer size of the ship was impressive, something to look forward to with our LHD vessels.

On 1-7 June, HMAS MANOORA took part in exercise "Commando Rajah". The exercise took place off the coast of Brunei, and involved embarking 140 members of the British Royal Marine Commandos, in company with British naval vessels, HMS Ocean and HMS Bulwark. Commando Rajah is a UK-led training exercise focussed on employing day and night tactical amphibious skills of the Australian and British military. This was achieved by utilising numerous British assets, including helicopters, various types of landing craft, and high speed assault craft. The exercise also allowed for the Marines to display their equipment and personal weapons to members of the ship's company. In return, the ship's company were able to display their own systems to the Marines. This exercise was a great success in fostering relationships between the Australian and British armed forces.

From here we proceeded to Singapore for some relaxation, then on to Surabaya, Indonesia, for Exercise New Horizon. This involved a range of training, information and social sessions between HMAS MANOORA and elements of the Indonesian Navy. As with HMS Bulwark, the SAD was able to view the Indonesian amphibious capability, with a tour of the impressive ship Kri Surabaya.

On the return journey to Australia, the ship conducted the 'crossing the line' ceremony, to celebrate the crossing of the equator. This involved a morning of fun activities for all of ship's company, including fancy dress, water and 'sludge' bombs, an obstacle course, a swimming pool and the 'legal trial' of various personnel with appropriate 'punishments' issued. Nobody misses out, including the ship's Captain, who was subsequently employed as a slave for part of the morning. All in all it is great fun, and the fact this is all happening in the middle of the ocean with

no land in sight adds to the uniqueness of the experience.

After returning to Australia from our South East Asian Deployment, HMAS MANOORA participated in Operation RESOLUTE. This involves patrolling Australian waters for illegal fisherman and asylum seekers. As part of the experience, we regularly get to do some fishing off Ashmore and other reefs, which proved very successful indeed. After this short stint on Operation RESOLUTE, followed by a rest period in Darwin, we departed for Townsville to participate in Exercise TALISMAN SABRE 2009 (EX TS09).

For EX TS09, HMAS MANOORA embarked the 3 RAR main assault group with Support and Administrative elements attached, at the Townsville harbour RORO facility. This was a busy time for the SAD, as the ship's tank deck was filled to capacity with a range of vehicle types. This required careful load planning via the Mariner software program operated by SAD personnel. We proceeded to Shoalwater Bay for the offload for the main assault. This incorporated both helicopter deck operations and stern door marriages, primarily with Army LCM8 vessels. Stern door marriages were conducted by day and night, and certainly tested our vehicle guiding skills. Even a moderate ocean swell adds to the fun, creating enough vertical movement between the LCM8 and ship

to really challenge both driver and guide. The offload, took around three days due to tidal windows and exercise requirements. Post-offload MANOORA spent time anchored off Shoalwater Bay for use as a spare flight deck and platform. Additionally, the ship performed navigational activities in the local area. This included time with USS Essex, enabling us to observe carrier jet launches at close range. On completion of the exercise, the 3 RAR Support and Administrative elements were embarked via stern door marriage with LCM8 and subsequently returned to Townsville for offload at the RORO wharf.

Upon completion of the offload, MANOORA returned to Sydney and is

now in dry dock for a couple of months of refit. This is to enable completion of various repairs and upgrades to the ship's facilities. During this time alongside, members of the SAD complete courses, are detached to home/family locations for duty and clear leave. This combination of time spent in exotic locations and regular periods alongside in the home port ensures that a posting to an amphibious ship is reasonably balanced in terms of lifestyle. The additions of seagoing allowance and seagoing leave further add to the benefits associated with a SAD posting. Life onboard a ship is fun, fast and full on, but the rewards you receive and the accomplishments you achieve are worth the hard work.



HMAS Manoora loading

ROAD TRANSPORT WING

LT KAHO LAI

Road Transport Wing (RTW) is located in Puckapunyal as a satellite Wing of the Army School of Transport.

It's role is "to train B vehicle operators and managers in order to provide B vehicle support to Army". With trainees ranging in experience from Initial Employment Trainees (IETs) from Kapooka to corporals with extensive RACT background, this is truly a diverse task in it's scope, as well as challenges.

RTW relocated from the Peter Douglas Building (affectionately known as The Rock) to the former 26 Transport Squadron (26

TPT SQN) compound in 2008. Though Non-Commissioned Officer (NCO) Troop remains in its traditional home at 'The Rock', the former home of 26 TPT SQN has been a hub of activity as RTW moved (or rather expanded) into its new home. Most noticeable of these changes is yet to come, with the confirmation of the re-development of the area under the Puckapunyal renewal plan. Construction of new infrastructure is due to start in mid-August with a completion date forecasted for mid to late 2010.

The changes to RTW have not been merely cosmetic. Early March 2009 witnessed the introduction of a new civilian Troop and

the implementation of an Explosive Hazard Awareness Protection Training Continuum into the Basic Drivers and Subject Four for Corporal Courses.

BASIC DRIVER TROOPS

The Army is a mix of enduring features and change, and RTW is no different. The Basic Drivers Course (BDC) remains the cornerstone of RTW's workload. With a total of four BDC Troops, RTW produces approximately 439 qualified ECN 109 Basic Drivers a year. Over the past two years, the current BDC has evolved significantly to reflect today's operational environment.

2009 saw the trial extension of the

BDC Course to 45 days. This extension has permitted additional time for the implementation of the following:

- a. Explosive Hazard Awareness and Protection Training;
- b. Vehicle Mounted Range Practice; and
- c. Simulation Based Training.

These changes have not only benefited the trainees, but also introduced many instructors to aspects of RACT training not previously experienced.

ECHO TROOP

Echo Troop has continued to demonstrate it's worth in 2009. Comprised of one supervisory military member and thirteen contracted staff from the Wodonga Institute of TAFE, Echo Troop is scheduled to conduct a total of thirteen Light Vehicle (C2) Driver Courses in 2009. Though each course only consists of fifteen working days, the sheer throughput of Echo Troop is impressive (approx. 312 trainees per annum).

Trainees in Echo Troop comprise of a mix of RACT and non-corps personnel who require a C2 licence code as part of their trade.

FOXTROT TROOP

Following the success of Echo Troop, a second contractor was sought to provide C2/MR2 training. After tender evaluation, the contract was awarded to DECA.

Foxtrot Troop has a total of eight courses scheduled for 2009, each course with a duration of twenty-three days. Similar to Echo Troop in principle, Foxtrot Troop permits the panelling of non-corps personnel who require a C2 - MR2 licence as part of their employment. The use of civilian contractors allows RACT instructors to concentrate on training predominantly ECN 109 RACT personnel.

ADVANCE DRIVER TRAINING TROOP (ADV TP)

ADV TP commenced the year by providing support to Fire Assist (JTF662) in a live task, providing heavy lift support to the Country Fire Authority and the Department of Sustainability and Environment during the notorious Victorian Black Saturday Bush Fire disaster. ADV TP conducted numerous tasks throughout rural Victoria with the

transportation of heavy engineer plant equipment to the devastated areas to support back burning operations.

ADV TP has also experienced changes to it's training regime, with the incorporation of tank/plant transporter trailer training into the thirty-three day Heavy Combination HCI course. This has resulted in assisting RAE trainees in their training progression.

ADV TP has also provided significant training support to I CSSB. This was in the form of a pilot vehicle training course and the MAN Heavy Tank Transporter Combination to RACT personnel.



RTW on the move

NCO TROOP

2009 has been an extremely busy year for NCO Troop. Comprised entirely of SNCOs, NCO Troop provides training critical to the career progression of RACT personnel. These courses include the Transport Management, Driver Testing Officer and Subject Four Courses for Corporals and Sergeants.

The Subject Four Courses for Corporal saw the introduction of the EHAPT and Simulation Package. This package significantly enhances the tactical training of those soldiers identified for promotion, contributing greatly to the preparation of the Corps, junior leaders.

CHANGING FACE OF WAR, CHANGING FACE OF TRAINING

2009 witnessed the introduction, development and maturity of a number of various training packages.

EXPLOSIVE HAZARD AWARENESS AND PROTECTION TRAINING (EHAPT)

When Officer Commanding, Major Wayne Carman arrived at RTW in 2008, he began exploring the evolution of the BDC to reflect the current operational environment in Iraq and Afghanistan. Drawing from his experience whilst posted to the United States Army on exchange, MAJ Carman began researching and developing the EHAPT package. With the assistance of WO2 Jeffery Boyd and SGT Shannon Coss, the EHAPT package was developed in 2008 and was successfully implemented in 2009. This package has now matured and teaches

the basics of IED related training. Thus far, the EHAPT package has been introduced into the BDC and Subject Four Courses for Corporal.

CONVOY LIVE FIRE EXERCISE

RTW has recognised the need for RACT soldiers to have a grounding in returning fire from mobile vehicles. It was theorised this would increase the driver's survivability in an environment of threat, by permitting him to return suppressing fire, whilst withdrawing from an engagement area. Hence the birth of the Vehicle Mounted Range Practice, colloquially known as the Convoy Live Fire Exercise (CLFX).

The CLFX essentially involves training a soldier to fire his F88 Austeyr from the capola of a moving Unimog, with the intent of graduating to firing the F89 Minimi from a mobile vehicle. The development of this practice has involved much painstaking work

by RTW OPSO, CAPT Matthew Gauci and Tp Comd, LT Royce Pearson.

RTW is now working closely with the Combined Arms Training Centre (CATC) to implement this range practice. Lead-up training continues with the BDC Troops in preparation for the introduction of the CLFX, with the inclusion of Static Vehicle Range (SVR) Practices being introduced into the BDC. Once finalised, the CLFX will be a three stage practice. Stage One will involve a grouping and zeroing practice. Stage Two consists of a soldier firing from the capola on the SVR. Finally, the soldier will graduate to Stage Three, firing the weapon from a moving vehicle on a purpose designed range.

SIMULATION BASED TRAINING

Simulation Based Training was first trialed in 2008. After close consultation with Army Simulation Wing, Land Warfare Development Centre, RTW initially conducted testing using VBS2 in an RACT context, to train drivers in responding to various tactical situations. Under the supervision of WO2 Boyd and with much input from SGT Coss, this package is closely tied in with the EHAPT package. Within the training continuum, the Simulation Training Package bridges the gap between the theoretical lessons learnt in the classroom, and practice in a field environment. Despite much scepticism, the simulation

package has had surprisingly positive result, particularly with the Subject 4 Corporal Courses. This system permits a risk free environment, where numerous assets not normally available in training, can be used in scenarios with a multitude of variables, challenging the trainees decision cycle and providing a basis for testing their orders and "actions on". The After-Action feature has also been of particular benefit, permitting a second-by-second break down and analysis of each engagement.

IMPROVING CONDITIONS, FUTURE DEVELOPMENT

At the risk of detracting from the natural allure of the deep-south of Victoria, Puckapunyal's future developments both within the area and within the unit, makes future postings to RTW a much more inviting prospect.

In 2009, the Chief of Army confirmed the future plans for development within Puckapunyal. These included major infrastructure development that directly impacts on RTW. To name a few, these include new classroom and office facilities for RTW, expansion of the ageing Safe Driving Area for the inclusion of a 80 km/h zone, improvement of existing tracks on the Puckapunyal Training Area and development of new cross country driving circuits. Most importantly, Puckapunyal's future is distinguished from other similar plans, as

these projects have already been budgeted.

The biggest enticement to a posting to RTW in 2010 is the development of a training program to up skill instructors posted to the unit. Utilising the duties and responsibilities of the instructors at the school as a basis, the end goal is to qualify all instructors posted to RTW on Driver Testing Officer and Subject Four for Sergeant. This non-continuous training involves on-the-job training and assessment over the period of each member's two year tenure. When combined with the Qualified Assessor/Qualified Instructor package, instructors posted to RTW should significantly enhance their career profile by the end of their posting.

2010 promises to be a busy and exciting time ahead for RTW. After much hard work throughout 2009, many of the projects currently in development should bear fruit in 2010. With a myriad of infrastructure and TMP face lifts, any instructor posted into RTW in the New Year will certainly find it a challenging and refreshing change from their own experience as an IET.

THE ARMY MUSEUM BANDIANA

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VISION

The Army Museum Bandiana will provide a leading edge focus for the interpretation and public display of Australia's rich Military Heritage, with a special emphasis on the history of the Army's logistic corps.

MISSION

The Army Museum Bandiana is committed to best practice in the preservation, management, storage and display of it's collections in order to protect and preserve Army's heritage and to promote it's history to the public.



A cross-section of the light vehicle and motor cycle display.

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Australian Women's Army Service,
Australian Service Nurses,
2/23rd Battalion (Albany's Own),
Army Apprentices, and
The Royal Australian Army Electrical and Mechanical Engineers.

THE MUSEUM SHOP

The shop stocks a range of Corps items including plaques, ties, thermal mugs, Corps statues, coffee cups, mouse mats, Corps history books, stubby holders, tie tacks, tie clips, drink bottles, Corps prints, collector tea spoons and much more. Corps caps, drink bottles and stubby gloves are now available.

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CONTACT

OC/Manager: Major Graham Docksey,
OAM (02) 6055 2833
2IC/Assistant Manager: Captain Phil Craig
(02) 6055 2549
Acting Curator: Mr Ralph Behrends
(02) 6055 2234
Museum Shop and General Inquiries:
(02) 6055 2525 or Fax (02) 6055 2886
E-mail: bandiana.museum@defence.gov.au
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JMCO MELBOURNE EXERCISE TALISMAN SABRE 09

Exercise Talisman Saber 2009 (TS09), was an exercise for both US and ADF personnel predominately conducted in the Shoal Water Bay Training Area (SWBTA) and Rockhampton.

The main exercise was conducted the period of 6 Jul - 25 Jul 09, with elements deploying from 28 Jun and redeploying 14 Aug 09.

As part of the ADF Movements organisation, JMCO Melbourne supported the JMCC (Joint Movements Co-ordination Centre) and JMCO Rockhampton in providing personnel in key areas.

CAPT Charles De Zilva and PTE Ryan commenced Jul 09 in the deployment phase, with CPL Xerri later on Jul 09. These members help to set up the JMCO Rockhampton and Detachment at SWBTA, located at Camp Growl. July 09 saw PTE

Northeast arrive and assist at the JMCO and then went to the Det at SWBTA to assist for the redeployment. On 25 Jul 09, CAPT Flynn and on 26 Jul 09, WO1 Neal, Sgt Daniell, SGT Schoch, PTE Carrick arrived to assist with the redeployment from the JMCO ROK & JMCC areas. PTE Farrugia arrived on 31 Jul 09 to assist with the final phases of the redeployment. In all, ten reserve members of JMCO Melbourne attended and worked at the exercise.

The exercise for the ADF Movements was to exercise and to experience large scale operations, and to provide the opportunity to exercise the JMCC in a large exercise to identify staffing, to practice movements operations and to enhance our operations.

For the members of the unit, this gave the opportunity for some to practice movements and in some cases, test knowledge and experiences. The main lesson was the liaison with all units and constantly

being aware of what was happening in your area. Nearly everyone was involved at sometime with the Road Freight and the importance of identifying loads was raised many times. We also learnt a new word for freight – "Snot". All members worked along side other members of the movements group and many new contacts have been made, even on the US side.

Exercise Talisman Saber 09 gave JMCO Melbourne staff the opportunity of supporting one of the largest exercises and movement in and out of Rockhampton/ Shoalwater Bay Training Area. This type of experience has enhanced the capability of those members who went, which will be passed onto the rest of the unit through training and exercises.



TRANSPORT PLAYS A KEY ROLE DURING EXERCISE TALISMAN SABRE 2009

CAPT PIP CLEARY

Exercise TALISMAN SABRE 09 (EX TS09) occurred over the period 12 – 25 Jul 09, however elements of 17 CSS Bde were deployed in support of EX TS09 from 20 May 09 to 14 Aug 09 for the facilitation of the exercise in Central Queensland.

EX TS09 was designed to practice short-warning power projection, live-fire and manoeuvre activities. The exercise focused on the planning and conduct of a campaign in a mid intensity warfighting scenario, and provided an ideal opportunity to test the logistic capacity of the Brigade, in both constructive and live tasks.

TS09 is one of the biggest exercises conducted anywhere in the world. As such, it ranged over a huge geographic space, through north and central Queensland, the Northern Territory and Hawaii, as well as The United States of America and Australian Navy operations offshore.

Such an enormous exercise has a huge logistic footprint, and supporting friendly, opposing forces and the 'white' umpire force, tested the logistic capabilities of the 17 CSS Brigade elements that deployed as part of the exercise.

The deployment sequence involved the standing up of the Force Logistic Group. This element was task organised, to best support the exercise. The main units deployed were 9 FSB, 1 HSB, 145 Sig Sqn and 1 MP Battalion; however, all units from the Brigade provided personnel and assets which ensured the overall success of the logistic support to the activity.

The distribution of materiel, personnel and services is instrumental to the success of any activity. During TS09, road, water, air transport, terminal and postal assets were utilised most effectively to ensure effective and efficient distribution across the area of operations.

Talisman Saber exercises have always relied heavily on road transport assets. The

geographic spread of friendly, opposing and umpire forces kept 26 Transport Squadron (26 Tpt Sqn) extremely busy distributing not only force elements, but also fuel, food and water across the area of operations. During the course of the exercise, 26 Tpt Sqn travelled over 73,000km, conducting a range of both long haul and local tasks. They also demonstrated that the key to distribution is efficient and timely delivery of stores and equipment across the battlefield.

In addition to road transport assets, 9 FSB also deployed elements of 176 Air Dispatch (176 AD) in support of the exercise. Members of 176 AD filled the pivotal role of the Camp Commandant Cell (responsible for administration of Logistic Support Area (LSA) Rockhampton and coordination of RSO&I and also conducted several air dispatch tasks during the exercise. These tasks included preparing humanitarian aid stores for aerial delivery, mounting the Air Combat Team at RAAF Base Richmond and Drop Zone clearance following the Air Combat Team Insertion. In all of these roles, 176 AD proved they have the flexibility to undertake a range of core and non-core tasks successfully.

Water transport elements from 10 FSB were attached to 9 FSB and the Amphibious Task Group in support of TS09. The employment of water transport assets was fundamental to the success of the amphibious lodgement within Shoal Water Bay Training Area (SWBTA) and the Combined Arms Live Fire Exercise on Townshend Island. The scope of activities undertaken by the water transport assets demonstrated the positive effect that these assets can have on the battle space.

The FSG's terminal assets proved crucial to the efficiency and effectiveness of the distribution system. During TS09, they were deployed in a number of different nodes including Port Gladstone and SWBTA. In addition to these nodes, 9 FSB was tasked to operate a Freight Distribution Centre (FDC) with LSA Rockhampton. The establishment of the FDC proved a valuable learning experience, for what is an emerging

task. Challenges in the operation of the FDC included the operation of logistic information systems such as RFID and CVS and the integration of supply elements into the operation of the area. The experience gained by 9 FSB will stand them in good stead for future activities.

Due to the length of the exercise, the role of 8 Personnel Support Company (8 PSC) was essential in maintaining the morale of exercise participants. 8 PSC deployed a small Personnel Support Team (PST) in support of TS09, consisting of Cash, Amenities and Postal Operators. This was the first time that the PST capability brick has been deployed from 8 PSC (or from anywhere else in Defence). The intent was to test viability of the PST concept, including the creation of SOPs, as well as raising awareness of the capability within the wider Australian Army and ADF. The PST provided a valuable training and professional development opportunity for 8 PSC members as well assisting in the maintenance of moral of personnel deployed on EXTS09.

The FSG relies on a combined effect from across logistic corps and trades to achieve the exercise aims. The exercise facilitated comprehensive testing of procedures and SOPs and ensured that the FSG is well postured for future operations. Above all, TS09 confirmed that the role of transport remains instrumental in the effective and efficient delivery of logistics across the battlefield; after all, "nothing happens, 'til something moves!"



Promotions

Promotion at any level is an achievement in itself and recognises the professionalism, commitment and hard work by those individuals. Congratulations to all soldiers who are being promoted in 2010.

Promotion to Sergeant:

CPL McDine, Darren James
 CPL Smith, Ashley James
 CPL Boyle, Vincent Colin
 CPL Russ, Clint Robert
 CPL Brady, Duane John
 CPL Dellaway, Troy Gregory
 CPL Batchelor, Craig Joseph
 CPL Horne, David Geoffrey
 CPL Brine, Peter Wayne
 CPL Webb, Sarah Patricia
 CPL Webb, Sarah Patricia
 CPL Lennon, Cristy Fiona
 CPL Smidt, Perryn Niles
 CPL Antal, Heidi Eva
 CPL Dudman, Christopher Robert
 CPL Wilson, Cameron Frank
 CPL Ramos, Fiona May
 CPL Beier, Tanya Louise
 CPL Doyle, Martin Damien
 CPL Moody, Michael Paul
 CPL Bayly, Robert Andrew
 CPL Overton, Matthew Barry
 CPL Ambrose, Mark John
 CPL Lovell, Richard Mark
 CPL Foster, Robert John
 CPL Whitehead, David Joseph
 CPL Frost, Jason Phillip James
 CPL Wilson, Robbie John Bruce
 CPL Waldron, Matthew Raymond

Promotion to Warrant Officer

SGT Sewer, David John
 SGT McCaffrey, Shaun Patrick
 SGT Harton, Jason Thomas
 SGT Ryan, Matthew Glen
 SGT Frawley, Paul Denis
 SGT Hickey, Vanessa Lea
 SGT Gunby, Damien Wayne
 SGT Harper, Adam Boyd John
 SGT Roubicek, Guy Kenneth
 SGT Floyd, Benjamin
 SGT Feetam, Jamie Andrew
 SGT Hall, Jason Robert

Promotion to Warrant Officer Class One

WO2 Smith, Peter Noel
 WO2 Sharp, Glenn Edward
 WO2 Charlett, Stephen John
 WO2 George, Adrian Peter
 WO2 Giampino, John Mark

Promotion to Warrant officer Class One Regimental

WO2 Lakey, Ian Matthew

BULLETIN

SGT Butt and CPL Gray - FST-A ANZAC Day 09 Kandahar



LCPL Krzyzanski, LCPL Burrett, LCPL Scott, LCPL Clegg (Promotion / March out parade)

Congratulations.

CPL Alison Sampson (a reserve CPL) of JMCO ADL being presented with her certificate for her UN Medal by the Governor of SA REAR ADMIRAL Scarce.



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- 1. STOP ENGINE. TURN MASTER BATTERY TO OFF POSITION.
- 2. FOLD DOWN WING CAPTAINS BENCH.
- 3. OPEN ENGINE HOOD.
- 4. REMOVE INTERNAL POWER HOOD ACCESS DOOR.
- 5. REMOVE AIR FILTER AND FUEL FILTER FROM AIR FILTER HOUSING.
- 6. REMOVE AIR FILTER HOUSING FROM ENGINE.
- 7. REMOVE AIR FILTER HOUSING FROM ENGINE.
- 8. REMOVE AIR FILTER HOUSING FROM ENGINE.
- 9. REMOVE AIR FILTER HOUSING FROM ENGINE.
- 10. REMOVE AIR FILTER HOUSING FROM ENGINE.
- 11. DISCONNECT THE FUEL HOSE FROM THE ENGINE.

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