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LT COL Bruce Grant

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**Next Issue Deadline:**  
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Staff Officer to Head Corps RACT  
Editor PAR (ONER)  
Glen Ridge Barracks  
MILPO BANDIANA, VIC. 3693

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# Editor's note

Many thanks to all Units who have contributed articles and photographs. We have tried very hard to include all articles. For those Units that have missed this edition, articles will be held over for the next issue if appropriate.

Your continued contribution is most important, and you are encouraged to submit articles and photographs. If submitting articles on disk please also send a printed copy as we have encountered some problems with the disk sent. All Units are requested to continue to support the Corps' journal as you have done in the past. Thank you.

## STOP PRESS

The RACT Corps Committee has recently concluded negotiations with the Australian Defence Force Academy to have an author prepare a manuscript on the history of the RACT. The manuscript is to be completed within 12 months and then reviewed for publication as a book.

More details will be provided regarding the book at a later date.

## From the Editor

Welcome to a new issue of PAR ONERI. Since the closure of the Corps Directorate, things have been in a state of flux, to say the least. Many tasks, roles and responsibilities have been divested to a range of organisations across Army. The Army Logistic Training Centre (ALTC) have assumed responsibility for trade related issues through Development Group ALTC. These tasks include the development of pay cases for our soldiers, the monitoring of trade viability and training competencies.

Responsibilities for Corps-related tasks dealing with dinners, parades and the publishing of PAR ONERI and Corps Stud books have been allocated to the Staff Officer to the Titular Head of Corps. Obviously as a Reserve Officer this Staff Officer is dependent on support from across the Corps to make things happen. If Corps members or ex-Corps members are interested in Corps' activities assist by passing on information or offer to be involved, don't criticise as this will not achieve anything except drive away those who are trying their best to keep things going.

On a brighter note this Edition of PAR ONERI marks 25 years of service by our Corps. This service has been distinguished and professional. We should be proud of what we have achieved and look to ways of being at the leading edge of logistic support for the next 25 years.

I wish to publicly acknowledge the hard work of Warrant Officer Class Two Jenny Brown in bringing together this magazine. If it had not been for her efforts this magazine would not have seen the light of day. All members of the Corps should be grateful to Jenny for her efforts and her desire to show that she was "Equal to the Task".

B.N. Grant  
 Lieutenant Colonel  
 Editor

Any contribution for the annual edition of PAR ONERI can be forwarded to the following address:

Staff Officer to Head Corps RACT  
 Editor PAR ONERI  
 Gaza Ridge Barracks  
 MILPO BANDIANA, VIC. 3693

EDITOR  
 LTCOL BRUCE GRANT

EDITORIAL COMMITTEE  
 WO1 STEVE HUNTER  
 WO2 JENNY BROWN



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\*As at 16/12/98





# Discharges Gone but not forgotten

The following is a list of members who have Corps transferred or left the service from January 1998:

## Officers

**LTCOLs** B.J. Calder, J.L. Herbert, P.W. Keane and K.V. Noye. **MAJs** S.K.W. Beckwith, P.T. Brady, D.C. Bucholtz, A. Cory, C.A. Hooper, L.G. Kerr, C.J. O'Brien, B.C. Olsen, T.A. Pope, M.J. Scanlan and R. Wakelin-King. **CAPTs** J.B. Bush, M. Hobbs, A. Johnston, A.M. McCarthy, S.N. Mingay and J.J. Watt.

## Other Ranks

**WO1s** Brown, Dunn, Lawer, McGrice, Preston and Tilling. **WO2s** Ali, Black, Bly, Breitell, Caple, Channell, Cherry-Smith, Cooper, Gardner, Giesler, Heath, Hosking, Kern, Lawrence, Nybo, Oblak, Richardson, GF Rogers, BJ Rogers, Smith, Stone and Wellstead. **SGTs** Anderson, Brailsford, Brown, Butchart, Byers, Byrne, Clavell, Cox, Duffy, Dykstra, Evans, Huggon, Karner, King, Martin, McLaren, McMillan, McQueen, Neely, New, O'Hanlon, Parsons, Parrott, Pearce, Rayner, Robertson, Shilling, Stahlaut, Summers and Westhead.

**CPLs** Abrahamson, Buchanan, Burke, Buttery, Cannon, Claussen, Cooper, Davidson, Dee, Fintelman, Fudge, Fowler, Green, Hanson, Henville, Hladik, Holmes, Hooper, Jones, King,

Kelly, Lane, Lawson, Lee, Lennox, Mayne, McConnell, McCormack, Meredith, Moore, Plummer, Ramsden, Ramsay, Riding, Rowland, Ryan, Slater, R.T. Smith, GA Smith, Stevens, Strack, Triffett, Tyler, Wallace, Warren, Weinheimer, Wilson, Williamson, Willmott, Winter and Woodcock. **LCPLs** Aarts, Archer, Bingham, Crowe, Devantier, Foster, Gardiner, Hall, Hulands, McKay, Mitchell, Murphy, Payne, O'Donnell, Robbie, Russell, Silva and Zibell.

**PTEs** Allen, Andrews, Armstead, Ballard, Barton, Bennett, Bonser, Bradley, Brownlie, Campbell, Carpenter, Cassie, Cooney, Cousins, Crosswell, Dainton, Dahler, Dider, Donlon, Duff, Dunman, Fagan, Finlayson, Gambling, Gregory, Grivas, Hall, Hammond, Hawes, Heness, Hogg, Holloway, Hume, Humphreys, Hutchins, Inglis, Johnston, Kauer, Keighley, Kingsley, Lawrence, lawford, Legge, Maiden, Mallett, Marshall, MacAuley, McLaren, MacMillan, Manttan, McKenzie, Mooney, Morley, Morrow, O'Sing, O'Grady, O'Hanlon, Oliver, Phillips, Polden, Reeves, Ritchie, Robertson, Rogers, Samon, Schultz, Sellwood, Shadforth, Shand, Smart, Soden, Steele, AM Taylor, MN Taylor, Thorp, Tisdell, Tumeth, Tyers, U'Prichard, Van Dijk, Van Bilsen, Walters, Weekes, Wilson and Windsor.

## RMC GRADUATES ALLOTTED TO RACT 1998/1999

LT D.J. Beaumont 1 JMOV GP	LT B.J.F. Bridge 3 BASB
LT C.J. Clapton 9 FSB	LT J.M. Dunn ALTC
LT R. Hacker 1 JMOV GP	LT M.S. Hart 1 JMOV GP
LT S. Hodge 1 CSS BN	LT R.J. Holmes 1 JMOV GP
LT E.M. Kerr ALTC	LT S.J.S. Lacey 7 CSS BN
LT H.J. Macleod 10 FSB	LT N.J. McIntosh 176 AD SQN
LT K.S. O'Brien 1 ARMD REGT	LT P.M. O'Donnell ALTC
LT E. O'Mahoney NORFORCE	LT A.J. Pearce 1 AVN REGT
LT S. Pettig 7 CSS BN	LT J.R. Philips 26 TPT SQN
LT P.R. Rogers ALTC	LT C.D. Rossiter 1 JMOV GP
LT P.N. Scott 15 TPT SQN	LT D. Sivyer 1 JSU
LT A. Sneddon 44 TPT SQN	LT L.T. Troy 86 TPT TP

## RACT/RAASC ASSOCIATION AND AFFILIATED ORGANISATIONS

RACT, RAASC, RAE, (TN)  
ASSOC of W.A.  
PO BOX 236, NORTH PERTH, WA 6906

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PO BOX 136, NOBLE PARK, VIC. 3174

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47 ATKINS ROAD, ERMINGTON, NSW 2115

N.S.W. RACT ASSOC  
SUITE 1 LEVEL 28, 25 BLIGH STREET,  
SYDNEY, N.S.W. 2001

AIR DISPATCHERS ASSOC OF AUSTRALIA  
PO BOX 269, CHERMSIDE, QLD 4032

## TRANSFERS TO RACT

RACT wishes to welcome those soldiers transferring to RACT from other CORPS.

WO2 S.J. Eldridge	from G RES	CPL T Avery	from RAE
PTE S. Apted	AACC	PTE A. Barnes	G RES
PTE R.A. Brown	G RES	PTE S.W. Calthorpe	RAAC
PTE G.I. Cassidy	RAAC	PTE S. Chaffey	RACMP
PTE J.C. Donnelly	RAAC	PTE M.D. Gritnke	RASIGS
PTE A.B.J. Harper	G RES	PTE S.L. Hynes	RASIGS
PTE M. McCarthy	RAEME	PTE M.R. Michie	RASIGS
PTE P.T. Murphy	RAAC	PTE N.R. Paine	RAE
PTE M.A. Pridgeon	RAE	PTE K.M. Snowdon	G RES
PTE M.P. Sullivan	G RES	PTE R.K. Thorpe	RAEME
PTE M.J. Vaughan	RAAMC	PTE S.J.R. Wnuk	AACC

## VALE

### CAPT. M.A. MC GINNIS

CAPT Mal Mc Ginnis passed away on 8 February 1998 aged 35. CAPT Mc Ginnis enlisted in the ARA on 24 August 1982. His postings included HQ Log Commd, 4BDE, HQ Log Commd, Army Maritime School, 30 Tml Sqn and Singleton Log Coy. Sadly missed by the Corps.

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# RACT Junior NCO and Soldier of the Year Awards 1998

## SOLDIER OF THE YEAR

ARA



**PTE Paul Russell**  
10 FSB

The Corps RSM WO1 Steve Hunter awarded each of the recipients with a certificate of Recognition and a cheque for \$500.

The RACT Soldier of the Year and Junior NCO Awards were established to allow the RACT to

recognise exemplary performance on behalf of its junior ranks. The awards are not designed to recognise acts of bravery or isolated examples of exceptional, outstanding or meritorious service. These awards specifically recognise exemplary service maintained on a consistent basis over a protracted period. Details of the awards are contained in RACT Policy Statement No. 34.

The members of the RACT extend their congratulations to the above members on their awards.

## JUNIOR NCO OF THE YEAR

ARA



**CPL Kevin Dunn**  
9 FSB



**PTE B. Musolino**  
JMCO Adelaide



**CPL Cy Connell**  
JMCO Hobart

# SCMA corner

## The RACT Cell

SCMA's RACT Cell has seen many changes over the year. WO1 Ross Pancioni departed on his overseas posting and was ably replaced with WO1 Jim Armstrong. CAPT Ross Churchill soon followed suit and headed off on posting in June to Fort Lee, Virginia as an instructor (it's amazing how the two senior career managers can look after their own careers). CAPT Jeff Laycock soon moved into that vacancy from PM1 SCMA. With the end of 1998 arriving, WO2 Jodie Clark left to take up her posting at 26 Tpt Sqn. Jodie's replacement is WO2 Dayel Kerley who moved here from JMC Tp, Hobart.

The responsibilities within the Cell are divided between the three career managers. CAPT Laycock manages all ranks in ECN 035, 099, 171 and 218. WO1 Armstrong manages SGT to WO1 ranks in ECN 381 and PTE to CPO ECN 274. With WO2 Kerley looking after all remaining PTE-CPL in ECNs 109 and 381. Course monitoring, nominations and panelling are now the responsibility of the relevant CM. Other generic areas of management are shared by all CMs.

All three RACT career managers are more than happy to discuss career matters, however, stress that this should be done through consultation with their respective RSM/SSM.

Contact numbers are:

Captain J. Laycock 03 9282 6623  
WO1 J. Armstrong 03 9282 3760,  
and  
WO2 D. Kerley 03 9282 6369

At the time of publication there were 1476 soldiers in RACT.

## Posting Limitations/ Restrictions

After a posting plot has been finalised by the CM, the CM then raises posting proposals. These proposals go through a clearance process within SCMA. The process includes checking of qualifications, matching ECN

and rank to proposed position, and confirming clearance of soldier at a PAC if required. After clearances have been given the proposal is authorised on behalf of the CO SCMA.

Each Corps is allocated funding to cover postings. Funding is divided into accompanied and unaccompanied categories. CMs must ensure that removal costs do not exceed that funding. Corps transfer, IET and COPAS are paid for out of a different vote.

If a soldier wishes to contest a posting order it must be done within the time limit given on the posting order. A posting order is not usually sent out to RACT soldiers without prior knowledge of that soldier. Not all soldiers agree with the posting order location or timing as not all wishes can be met. All soldiers must keep in mind the requirement of SCMA to fulfill Army needs. In most cases, a satisfactory result can be achieved if all parties are willing to compromise.

## Promotion Advisory Committee (PAC) Process

The PAC system is possibly one of the more fairer systems that can found within the Defence Force. Each soldier from the rank of CPL upwards, who meets the following criteria will be considered at the PAC.

- has completed a minimum of three years in rank,
- has had a minimum of three PR66s raised on him/her, and
- received a recommendation for promotion on his/her last PR66.

All those in like ECN lots who meet the above criteria are then compared against each other to determine a suitable order of performance. This process is carried out initially by the individual CM and takes into account performance over the last three reports. It should be stressed that a soldier only needs the one recommendation for promotion, not three, and that is to occur on the last report. Whilst the individual CM is conduct-

ing a check, an independent arbitrator is also conducting a check to ensure nothing is missed. Once both checks are complete, the results are compared and any discrepancy is rectified.

From this point the formal PAC is conducted with a second check being completed with the SO1 PM Gp as each member is discussed and justified in their order of merit. The last stage is presenting the final order of merit to the CO SCMA for his concurrence. At this stage formal written correspondence is then dispatched to those who were considered notifying them of their results.

## PR66

All soldiers who have successfully completed a Subj 1 CPL Cse is to have PR66 - Confidential Reports raised for him/her each year. An interim PR66 is compiled and presented to the soldier. It is used as a counselling guide which allows the soldier to be briefed on areas which could be improved. This interim PR66 does not leave the unit. An annual report is forwarded compiled and signed by the Assessing Officer, CO and soldier. Annual reports are forwarded to SCMA. Annual reports are used by SCMA as a tool to determine a merit list for promotion courses and eventually promotion.

All soldiers should be familiar with PR66s and the correct way in which they are to be compiled. This will assist the soldier in understanding the way in which he/she has been reported on and graded. Soldiers have the right to place a submission if they are unhappy with or disagree with comments or ratings in the PR66. This submission is directed to the CO who must respond to the soldier in writing.

## PROMOTIONS

The following RACT members have been promoted:

### To Brigadier

D. Tyers, J. Wilkinson,  
W. Jackson.

### To Lieutenant Colonel

S.K. Dickens, G.W. Jackson,  
P.J. Morris, D.H.M. Saul,  
M.A. Schlatter, W.K. Skill.

### To Major

M.C. Ashleigh, D.S. Buller,  
M.J.A. Cook, W.A. Cowham,  
A.J. Draheim, I.J. Ford,  
M.C. Geurtsen, G.G. Gleeson,  
J. Matsen, P. Milosavljevic,  
G.M. Powys, C.L. Purdey,  
K.J. Turner, A.S. Varga,  
J.C.C. Walker, Q. Worthington.

### To Captain

D. Alexander, P.T. Barker,  
J. Bensemman, A.R. Carter,  
D.A. Coiro, C.J. Crombie,  
S.P. Graham, M.P. Halsey,  
D.T. Kerr, C.D. McShane,  
E. Modderman, L. Oei,  
M.K. O'Sullivan, J.P. Ouvrier,  
P.R. Shiers, K.M. Skinner,  
G.A. Walford, A.S. Watson,  
A. Weir.

### To Warrant Officer Class One

J.A. Armstrong, C. Edwards,  
G.R. McGrath, L.P. Oxley.

### To Warrant Officer Class Two

A.M. Clements, M.C.C. Dimech,  
S.J. Donald, G.R. Luxford,  
N.G. McIntosh, P.R. McLellan,  
D. Munro, P.K. Robb, I.J. Stahlhut,  
R.J. Stewart, A.J. Stuart,  
W.K. Thompson, R.G. Webb.

### To Sergeant

C.J. Allen, D.P. Bleakley,  
J.R. Burford, T.M. Casey,  
D.J. Craig, K.R. Davis,  
R.H. Doolan, D.A. Duckett,

C.J. Francis, P.J. Garwood,  
P.D. Golding, S.J. Heading,  
B.C. Irwin, T.J. Karpeles, N. Kerr,  
F.A. Mueller, J.R. MacKenzie,  
G.G. O'Meara, C.W. Olsson,  
L.A. Ratcliffe, S. Roantree,  
J.M. Ronan, B.A. Sapwell,  
P.J. Stafford, T. Steckelbruck,  
F.W. Stewart, M.H. Valencia,  
M.G.S. Taylor, J.C.A. Weinman,  
P.A. Williams, J.L. Wright.

### To Corporal

J.P. Adkins, A.J. Bate, D.J. Bess,  
D.E. Bligh, D.S. Bills,  
K.A. Boniface, S.E. Bowers,  
P.D. Braun, A.D. Bullpitt,  
P. Channon, D.B. Eames, W. Field,  
R.J. Hall, B.D. Holloman,  
D.J. Jager, S.K. Johnston,  
S.L. Lehmann, L. McClenahan,  
B. Mills, P. Munro, A.R. Moodie,  
S.W. Norton, J.V. Pope,  
B.P. Peacock, A. Ralston,  
P.J. Ryman, P. Sidwell,  
C.A. Skipper, S.N. Smith,  
K.R. Smith, A.L. Suttan,  
K.A. Walsh.

### To Lance Corporal

P. Bussan, D.I. Bulter,  
E.J. Coleman, D.K. Cotter,  
S.M. Dobbie, L.A. Gedling,  
B.W. Gillam, V.G. Hall,  
T.L. Harrison, C.E. Hendy,  
C. Hough, B.J. Irons, J.M. Inglis,  
A. Jupp, D. Lankester, C. Mann,  
A.J. Marshall, S.P. McCaffrey,  
M.W. McConkey, D.J. Mercer,  
D.J. Miller, S.A. Moore, L.E. Neil,  
K. Novkovic, S.T. O'Donnell,  
A.P. Pacy, D. Price, M.J. Pollard,  
J.M. Roberts, V.L. Roger,  
J.L. Secker, N.P. Schoch,  
B.K. Shaw, G.A. Sheen,  
R.G. Senior, C.C. Shugg, A.J. Silk,  
W.Y. Walker.

# Rats of TOBRUK Anniversary Parade

On Sunday 5 April 1998  
Tobruk Barracks  
Puckapunyal hosted the  
75th anniversary service of  
World War II's siege of Tobruk.

Veterans from the siege, and  
their families attended the  
commemoration service in front  
of the memorial fig tree outside  
the Tobruk Barracks Sergeants'  
Mess.

Leading the parade was the  
Rats of Tobruk Memorial Pipes  
and Drums, they were followed  
by the ANF colour party that  
consisted of LT Alexander  
(ensign), SGTs Hart and Maher  
(escorts). ALTC provided the  
quarter guard and members of the  
Victorian Branch of the Rats of  
Tobruk Association (ROTA)  
proudly brought up the rear.  
Unfortunately, their ranks have  
thinned over the years and sadly  
this was to be the last time they  
will parade at Puckapunyal.

Inspecting the guard was Mr  
Len Hodges, President of the  
Victorian Branch of the ROTA.  
He was accompanied by the CO  
Tobruk Barracks LTCOL Overall.

Chaplain Kissick led the service  
that included prayers, bible  
readings and hymns of  
remembrance, this was followed  
by the laying of wreaths by  
military and civilian groups. The  
Last Post and Reveille was played  
by Bugler Doug Gray of the 2/24  
Battalion and the Lament was  
played by a lone pipe from the  
Rats of Tobruk Memorial Pipes  
and Drums. The service  
concluded with a salute to the  
Rats of Tobruk by the quarter  
guard.

Following the service, an all  
ranks buffet was held in the

Tobruk Barracks Sergeants' Mess  
providing a good afternoon for all  
that attended.

'Lest we forget.'



## RACT Tobruk Dinner

The Annual RACT Tobruk  
Dinner is to be held on Saturday  
30th October 1999, at the Army  
Logistic Officers' Mess, Bandiana.  
The dinner is an opportunity to  
farewell officers leaving the Army  
and the Corps. It is also an  
opportunity to meet with old  
friends and discuss the way ahead  
for the Corps.

Make a note in your diary. Cost  
will be approximately \$30.00 paid  
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## Chief Driving Instructor Cell

With the advent of the National Road  
Transport Reform the ADF was obliged  
to comply with the new regulations and  
the decision was made to combine the  
driver training responsibilities of the  
Army, Air Force and Navy.

With the Army as the lead service,  
the coordination of driver training for  
the three services was conveyed to  
ALTC. In March 1998 the CDI cell was  
formed and its duties include:

- Driver Training policy,
- Provide advice on Transport policy,
- Course program evaluation,
- Quality control tours,
- Issue of TMPs and associated  
documentation,
- Compiling Driver Training Lite Pro  
presentations,
- Issue of CDI notes,
- Issue of DIO qualification authority,
- Conducting CDI seminars, and
- Structure Driver Training  
requirements.

The CDI cell is located at ALTC  
Puckapunyal under administrative com-  
mand of Transport Wing.

The following personnel staff the cell:  
WO1 Greg Oakley (CDI ADF), WO2  
Mark Perry (CDI Army), FSGT Peter  
Wyatt (CDI RAAF), CPO Oakes (CDI  
Navy), SGT Bob Hart (Program SGT)  
and CPL Tony Jury (CDI Asst).

The four CDIs travel extensively  
around Australia conducting CDI semi-  
nars and quality control visits to ensure  
courses are conducted correctly and  
safely and to ensure uniformity between  
the services in regards to Driver  
Training.

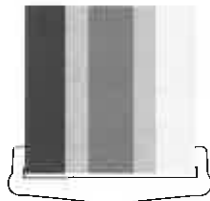
Telephone contact for WO1 Oakley is:  
03 5735 7858

The Driver Testing Officer life line is:  
03 5735 7857.

# FOR ALL WHO SERVED

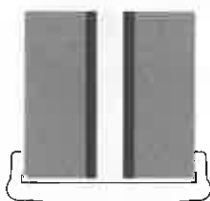
REGULAR FORCES

CMF/RESERVE



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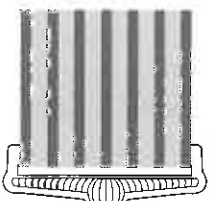
CONSCRIPT



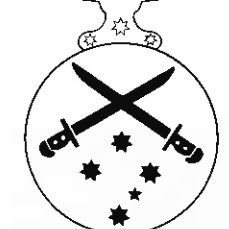
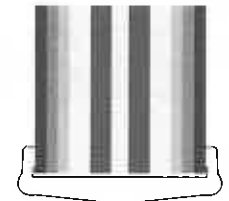
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THE SIMPSON

For those that were wounded or injured.

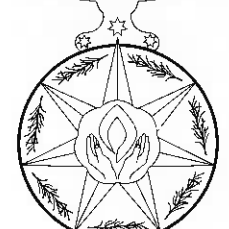


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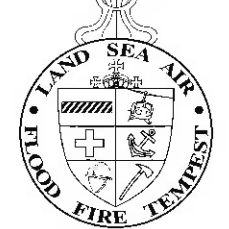
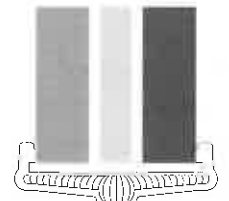
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# Australia Day Military Honours

Member of the Order of Australia

Brigadier Jeffrey Wilkinson

For exceptional service to the ADF in command, regimental and staff appointments, particularly as the commander of the Logistics Support Force and commander of the Australian Service Contingent, Bougainville.

Medal of the Order of Australia

WO1 Kenneth Golden

For meritorious service to the Australian Army as the SSM of 30 Term Sqn, as RSM 9 Tpt Regt and as the RSM of the Log Spt Team Truce Monitoring Group, Bougainville.

Conspicuous Service Cross

Maj Alistair Faithfull

For outstanding achievement as OC Log Spt Team, Truce Monitoring Group, Bougainville.

Lt Col Paul Rogers

For outstanding achievement as CO Log Spt Team, Truce Monitoring Group, Bougainville.

Conspicuous Service Medal

WO2 Ian Cragan

For outstanding service as the Supervisor Marine, Log Spt Team, Truce Monitoring Group, Bougainville.

WARRANT OFFICER CLASS ONE KEN GOLDEN, OAM



WO1 Golden was born in Darwin and grew up in various places throughout Queensland. He enlisted in February 1976 and after Recruit and Initial Employment Training he was posted as a driver to 5 Tpt Coy, 24 Tpt P1 at Enoggera, Brisbane. In 1977 when 1 Div Tpt was raised he was posted to 5 Tpt Sqn (C Tp) and shadow posted to HQ 1 Div as a Driver/Op Radio. This troop supplied communications between HQ 1 Div Tpt and any supported unit of 6th Task Force.

In 1978 he was posted to 1 RTB as a driver and in 1980 completed the Recruit Instructor Selection Course and was posted on promotion to Cpl to platoon staff. In 1983 he was posted to the Wagga Wagga Movement Control Office and in 1983 he took part in the RACT Banner parade. He was posted to Singleton Tpt P1 as the Cpl 381 Tpt Spv in 1984.

During 1985 he took part in Ex Long Look with 27 Regt RCT, Aldershot, England and 2 Sqn RCT, Bunder, Germany. Upon return to Australia in 1986 he was posted as a Sect Comd in Alpha Tp 9 Tpt Sqn then in 1987 he was promoted to Sgt and posted to Bravo Tp.

He was posted to Army School of Transport in 1988 as a Basic Driver Tp Sgt and moved into advanced driver training (motor cycles) in 1989. He was posted in July 1989 to the Royal Military College as the first RACT Sgt on Field Craft Wing. Here he instructed cadets on field craft, basic infantry tactics and weapons.

In July 1991 he was posted on promotion to WO2, to Co-Ord WO Army Maritime School (AMS) and at the end of 1991 he was appointed the Sergeant Major of AMS. WO2 Golden was then posted to Squadron Sergeant Major 30 Terminal Squadron (30 Tml Sqn) in 1993 and in 1996 was promoted to WO1 and appointed Regimental Sergeant Major of 9th Transport Regiment (9 Tpt Regt). In August 1998 with the unit name change he remained as RSM 9th Force Support Battalion.

WO1 Golden was deployed on peacekeeping operations to Bougainville (OP BEL ISI) as RSM Logistic Support Team, between November 1997 and February 1998.

He has been involved with touch football in both the ADF and the civilian field for over 20 years. Currently, he is the ADF Touch Football Association, National Director of Referees; 'Crusaders' Touch Franchise, Director of Referees; a member of the Victorian State Referees Coaching Panel and a member of the Australian Touch Association Referees Coaching Panel. In 1993 he was awarded Life Membership to the ADF Touch Football Association for services to ADF Touch. On 14 November 1997 he was awarded Honorary Life Membership to the Australian Water Transport Association in recognition of his services as the Association auditor. He is keen to assist with the development of young Australians and assisted where he could with the St Aloysius' College Cadet Unit in Sydney. In his spare time he teaches abseiling from beginners to instructor level, basic rock climbing, is a guide for canyoning and a qualified civilian Personal Trainer (PT1) and Fat Loss Leader.

WO1 Golden was awarded the Medal of the Order of Australia in the Australia Day Awards 1999, for "meritorious service to the Australian Army as the SSM 30 Tml Sqn, RSM 9 Tpt Regt and as the RSM of the Logistic Support Team, Truce Monitoring Group, Bougainville".

He is married to Sharon and they have two boys, Joseph Bradley, born on 21 September 1997 and Brett Jason, born on 24 November 1998. Currently posted as RSM DCS - SVic.





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## THE ROYAL AUSTRALIAN CORPS OF TRANSPORT

# Memorial Wall

The Memorial Wall's purpose is to provide an enduring and appropriate memorial to members of the Royal Australian Corps of Transport and its predecessor corps, a place where present and former members of the Corps may reflect on those who have passed honourably before them and in whose memory they themselves intend to serve with honour.

The Memorial Wall was first dedicated in April 1983 at Tobruk Barracks, Puckapunyal, the then home of the Corps. It was rededicated at Gaza Ridge Barracks, South Bandiana, on 30 May 1998. These pages outline the Wall's history from its inception until its rededication at the Corps' new home.



### Puckapunyal

#### Inception

The RACT Memorial Wall consists of Victorian bluestone recovered after roadworks in City Road, Melbourne, in 1982. Some 20 tonnes of stone was donated by the Victorian Country Roads Board after a request by Colonel R.K. (Bob) Mair, MBE, RL, the driving force behind the Memorial Wall's construction at Puckapunyal.

Colonel Mair requested the approval for the Memorial Wall's construction through the then Commanding Officer of the Army School of Transport, Lieutenant Colonel W.L. (Win) Fowles. The Corps Director, Colonel G.J. (Geoff) Christopherson and the Corps Committee granted speedy approval and work commenced in 1982.

#### Construction

Colonel Mair enlisted the services of the then recently retired Mr Grank Gasparini as stonemason. Mr Gasparini designed the Wall in conjunction with the Corps and decided how the bluestone would be cut. Colonel Mair then prevailed upon the Melbourne City Council to prepare the stone to Mr Gasparini's specifications.

The President of the RACT Museum, Major R.C. (Bob) Senior arranged delivery of the cut stone to the site at Tobruk Barracks by 26 Transport Squadron, then based at Puckapunyal.

Most members of the Corps in Puckapunyal at the time were involved either directly or indirectly in the Wall's construction. So were members of other corps, in particular 21 Construction Squadron, Royal Australian Engineers, whose red

rooster logo can still be seen stencilled lower left at the rear of the Wall.

The stonemason commenced construction in February 1983. He lived in the RACT Sergeants' Mess at Tobruk Barracks and completed the major stonework around the end of March 1983.

#### Features

The eight-spoke wheel, manufactured by Sergeant "Rocket" Reid at the Army School of Transport Workshops, includes the hub from a World War I horse-drawn GS wagon.

The bronze badges of the predecessor corps, together with the words "In Memoriam" in bronze were then affixed along the plaque at the Wall's base which reads "Dedicated 25 April 1983".

All the badges, as well as the lettering and the plaque, were provided by Colonel Mair in an extraordinarily generous gesture which further demonstrated his personal commitment to the project.

#### Dedication

For administrative reasons which did not emerge until after the badges and plaque were cast, the dedication had to be held at 0730 hours on Wednesday 13 April 1983 and not on Anzac Day as first anticipated. The plaque at the base is thus 12 days out but, after agreement between Colonel Mair and Lieutenant Colonel Fowles, it was decided that correction was not practical and that the date difference would provide a source of comment for future students of Corps historical minutiae.

Colonel R.T. (Tim) Frost, then the Colonel Movements and Transport at Headquarters Logistic Command, officiated at the dedication, representing the Corps Director. The Parade Commander was Major B.J. (Brian) Hollins, then Second in Command of the School. The Parade Regimental Sergeant Major was Warrant Officer Class One E.F. (Ted) Baulch, then the RSM of both the School and the Corps. Chaplains Heydon (Anglican), Toms (Roman Catholic) and Watson (Protestant Denominations) performed the blessing.

Official guests were Colonel Mair, Colonel D.J. Mealey (Commander of the Puckapunyal District Support Group), Mr. A.A. Stobart (Senior Vice-President of the RSL in Victoria), Lieutenant Colonel Fowles, Lieutenant Colonel J.B. Menzies (Movements and Transport Division of HQ Logistic Command) and Lieutenant Colonel R.M. Reynolds (Commanding Officer, 3rd Transport and Movement Group).

continued over



Most importantly, over 300 staff and students of the Army School of Transport and other Puckapunyal units were in attendance.

The first Anzac Day ceremony at the Royal Australian Corps of Transport Memorial Wall was held at 0445 hours on Monday, 25 April 1983.

### South Bandiana

#### Relocation

With the formation of the Army Logistic Training Centre and the disbanding of all corps directorates in 1997, the then Corps Director, Colonel R.T. (Rob) Regan, CSC, and the Corps Committee decided to relocate the Memorial Wall to the Corps' new home at Gaza Ridge Barracks.

The Wall's individual stones were photographed, numbered and carefully dismantled in November 1997 under the guidance of Lieutenant Colonel A.D. (Adrian) Overell, the Corps Deputy Director, in conjunction with the Defence Estate Offices in Puckapunyal and Albury/Wodonga.

The new memorial area based on a Tobruk theme was designed by Lieutenant Colonel Overell together with the Defence Estate Office. The latter organisation managed the Wall's reassembly in its new home after Transport Wing moved it from Puckapunyal to South Bandiana in December, 1997.

#### Rededication

The Memorial Wall was rededicated on 30 May 1998 at a ceremony which was part of the Corps' 25th Anniversary celebrations.

Official guests at the rededication included the Titular Head of Corps, Brigadier W. (Bill) Traynor, AM; the Area Commander, Colonel I.R. (Ian) Lillie, CSC; the Representative Colonel Commandant of the RACT, Colonel P.R. (Peter) Florance; and the Colonel Commandant of the RACT in the Southern Region, Colonel D. (David) Ford, CVO, GM.

Colonel Mair and Colonel Fowles (now Colonel Commander of the RACT in the Queensland Region), both present at the original dedication in 1983, also attended the rededication.

The blessing was performed by Chaplains Fleming and Kendall while the ceremony was directed by Lieutenant Colonel B.N. (Bruce) Grant.

About 100 attended the ceremony, including an RACT contingent from 26 Transport Squadron and the Transport Wing at Puckapunyal. The parade was under the control of Warrant Officer Class One S.J. (Steve) Hunter, the Regimental Sergeant Major of both the Army Logistic Training Centre and the Corps.

#### Golden Ash Tree

A golden ash tree was also planted adjacent to the Memorial Wall at its new site. The original tree had been planted at the old Royal Australian Army Service Corps Centre at Puckapunyal when Colonel (then Lieutenant Colonel) Mair was the Centre's Commanding Officer in 1960-61. This tree was moved to Tobruk Barracks in early 1982 when the old RAASC Centre was demolished to make way for the Donovan Joyn, VC, Sporting Club.

The Memorial Wall at Tobruk Barracks in Puckapunyal was later constructed in the shade of the transplanted tree. While it was not practicable to move the original golden ash yet again, the new tree provides an appropriate backdrop to the Memorial Wall in its new resting place.

#### Conclusion

The RACT Memorial Wall now reposes, fittingly, in the Memorial Gardens at Gaza Ridge Barracks alongside memorials to the members of the other services corps with whom the RACT works so closely in peace and war.

# RACT PIPES & DRUMS

## The Last Corps Icon

There is nothing like the sound of the pipes and drums to stir the hearts and souls of the soldiers preparing themselves to do battle with the enemy, whether in war or on the sporting field. The Corps has been fortunate enough to have their own portable motivational team commonly called the RACT Pipes and Drums, which has always been easily recognised by the Feather Bonnet, the Tallybartin Tartan and their own individual sound which has a distinct Corps identity.

The RACT Pipes and Drums are one of only two or three units left where their history and formation are still intact today. The RACT Pipes and Drums was originally formed in 1948 in Newcastle under the Northern Rivers Lancers, as part of the First Armoured Brigade with approval from Headquarters Eastern Command.

In August 1952 approval was given for an affiliation and permission to wear the Scottish Horse dress with the Murray Tartans. This approval came from the Duke of Atholl and it was later further endorsed in August 1954 with Royal Consent by Her Majesty the Queen and this consent was aired throughout Australia on radio by the Minister of the Army at that time.

It wasn't much later that the Amphibious transport went across to the Royal Australian Service Corps and with that the Pipes and Drums became the RAASC Pipes and Drums and was located with 16 Tpt Coy RAASC Adamstown.

With the Corps change over in 1973 we again saw a name change to the RACT Pipes and Drums where they have since been at the forefront with the initial presentation of Princess Alice's Banner and many appearances where the Banner has been paraded. The celebration of the 21st Birthday again saw the Pipes and Drums at their best. This along with supporting the many Corps Dinners, Unit Parades and Public Appearances has seen the Pipes and Drums as one of the Corps' major Icons.

The RACT Pipes and Drums has seen many major changes in the last ten years. Some stem from command and control such as under command of 10 Terminal Regt to HQ Land Command Tpt Group and then Maritime School, Training Command to Hunter Log Coy, Log Command to 2 Trg Group, Training Command and now to Commandant, Army Band Corps.

In March 1998 the news was past that along with other ARES Bands in the RACT, Pipes and Drums was to be disbanded in December 1998, there was a reprieve on 1st July 1998 and the Pipes and Drums has now combined with the Army Band Newcastle where their future will be determined by the cost effectiveness and the operational efficiency of the Band.

The RACT Pipes and Drums looks forward to the new challenges that are placed on all Units and will continue to support the Corps and Corps Units where the time and logistics permit.

If Support is required please contact WO1 Roger Griffiths at the Adamstown Depot on 02 4979 3658 by either telephone or fax (this line has both). Please remember that as a GRES Unit this number is only manned during parade times, which are Tuesday nights and work weekends.

In conclusion I must pass on a job well done and a vote of thanks to the past and present members of the RACT Pipes and Drums who have at all times done their individual best to support firstly the Corps, the Unit and the Units of the Corps. It must also be stated that RACT Pipes and Drums takes this opportunity to thank the past and present members of the Corps for their support and camaraderie which is very much appreciated by all concerned.

In the famous words of a well known RSM now retired, "because its Par Oneri the Corps always has and always will be equal to any bloody task".



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# The BOSNIAN experience

by Major James Evans

*As the world media turns its attention to Kosovo, with NATO airstrikes and the possible deployment of NATO ground troops, it is perhaps quite timely to reflect on the NATO involvement in Bosnia-Herzegovina and the subsequent Australian military contribution.*



Major Evans in Hambarine, the scene of Bosnian Serb ethnic cleansing.

The formal Australian military presence, comprising predominantly logistics officers commenced in May 1997 and is still ongoing. To the 35,000 NATO and non-NATO troops stationed in Bosnia-Herzegovina, the events in Kosovo must appear to be a repeat of the Bosnian nightmare.

Bosnia-Herzegovina was one of six republics and two autonomous provinces that made up Yugoslavia. As a country it was ethnically diverse with the Muslims representing some 45% of the 4 million inhabitants. Culturally, Bosnia thrived especially within Sarajevo — the Paris of Eastern Europe. The country had successfully hosted the 1984 Winter Olympics and it would have been hard to predict that some twelve years later, the stadium that saw Torvill and Dean win their first ice-skating gold medal would be reduced to a makeshift accommodation facility for NATO peacekeepers.

The aim of this article is to describe the conflict in Bosnia and to discuss the roles and tasks of the NATO peacekeepers.

## The Conflict

The origins of the Bosnian conflict can be traced back to the Milosevic-ordered Serbian action in

Kosovo in the late 'eighties. It was this clampdown in Kosovo that pushed Slovenia's then communist leadership reluctantly to stand up to Serbia, and it was this rift which developed between Serbia and Slovenia, not events in Croatia or Bosnia-Herzegovina, which led to Yugoslavia's bloody collapse.<sup>1</sup> In early 1991, both Croatia and Slovenia declared their independence and the response from the Yugoslav National Army (JNA) was swift. Whilst the fighting in Slovenia only lasted eleven days, the destruction within Croatia lasted many months.

In April 1992, three months after the UN-brokered truce in Croatia, the war reached Bosnia. The fighting in Bosnia waged unchecked for four years with atrocities being committed by all sides although it was predominantly a Bosnian Serbs' action. The international community and its policies towards Bosnia 'boiled down to a series of reactions to television pictures'.<sup>2</sup> Accordingly, international pressure to end the conflict was only brought to bear on all sides after the mortar attack on the market place in Sarajevo in which 68 people were killed and as footage of the Serb-run concentration camps came to light. It wasn't until NATO ground troops intervened in December 1995 after the signing of the Dayton Peace Accord, that the conflict was ended.

## Dayton Peace Accord

The Dayton Peace Accord was negotiated during a period of turbulence within Bosnia. The Bosnian Serbs were being forced back under the combined forces of the Muslim and Croat armies in northern Bosnia and the siege of Sarajevo had been lifted through the application of NATO airstrikes. The Croat/Muslim alliance remained fragile and the momentum was slipping away. It was within this framework that the Dayton Peace Accord was signed. Interestingly the agreement was negotiated by the Presidents of Serbia and Croatia, representing their Bosnian factions and the Muslim President of Bosnia, the still legitimate power in Bosnia. This thus contributed to solidifying the external influence we wanted to move away from, as we

started to build a united Bosnia.<sup>3</sup> The Accord contained a number of key agreements namely:

- Bosnia to remain a single country but separated into the Republic of Srpska and the Federation (Muslim/Croatian alliance).
- The establishment of a central government in Sarajevo with tripartite representation and separate but subordinate governments on each side.
- The end of hostilities and the withdrawal of forces behind the zone of separation.
- The conduct of internationally monitored free and democratic elections at both the national and municipal level.
- Freedom of movement without harassment and/or discrimination.
- An agreement to cooperate with the prosecution of persons indicted for war crimes.

The body selected by the international community to enforce compliance with the Accord was NATO.

The military tasks assigned to SFOR were as follows:

- Framework Security/Freedom of Movement. This entailed routine patrolling throughout the AO, liaison with local officials, using firepower demonstrations to capability and supervising the former warring factions (FWF) training activities.
- Regional Stabilisation/Arms Control. As the FWF had previously agreed stockholdings of weapons and ammunition, SFOR was responsible for not only overseeing the destruction of excess holdings but also that armaments were stored in certain sites and not moved without authority.
- De-mining. With over 5 million landmines spread throughout the country, de-mining was (and still is) a major task. The SFOR task was to train and supervise the FWF in de-mining and impose sanctions if agreed monthly targets were not met.
- Assistance in Civil Affairs. The military support tasks to civil affairs covers a wide range of



"Too dangerous to stop!" — Gorni Vakuf, March 1997.

## NATO Peacekeepers

On the 20th of December 1995 the NATO Implementation Force (IFOR) replaced the UN Protection Force (UNPROFOR) in Bosnia. The mission was 'to implement the military tasks of Dayton while continuing to support, within capabilities, civilian agencies and the High Representative, **in order to provide a secure environment in which peace and stability can flourish**'. Arguably the single most important point that differentiated between the UN peacekeeping force already in place and the IFOR deployment was the ability and willingness to project force. IFOR was an organized and well-trained NATO force with significant combat power. The mission and the ROE allowed IFOR to separate the warring factions and establish the conditions for lasting peace. As the mandate for IFOR expired in December 1996, the force was reduced down to 35,000 soldiers and renamed the Stabilisation Force (SFOR) although the military tasks essentially remained unchanged.

activities from providing logistic support to conduct of elections, to assistance in rebuilding schools and hospitals to the provision of basic humanitarian aid.

The military tasks were wide and varied and, as would be expected, relied heavily on the logistic support mechanisms. The concept of national responsibility for national requirements coupled with limited host nation support allowed most logistic tasks to be achieved.

## Logistic Challenges

The logistic challenges within Bosnia revolved predominantly around the long lines of communications, the limited local infrastructure and the poor road network. Adverse weather during the winter made road conditions extremely hazardous and ensured a degree of unpredictability for distribution of supplies. The provision of medical support and recovery were the two areas that crossed national lines. The closest SFOR establishment



usually satisfied requests for medical support or vehicle recovery requests. Force line distribution assets were also available, as was limited support from other nations on a cost recovery basis. In principle, however, each nation provided its own logistic support.

The UK dependency was around 6,000 troops based in more than 14 locations. This translated into providing over 18,000 meals per day, delivering 100,000 litres of fuel and distributing significant tonnages of spare parts and general stores. To achieve this, a composite logistic Regiment comprising transport and supply, was deployed to the National Support Base in Split, Croatia. A forward logistic squadron was established to operate an exchange point between Split and the Division in Bosnia. A separate Divisional Supply Area was established to hold fuel and ammunition. Equipment maintenance was achieved through locating a maintenance battalion in Split with a light company located forward within the divisional area. The provision of a field hospital complete with dedicated AME rounded out the logistic picture.

The key logistic challenge that faced the Division during the summer of 1997 was providing support to the municipal elections. The election was held under international supervision and the military responsibility, aside from maintaining routine security and freedom of movement, was the distribution of polling station kits and the sensitive election material. Whilst this may seem a relatively easy task, the detailed planning took over four months of negotiations and countless meetings.

The election material was sourced from Geneva and transported to Sarajevo by a Swiss Transport unit. In Sarajevo it was sorted into the three Divisional lots and moved to the Divisional areas by force line transport. The force line transport unit comprised Greek, Belgian and Austrian soldiers under Greek command. Within the UK divisional area it was delivered to nine sites and then further split for on-forwarding to 34 local election committees. Within the UK area this meant delivery to British, Canadian, Czech, Dutch and Malaysian Battlegroups. All sensitive material had to be escorted and was conducted under international supervision and had to adhere to strict timings. Reporting of successful deliveries at each stage was mandatory, with the reports sent to the American transportation coordination centre to be collated and passed to the German manned operations centre. An interesting task for an Australian! Naturally the reverse process was applied for the collection of the marked ballot papers.

#### Conclusion

The Balkans and the states of Yugoslavia still remain a source of tension within Europe. As the world's political leaders ponder Kosovo and the plight of the ethnic Albanians, history will show that peace can be achieved in the region but at a price.



The effects of tank and artillery fire in Sarajevo.

In Bosnia's case it was over two million refugees and displaced persons, thousands of homes and villages destroyed and the millions of dollars needed to support a large peacekeeping force. For the military it becomes a challenge to act as the international policeman and mediator. Skills need to be adapted and other solutions sought when confronted by complex issues that are outside of the traditional military role.

From Fleet Manager Communications in Sydney to logistics officer on a multi national Divisional Headquarters in Banja Luka was a challenge. However, as a RACT officer it was easy to remain 'Par Oneri'.

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#### Author's Note

Major James Evans graduated from RMC in 1988 and served in a variety of Regimental postings with 176 Air Dispatch Sqn and HQ 1 ATSR. His non corps appointments included three years at HQ 1 Bde and a year at HQ 2 Div. Major Evans was a member of ASC 1 Op Osier, the Australian contingent attached to the UK led Multi National Division South West from May to Sep 97. Major Evans is currently Officer Commanding 15 Tpt Sqn in Bendigo.

# 26th transport squadron

*As seems to be the norm these days, the second half of 1998 was a frenzied blur of activity for the members of the 26th Transport Squadron. The major activity during the period was the A21 Trial exercise – EX PHOENIX.*

The Fiery Parrot saw the trucks of the Squadron hit the road in late July, not to return until November. Escaping the delights of the Puckapunyal winter for yet another year, the unit concentrated into Oakey for the loading of participating Brisbane units before heading West towards the Squadron's winter location, the Northern Territory.

The Squadron is an enormous organisation when it is all on the road. It has 70 task vehicles ranging from Mack to Road Train and a large assortment of unit line vehicles (approx. 25) and most importantly, the Sallymobile (The Salvation Army green four-wheel drive that deploys with the Squadron). Unlike the timings and spacing in most movement orders, the SQN deploys with five minutes between packets and 300 metres between vehicles. It takes up approximately 50km of road space. Even so, the 'Time Past a Point' for the entire convoy is in the vicinity of two hours.

Despite the best planning efforts, mother nature did her best to quench the fires of the Burning Budgie with a torrential downpour in central Queensland that resulted in the bridge at Miles being under several feet of water and closed by the local authorities for a period of time. The Squadron eventually got through and was able to continue on its way even though everyone and their dog came out to watch the "Army Trucks" go across the submerged bridge.

The Squadron eventually unloaded at Tindal and proceeded to Darwin for its annual courses which ranged from Minimi to Merlo forklifts to "making sure that the choofer doesn't remove your eyebrows" courses. With everyone leaving Darwin holding more codes than they had when they arrived, the Squadron returned to Tindal to conduct a defensive exercise as part of the 9 FSB position. This was set in a defensive environment while continuing to provide support to a number of other activities, including EX PHOENIX, EX EMU CHARGE, EX PITCHBLACK and EX BEER-SHEBA.



No one shed a tear when EX PHOENIX was called off short, due to inclement weather and most people left the exercise with the feeling that it had been a great warm up for the CROCK exercise to be held the following year. OC 85 Tpt Tp, CAPT Glenister gladly relinquished his duties as the Camp Commandant for Teal camp and headed the majority of his troop East, returning towards home with their first load while OC 86 Tpt Tp went West to Perth with a composite troop to support 13 Bde's EX SPIDERMAN.

A couple of small tasks filled in the space at the end of EX PHOENIX, with the Squadron providing support to EX PELICANS ROOST (it was a big



(continued on page 22)







year for the birds), COMAUSMINDIVFOR — the navy mine clearance units, Project Bushranger, EX READY DIAMOND and EX SOUTHERN LEOPARD.

The next major gathering of the Squadron was for EX SPARTICUS TORMENT, the Squadron's annual inter-troop competition. 86 Tpt Tp won the military component, 85 Tpt Tp won the sporting competition. The OC won the new competition of best black eye courtesy of some heavy rucking work.

The year finished on a high with the Squadron's end of year awards and promotions parade. The parade held special significance for all involved as it served both as a farewell for those marching out and those gaining promotions. The Squadron farewelled the OC, Major D.H.M. Saul and SSM WO2 C. Edwards, who were both being posted on promotion. The Squadron's Salvation Army Officers for 1998, Allen and Chris Daley provided the music for the parade. Much to the Squadron's amusement, the military tunes were supplemented by ACDC's "Highway to Hell". It was a final touch that aptly ended a successful but busy year for the Squadron.

As usual the New Year started with everyone trying to shake off the Christmas cheer and get back into work mode. This was made even more interesting than normal by a posting cycle that featured a squadron with a new OC, SSM, OPSO, OC Wksp and a 2IC and AO that had sideways shifted within the unit. There were some concerns that with the previous OPSO posted to Darwin, there would be no one in the unit to represent the "bald is beautiful" push. Fortunately the new OC Workshops is fairly well polished in this area and the tradition (as well as the consumption of lots of sunscreen) continues.

There were a few cultural differences that required adjusting to. The first and most painful was a SSM that had gone from trying to bring effective management to the soldiers' careers, to inflicting pain on their bodies with a very keen PT program. A program that saw a BFA combined with swim test on the first PT session of the year to be backed up the next day with a six-kilometre cross country run. The second major change was to the

daily routine which involved starting work at 0800hrs rather than 0730hrs. This seems to make getting up in the mornings just that little bit easier.

85 Tpt Tp started the year with the continuation of the 5/7 RAR relocation to Darwin. Two trips to Darwin and back to be finished by early March. 86 Tpt Tp's first major support for the year was support to the RACT phase of the LOBC, EX WANDERING WHEELS. There aren't too many things that could bring more joy to a force level road transport troop than deploying into the field in its secondary role of formation level support. To familiarise the Troop with the ALTC formation level transport SOP's (a document that would have looked very familiar to someone from 9 Tpt Sqn but with a different cover) EX WOBBLY WHEELS was conducted. This was essentially a Troop shakeout/rehearsal, to get the cobwebs out of the cam nets and to build the anticipation for the LOBC.

The Troops will be working independently until May, with 85 Tpt Tp providing support to the 10 FSB Shakeout into High Range Training Area and then B Sqn 3/4 Cav on EX SCORPION STING from Townsville into Shoalwater Bay. While they are in the Bay, they will conduct troop training in the lead up to Squadron IMT's, before returning B Sqn to Townsville. Over the same period, 86 Tpt Tp will be supporting 1 Armd Regt redeploying from EX SOUTHERN LEOPARD in Puckapunyal back up to Darwin. On the return leg of this they will move 3/9 LH (SAMR) from Adelaide to Puckapunyal for the conduct of EX GRANTS CHARGE.

The Unit then has its first Squadron move for the year when it moves 17 Const Sqn to the Tully area for an AACAP task. Much to the joy of the soldiers, IMTs will be conducted while in the Townsville, Tully, Cowlie Beach area. Rumour has it that IMTs will be enjoyable and "different" however, the SSM's judgement on what is and what is not enjoyable has already been brought into question too many times this year for that to be a particularly comforting rumour.

After IMTs, the Squadron will return to Puckapunyal and Moorebank to work on the trucks and hopefully have some stand down prior to EX CROCODILE 99.

The Squadron's support to overseas exercises and operations has been continuing with support being provided to OP BELISI through 1998 and into 1999. The Squadron was also lucky enough to get personnel selected for EX ANZAC EXCHANGE and EX LONG LOOK.

No article on 26 Tpt Sqn could be complete without a camel update. Penny and Vernon are well. They are continuing to represent the Squadron and the Army in a very professional manner and have a busy schedule. Penny is amongst the most popular camels ever to have given camel rides, and Vernon's racing career is flourishing. They are both looking forward to EX CROCODILE and their opportunity to get to the sunny North.

## The year that was — HQ 1 JMOV Gp

1998 was a significant year for 1 JMOV Gp through its involvement in operations, exercises, structure and personalities. The year commenced with an entirely new regime of officers as a result of postings, retirements and redundancies. With the new "head shed" still feeling the way, there was no better way to learn the ropes but through a short notice operation (OP POLLARD) in Kuwait. Typically, 1 JMOV Gp involvement in the first operation of the year started on a Friday, just before knock off. By the end of the weekend, an exceptionally large aircraft had been chartered for an even larger sum of money, and by the following Wednesday, the task was complete, customers satisfied and the general public none the wiser. The annual Commanders' conference still managed to be conducted over that weekend albeit with half its staff busy on other matters.

That particular activity seemed to set the pace for the remainder of 1998. Fridays were not looked upon as 'a couple of days off' but as 'so what's next?'. And to justify this feeling a further five operations were conducted throughout the year which kept the Group quite busy. Just for a change, the odd movement plan for a variety of exercises still had

to be done. This, of course, was hampered by the lack of transport resources that were otherwise employed or on standby for operations.

Throughout the year, the HQ continued to produce movement plans for a dozen or so operations and possible contingencies. By the end of the year, 88 Movement Instructions had been issued with the sub units producing 165 Movement Orders. In all operations members of the Gp deployed as either part of the mission supplement (prior to any operation), part of the deployed element or to a staging post en route (e.g. Diego Garcia).

The Gp was expanded during the year of high activity, with the establishment of JMODE COORD at RAAF Base Richmond. This newest sub unit was the amalgamation of the Defence Force Load Coordination Centre (DFLCC) from Melbourne and the Air Load Centre (ALC) at Richmond. The combination of these two modal agencies has now given 1 JMOV Gp total coordination and visibility of all modes of transport. Further examination of the interaction of this sub unit and its links with both the HQ and modal operators is being conducted at the moment to ensure that efficiencies are being achieved.

In November '98, the Personnel Movement Coordination Centre (PMCC) was reassigned from the Gp to Defence Corporate Support Office (Sydney). It was argued that the function of the PMCC was administrative in nature and in line with the Defence Efficiency Review it was agreed that this sub unit should be reassigned.

The RACT soldier of the year awards saw two members of the Gp victorious. CPL Cy Connell from JMC Tp Hobart was awarded the RACT GRes JNCO of the year with PTE Brenton Musolino from JMCO Adelaide collecting the RACT GRes soldier of the year award. For an organisation recently raised, the Gp is pleased that these awards have been presented to these soldiers.

1998 has begun with more new faces and is gearing up to be another busy year for both the HQ and sub units with the

exercise support schedule showing no respite. Our hope this year is that we are warned out at the beginning of the week and that Friday can be looked forward to again.

Operational Planners remember that "nothing happens until something moves". PAR ONERI!



WO1 Peter Evans  
PERS/TRG HQ 1 JMOV gp



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## Exercise "Devil's Venture 99"

Exercise "Devil's Venture 99" was a 9 Bde exercise held in Tasmania during February 1999. The units which form 9 Bde are drawn from two states — South Australia and Tasmania. For the movements organisation, this meant that the deployment and redeployment had to be coordinated through two JMCOs. JMCO Adelaide functioned as the lead JMCO for the move with JMC Tp Hobart (part of JMCO Melbourne) coordinating the movement within Tasmania. JMCO Melbourne also had a role in the movement of convoys through Melbourne for embarkation by sea.

APCs from 3/9 SAMR along with plant and other vehicles were embarked on the civilian ferry "Spirit of Tasmania" for the overnight voyage to Devonport. At the Devonport terminal, the vehicles were met by JMC Tp Hobart personnel and loaded onto Mack cargo vehicles from 44 Tpt Sqn for transport to the exercise area at Stony Head, approximately 60 km north-east of Launceston.

The majority of South Australian personnel arrived by C130 from Edinburgh into Launceston and were then transported by civilian coaches to the exercise area where they were joined by Tasmanian members of 12/40 RTR and 16 Fd Bty with supporting elements from 2 FSB.

There were two exercise areas oper-



ating simultaneously for most of the exercise: Stony Head, north-east of Launceston and the Bastyan Dam on the west coast. This required a rotation of exercise personnel between the two areas and a redeployment of all elements into Stony Head Training Area for the final phase of the exercise.

WO2 Sandy Winterford from JMCO Adelaide was attached to JMC Tp Hobart for the exercise and was "mover in residence" at Stony Head. Members of the Hobart Troop travelled to the area as required. This flexible staffing meant that 9 Bde had the benefit of appropri-

ate numbers of movers in the area as determined by the phase of the exercise and that junior members of the troop were able to gain experience on a real time task. The exercise also gave many Tasmanian members a chance to be familiarised with APCs — a rare opportunity as there is no armoured element in the state.

The movement of personnel and equipment to and from the exercise area was successful, with one comment from 9 Bde to the effect that "you movers have been worth your weight in gold".

*CAPT K.L. Muller, 2IC*

## JMCO Adelaide soldier awarded 'GRes Soldier of the Year'

At a unit Family BBQ function on 24 November 1998, a very surprised PTE Brenton Musolino of JMCO Adelaide was presented with the award of RACT Soldier of the Year (GRes) by the RSM RACT, WO1 Steve Hunter. PTE Musolino was even more startled when WO1 Hunter presented a cheque for \$500 as part of the award. PTE Musolino re-enlisted into the GRes in April 1997, following earlier service as an assault pioneer with 10/27 RSAR at Broken Hill. During 1998, PTE Musolino had exhibited great enthusiasm and commitment to the unit as well as maturity and ability beyond that expected of his rank. He was instrumental in the planning and execution for the movement of approximately 900 school cadets at Iron Knob in July and later, in September, assisting with the coordination of movement of 9 Brigade units as part of EX MENIN ROAD. His public speaking ability came to the fore when he addressed over 140 people at the unit Open/Recruiting Night in August 1998. He is currently a Section 2IC within the Movement Control Detachment. In his civilian life PTE Musolino is the Modbury Branch Manager for REPCO Australia.

Earlier in the evening JMCO Adelaide marked the end of a great operational and training year with a Sunset Parade. The parade was conducted on Keswick Barracks Parade Ground and consisted of foot and vehicle mounted troops with musical support being provided by the Pipes and Drums of the Adelaide Universities Regiment. The parade included a musical troop, the firing of volleys and lowering of the Australian National Flag.

The Host officer was the OC JMCO Adelaide CAPT Kate Saunders, the principal official guest was COL Brian King, RFD, the Honorary Colonel Commandant RACT — Central Region. Other official guests included the Australian Army Representative — Adelaide, LTCOL Pierre Gregor, representatives of the Commander 9th Brigade and Director Army Personnel Agency Adelaide and the RSM RACT, WO1 Steve Hunter. Former unit members, partners, family and friends also watched the parade.

The parade was followed by a Family BBQ function where unit awards were presented by the OC. The unit awards were JMCO Adelaide Soldier of the Year — PTE Brenton Musolino and Most Improved Soldier — LCPL Luke Mills.

*WO2 John O'Grady  
Operations Warrant Officer*

## Operation Somme Commemoration

Early in 1998, the remains of a South Australian World War I soldier, PTE Russell Bosisto of the 10th Battalion AIF, were found by a farmer near the former Somme Battlefield in France.

The Australian and French governments decided that PTE Bosisto would be given a military funeral in July 1998. 10/27 Battalion, the Royal South Australia Regiment (10/27 RSAR) was tasked by Army HQ to provide the guard. JMCO Adelaide was tasked by HQ 1 JMOV Gp to arrange the movement of the 10/27 RSAR unaccompanied weapons and stores from Adelaide through to Paris.

To arrange the unaccompanied movement of the weapons across the world and back took quite a deal of coordination and planning. The execution of the move finally involved a freight forwarder, the Army Intelligence and Security Sections (AISS) Adelaide

and Sydney, Army HQ, the Military Attache to the Australian Embassy in Paris and personnel from JMCO Sydney. Things almost went astray when a weapon box broke open at Mascot following transit from Adelaide. The quick action of JMCO Sydney personnel saved the day. That unit was able to replace the weapon box and AISS approved locks within several hours. After seeing the weapons safely out of Australia, JMCO Sydney personnel at Mascot drove the keys to Canberra to pass on to MAJ Peter Doulton, SO2 OPS Army HQ who was travelling to Paris via Melbourne the next day to attend the Somme Commemoration.

The weapons arrived in Paris and later returned to Adelaide without incident. Once again thanks for the quick action of the JMCO Sydney movers working behind the scenes.

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# Your friendly neighbourhood spiderman, and women!

## JMCO EXMOUTH

Spiderman 1998 was the largest deployment of forces in the Western region in recent history. Although primarily a 13 Brigade Exercise, Spiderman '98 saw elements from throughout Australia being involved.

Darwin troops from 161 Recce Squadron, and elements of 1 Armoured regiment were deployed. This resulted in regular air support by four of 161's Kiowa LOHs, and impressive fire support from four Leopard MBTs for the infantry light horse troops. In addition to the Darwin elements, the exercise enemy was provided by troops from Sydney based 2/17 RNSWR.

Spiderman '98 was not a purely Army exercise. RAAF elements operated extensively from RAAF bases Learmonth and Pearce. C130 Hercules transport aircraft moved the majority of troops, while a RAAAF 707 was involved in the redeployment of troops to Perth. 79 Squadron's Macchi aircraft provided close air support, while their turbo prop PC9s carried out FAC tasks.

*HMAS Geraldton* provided offshore support during Spiderman, an important role considering the exercise enemy's use of sea insertion. Coordination with the Fisheries Department added a new dimension to the realism of the exercise.

Over 1100 personnel were involved in Spiderman '98, as well as over 250 assorted vehicles. Considering this, the coordination of the deployment, and the following redeployment, from Perth, Darwin and Sydney into the Exmouth peninsular was a major task.

This was and is the domain of the Joint Movement Control Office, the JMCO. Working from Perth and Exmouth, this small unit coordinated the movement of literally everything into and out of the exercise area. This was accomplished through careful planning, and close liaison with the various units involved. The movement control is essentially divided into three areas.

The first area is air movement, using C130s and a 707. The main task of these aircraft was to move troops and their combat equipment into and out of the exercise area. Getting them on the ground also requires their transportation to the various units within the exercise area.

These chalks of troops have to be carefully coordinated so that personnel from the same units are transported together. With load limit constraints,

this means that JMCO personnel are at the airport terminals, coordinating the arrivals and departures of the air transport assets.

JMCO members were also seen at the release points and staging areas for the other two areas of transportation. One area is that of road freight, the major equipment loads of the brigade. This requires the coordinated use of limited resources to transport the equipment from various units. This included a massive array of equipment, from armored vehicles to tractors, cranes, and portaloos!

The final area of transportation was that of 'road self deploy'. This was essentially the movement of each unit's own wheeled vehicles by road at the beginning and end of the exercise. With huge distances involved, over 1200 kms just to Perth, the route has to be carefully monitored, with refuelling and overnight stops established and manned. The JMCO was assisted by the Military Police to control the huge volume of traffic to ensure that the flow of equipment-laden vehicles is efficient and smooth.

Exercise Spiderman '98 has been a massive exercise. The involvement of numerous units and over 1000 personnel enabled the brigade to deploy and test their ability to defeat an enemy force in the Exmouth area. Deployment of the brigade however was not possible without a unit such as the JMCO.

*LT N. Patrick*

# Kuwait

Earlier this year I was fortunate to deploy to Kuwait with the 'lads from the West'. We left the Australian winter behind us when we touched down at Kuwait International Airport at 2000 hrs with a temperature of 35 degrees.

After a couple of days of briefings, meetings and getting used to the American method of destroying good food, I moved from Camp Doha to an air base further in country. We were all accommodated in air conditioned tents which provided much relief as the temperature edged toward 55 degrees.

My main job was to provide movement advice to the National Commander and OC Australian and New Zealand contingent (ANZACSOFF). It was necessary to liaise with civilian agencies in the event that an escalation or downsizing of the force was required at short notice. Normal reporting procedures applied and I was in regular contact with the 'shiny bums' at HQ JMOV GP.

We had just settled down to a routine which consisted of in-theatre training such as gas, medical and weapons when the Americans decided to downsize their forces. This resulted in Australia and New Zealand reviewing their commitment and our contingent was repatriated back to their respective countries.

The redeployment wasn't a complicated move, however, Murphy's Law ensured that everything that could go wrong, would go wrong, and it did.

A few examples were missing trucks (when found they were the wrong type), forklifts breaking down, forklifts not turning up, priorities and quantities of cargo were forever changing and the flight was delayed in Diego Garcia due to unforeseen circumstances. All in a day's work for a mover as CPL Mick Learyer (PMCC) found out when he came over to assist.

The rear party was then responsible to ship the remaining cargo back to OZ. Eventually the rear element was whittled down to myself and I stayed for an extra four weeks.

Every overseas deployment has its unique problems and Kuwait is no different. For example, the Kuwaiti weekend is Thursday/Friday. The western world is Saturday/Sunday. Throw in time differences around the world and the Third Country Nationals who fill (notice I didn't say work) the lower to middle management jobs. Into that we should add the different hours that some companies keep and it is quite easy to see that Kuwait offers challenges that we're not used to in Australia.

Overall my trip was professionally satisfying as a mover and a soldier. Many thanks to my predecessor CAPT Jasmin Shortt for her detailed briefings and contacts within the military and civilian community.

*WO2 P. Kelly (JMCC)*

# A day in the life of a mover on OP BELISI

It was early on a summer's morning in February and of course I couldn't really expect a temperature of 30 degrees living in Hobart. My husband of only five months stirred next to me and commented "Well Honey this is the big day, your bags and the kitchen sink are packed". It was then that I realised today was the day that I was due to fly to Sydney to attend pre-deployment training at DFSU Randwick for OP BELISI.

My daughter was already up with a smile on her face thinking "This is the day Mum is leaving I won't have to clean my room for four months. Ken and I are going to have great fun. There will be no Mum to tell us to clean up after ourselves and we can live like pigs for four months. What time does the plane leave."

I finally arrived in Sydney after a lot of tears at

Hobart Airport. Tears on my part, Ken and Nadine had smiles, no more housework. I arrived at HQ 1 JMOV GP to be greeted by well wishes and received a brief on what had been happening in Bougainville and what was expected of me. It was then I started to wonder what had I got myself into. My only saving grace was that I was taking over from WO2 Paul Barker. Everybody kept saying to me, "don't worry it's really easy, you can handle it". It's hard to explain to people that I had never experienced anything like this and I didn't want to let down the movement trade by my lack of operational experience, but I was prepared to put a lot of work in and learn as much as I could.

After spending two weeks in Sydney training, shopping and visiting friends prior to leaving the big day finally arrived. We were collected from

Randwick at the ungodly hour of 0400 hrs and arrived at AMS Richmond to be told that the aircraft would be leaving three hours late. This was to be an early lesson on how our fellow RAAF members conducted business with OP BELISI.

The flight to Bougainville took approximately seven hours and I was busting for the loo. We were informed by the pilot that we were due to land at Kieta Airfield as soon as they could find it. Everybody on the plane just looked at each other and then there was dead silence. We finally began to descend and made our approach to the runway. The C130 came to a stop after bouncing down the runway and we were to find out later that the runway had been destroyed and was constantly being repaired by engineers to allow aircraft to land.

The ramp of the C130 opened and I could not believe my eyes. There were no toilets, no buildings, stinking hot and the smiling faces of the Kiwi movement team welcoming us to Bougainville. We were told to get onto trucks and we were taken to HQ LST Loloho. The drive to Loloho was approximately 45 minutes, the torrential rain ensured everybody was soaked, and this was our welcome to Bougainville.

The population of Bougainville is mainly Melanesian estimated at around 200,000 people. The language spoken is English, Tok Pisin and Tok Ples.

The weather is hot and sultry with afternoon showers nearly every day. Due to there being so much rain and the recent destruction on the island the roads are in disrepair, making vehicle travel difficult. Our supply system mainly depends on our LCM8s and Helo support.

Over the next week we would spend a lot of time being briefed and conducting hand-over/take-over with the member who we would replace. The heat was unbearable, especially coming from Hobart.

I was accommodated with WO1 Jack Wessels who was employed as the finance man for the operation. Jack had been in Bougainville since early January and knew the run of the place and kept me up to date with all the gossip. Everybody was housed in the "Opera House" which was a huge CGI building located next to the wharf at Loloho. The Opera House contained a huge tent city, which included the hospital and mess area.

Jack organised the HQ PMG choir from the Kiwis, Australians and Vanuatuans and Fijians. The choir would practice all the time and whenever members of the contingent left, they were farewelled. The Kiwis were terrific singers and the funniest part of the choir was to see the Australian males trying to do the Harka.

I was the only Australian mover in Bougainville and I replaced WO2 Paul Barker. I worked in the CMCC at the HQ located at Arawa which is approximately 7 km from HQ LST. The HQ was the hub of the operation and the experience gained from

working in a HQ was excellent. The CMCC was under command of the X1 and 4. The X4 would rely heavily on the CMCC to keep him informed of what rations and equipment was coming into Bougainville. As a mover I know understand the importance of departure reports to keep a HQ like HQ PMG informed.

The mission of the PMG IAW the mandate was to:

- Monitor and report on the compliance of the parties to the 30 April cease fire agreement.
- Promote and instill confidence in the peace process through presence, good offices and interaction with the local community.
- Provide the people of Bougainville with information on the peace process.

The structure of the HQ and PMG cannot be reproduced here so I will talk about the team Sites.

The team sites were located at Buka, Tonu, Arawa, Bukin and Waikunai. Their main tasks are as follows:

- Establish and maintain a presence in their areas.
- Monitor and report on the observance of the 30 April cease fire agreement.
- Identify and assess infrastructure restoration requirements for implementation by other government agencies and negotiators.
- Provide Bougainville people with information on the peace process.

The team sites have about 30 personnel and amongst the personnel are civilian monitors from Australia who play a very important part of the peace process and they have been recognised by the HQ for doing an outstanding job. The HQ has different trades/Corps attached to it and it was a great opportunity for me to learn more of how they operate. I felt that these other Corps would also benefit from the presence of the CMCC so close to the nerve centre. Hopefully they would gain a better understanding of movements and appreciate that placing bums on seats is only a small part of our job.

Each day was a challenge working in the CMCC, by the time I was due to leave we were having bets on whether the C130 would land or be on time. There were only two weeks out of the four months that I didn't have problems with the C130 attached to OP BELISI. There was one day when a C130 landed and broke down. A rescue plane had to be brought into Bougainville the next day to try and get it operational again. We had two C130s on the ground at the same time and the RAAF thought that they had fixed the plane and when they tried to leave it turned out that both planes wouldn't start. All contingent members thought it was great because the pilots had to spend a night on Bougainville and we all thought it was great revenge on the RAAF as we didn't any any five-star accommodation or air conditioning.

In April the HQ TMG became the HQ PMG with the signing of the peace treaty. The day was filled with lots of celebrations and, of course, I being a mover, was out at the airfield waiting for the arrival of three C130s with all the VIPS from other countries arriving to witness the signing of the peace treaty. Luck was actually on my side that morning because the C130s all arrived on time and after shuttling VIPS onto trucks, Landcruisers and Helos they departed for the festivities of the day. They were all having so much fun they forgot that the airfield had no lights or navigational equipment if they didn't arrive back at Kieta before dark the aircraft were going to leave. I was getting a bit worried as I didn't know what I was going to say to the Minister of Defence when he arrived at the airfield to find his aircraft had left ("Sorry sir but you were late and the aircraft left."). As it turned out 86 Wg Ops gave approval for the aircraft to leave after dark and we had to get cyalum sticks and place them 20

metres apart down the runway so the pilots could see the runway.

I worked very closely with our fellow truckies as the CMCC tasked the drivers with collecting passengers and stores from the airfield. The drivers worked very hard and were required to work long hours with the on-going demands of the Bougainvillean people. My time in Bougainville was quickly coming to a close and with two C130s arriving each week, working six to seven days a week I was looking forward to going home. The time in Bougainville was an experience I will never forget, I now don't know why I was worried about the job, as Paul had set up the CMCC really well and I just had to keep it running and improve on things as the requirements and circumstances changed.

I enjoyed my time on Bougainville and my family really did miss me and my house was clean when I got home.

WO2 D. Kerley

## Australian Forces Post Office

The Australian Forces Post Office. Who are we? Who are we? What do we do? Eight personnel dedicated to providing the best postal support possible to deployed troops in Australia and overseas. Surprisingly, a lot of people within the ADF and indeed within our own Corps don't know of our existence. Formerly a direct command unit of HQ 1st Division, the 1 Div Postal Unit was tucked away here in Townsville, out of sight and out of mind. Various changes in Command structures, due to RTA saw the unit transferred from HQ 1st Division to HQ LSF in January 1997. Administrative command was also transferred from 3 BASB to 2 Fd Log Bn, also a LSF unit. March 1998 saw the amalgamation of

10 Tml Regt, 2 Fd Log Bn and 1 Div Postal Unit to form 10 Force Support Battalion (10 FSB).

The role of the AFPO is: To provide postal support and ancillary postal services to deployed forces within Australia and overseas. Currently there are four AFPOs operating overseas. Due to their size, AFPO 1 in Jerusalem, AFPO 3 in Bosnia and AFPO 7 in Sinai are managed by contingent personnel trained by the AFPO in postal operations. AFPO 4 in Bougainville is operated by a 'Postie' from 10 FSB. Other responsibilities include managing the Townsville Military Post Office as an agency of Australia Post and conducting courses to train postal operators prior to posting to the AFPO or overseas.

1998 was indeed a busy year for the AFPO. CPL Sandy Roberts caused havoc in Bougainville on OP BELISI for four months from April-August 1998 before she was relieved by CPL Jonelle Cornick who returned in early December 1998. CPL Cornick also deployed to Irian Jaya to provide postal support to OP AUS INDOJAYA for five weeks in May-June 1998. CPL Ron Ashlin deployed to Papua New Guinea in support of OP SHADDOCK in July 1998 and is currently deployed to OP BELISI in Bougainville and due home in March 1999. CPL Richard Lovell is busy preparing for his rotation.

During the year, the remaining staff found time to conduct the 1/98 Clerk Postal Cse in October-November 1998, support EX PHOENIX '98 with a two-man detachment in August-September 1998 and managed the Australia Post responsibilities at the Milpo.

This year will be just as busy with Crocodile '99 and continued overseas' commitments.

Warrant Officer Class One W. Reed



## 30/35 Water Transport and Terminal Squadron

In August 1997 an announcement was made that 10 Terminal Regiment would move to Townsville and be located at Ross Island Barracks.

Once relocated to Townsville the Regiment disbanded and was amalgamated with 2 Field Logistic Battalion and 1 Divisional Postal Unit to form 10 Force Support Battalion on 1 March 1998.

As part of this amalgamation 30 Terminal Squadron and 35 Water Transport Squadron formed one Squadron and was renamed 30/35 Water Transport and Terminal Squadron. The Squadron's new role is to conduct water transport, amphibious and terminal operations servicing service modes of transport, providing Army aspects of logistic over shore and support to a force. The Squadron has four Troops located in Townsville; two water transport Troops including one General Reserve Troop, a Terminal Troop and an Amphibious Troop. The General Reserve Troop is not currently manned but recruiting will begin this year. The Squadron also has one Water Transport Troop located in Darwin.

The Squadron holds all of the Land Command Water Transport assets, which include the Landing Craft Mechanized (LCM8) and the Lighter Amphibious Resupply Cargo (LARC V). The Squadron also holds all terminal equipment within land Command, which include P&H and Tadano cranes and forklifts. The Terminal Troop supplies personnel for the Ship's Army Detachments for HMA Ships *Tobruk*, *Minnoora* and *Kanimbla*. The Squadron also provides the Amphibious Beach Team to control beach landing sites during operations.

The Squadron is a unique unit of the Australian Defence Force in the equipment that it operates and the role that it performs. In its first 12 months the Squadron has deployed 68 of its posted 120 members to Operation Bel Isi, provided terminal and



water transport support to major exercises including Tasman Link, Swift Eagle, and initial landing and supported numerous minor tasking to local and regional units. 36 Tp in Darwin has also been heavily involved with ACAP tasks to communities on Elcho and Bickerton Islands and in support to Navy with ammunition tasks.

Awards within the Squadron have been two CSMs awarded to SGT G. Collins and WO2 I. Cragan and the RACT soldier of the year awarded to PTE PV. Russell.

The squadron also had the misfortune to mourn the loss of LCPL D.W. Searl who was killed in a vehicle accident in the Northern Territory in July 1998.

In 1999 the Squadron's first OC, Major L.G. Anderson, made the move to 10 FSB OPS as the OPSO and the new OC, Major C.L. Purdey, took the helm.

The Squadron now looks forward to a bright future with a new emphasis being placed on amphibious operations.

## 176 Air Dispatch Squadron

The ADF has one premier unit wholly responsible for providing air logistical and terminal support. Provided by 176 Air Dispatch Squadron (176 AD Sqn), this support takes form in several ways whether it be in providing external lift, airland, airdrop or terminal operations. In sum, these facets and others combined to make 1998 a busy year.

OP BELISI swept through the unit early in 1998 picking up CPL Simcoe leaving the soon-to-be Craftsmen of the Year and recipient of a COMD LSF Commendation, CFN Borton to run the Sqn's workshop. His workload increased in preparation for the unit's ongoing support to such high profile units such as 3 RAR, 4 RAR, 1 Cdo and SASR. A



series of exercises involving these units ensured 39 Aerial Delivery Equipment Platoon, the parachute riggers, had plenty of personal parachutes to pack totalling 8000 for the year. The rigging bill for the air dispatchers ballooned to just under a million pounds of dispatched loads.

The Squadron's command groups participated in 9 Force Support Battalion's annual CPX in June. Although it provided an insight to the forthcoming Exercise Phoenix, it did little to prepare members for the more immediate IMTs exercise in chilly

Singleton. IMTs in July gave sections a very thorough working of infantry skills at section level.

GRes elements put to good use their monthly training throughout Exercise Phoenix when they deployed to RAAF Tindal with a number of full time members of the Squadron. The detachment was widely used in terminal and transport operations for six weeks.

November bore witness to the Squadron's deployment to country NSW for its AFX. A swag of air support including two Navy Sea Kings, three Hercules and one Caribou saw integral unit resources stretched to their limits. Local interest was extremely high resulting in front page newspaper stories, television coverage and huge crowds at a unit open day.

The successful AFX tended to overshadow overseas activities. These include Exercise Bullseye in which CPL Hahn, PTE Krake, PTE Lang competed against NZ, England and Canada in airdrop accuracy. CPL Baker and PTE Gilbert's conduct of an airhead as part of OP AUSINDO JAYA and SGT Spicer and LCPL Godfrey's six-week exchange to Hawaii. The year ahead spells more deployments and exciting times for which all are approach with vigour.

*LT Tavis Campbell*

## Termites do Tasman Link

4 May-5 June 1998

Annually, the Termites embark on Exercise Tasman Link where they provide Terminal support to all elements in the exercise area. Exercise Tasman Link ran from 11 May-6 June 1998. This was a real eye-opener for all involved as the role of the Termite changed significantly. The way the Termites went about their business was still reminiscent of their past however, instead of primarily running Transshipment Points and Transit Areas, they were responsible for putting many of the other elements on the ground.

The first few days revolved around unloading many of the road transporters. This task was made measurably more difficult due to rain and the area becoming extremely soft. This was exacerbated by the heavy forklifts honing their way through the narrow pathways which already existed. The ground was too soft for any unloading procedures to occur inside our main perimeter, so all unloading had to be done out on the road approximately 200m away.

This procedure alone added many operating hours. The poor weather was also affecting the Landing Craft causing time delays between each load.

Throughout the exercise, Termites were called upon at short notice to support many outside elements. For example, loading and unloading RAAF stores at Williamson Airfield, transporting ammunition, providing workparties to keep the AO's roads serviceable, water and ration resupply, as well as relieving fellow Termites working at Sabina Point as part of the ABT.

As always Termites were the first in and last out, ensuring that most elements were reloaded and redeployed back home. 1 Fd Hosp were to stay behind for approximately one more week, to conduct their own training. A section minus was therefore left behind to pack up the Hospital on completion of the training. Another job well done!

*CPL R. Boyce*



# 11th Brigade Administrative Support Battalion Transport Company

There have been a number of new faces posted to Tpt Coy during 1998. SGT Peter McLellan moved to sunny Townsville on posting as the training warrant officer, from 26 Tpt Sqn Puckapunyal, at the beginning of the year. No sooner had he arrived then departed to complete promotion courses and reappeared in May when he was promoted to WO2. SGT Alec Gilbride was posted on promotion as the CQMS from 11 BASB headquarters. Tpt Coy also welcomed 2LT David Ormrod after completion of the FAC in February this year.

As a reserve unit Tpt Coy is constantly challenged to achieve maximum training within limited time and at times with limited personnel. Nevertheless, the company strives to achieve maximum training during designated training activities. The emphasis on training this year has been on Distribution Point (DP) operations and on field training in preparation for the 11 BDE exercise "Cape Fear" which is to be held in November and December this year. No doubt the conditions will be trying considering the scorching heat of summer will be upon us.

Throughout the year Tpt Coy has been conducting DP operations within High Range Training Area in the vicinity of Puk Puk Airfield. This is the area where the company will be deploying during the major exercise so it is important for the drivers to be familiar with their surroundings.

The SNCOs have been watching over the JNCOs as they give orders and direct their sections, particularly during DP operations and convoy drives. This year more responsibility has been delegated to JNCOs in order for them to display their skills and leadership qualities. The resulting positive outcomes includes, an improvement in team work, trust and section effectiveness.

Two of the highlights from this year have been the completion of a motorcycle and upgrade course in the beginning of the year and a successful wading and fording training weekend in August. Having personnel qualified to ride the motorcycles has increased the command and control of sections. The wading and fording training provided drivers with an opportunity to drive under different conditions along with refamiliarising previous skills. Wading and fording training was conducted in the Star River area which had changed significantly over a fifteen-



month period owing to two cyclones and resulting heavy rains.

In summary, personnel have been training for exercise "Cape Fear". Vehicle camouflage and equipment are undergoing final preparations. Tpt Coy will be prepared for tasking and will endeavour to achieve maximum training during the exercise.

*Captain B. Acres and  
Lieutenant A. McCall*

# 11th Brigade Administrative Support Battalion Transport Company

Exercise "Cape Fear" was conducted during the period 21 November-6 December 1998 in the High Range Training Area (HRTA). The aim of the exercise was to test the deployability of units organic to 11 BDE in an ODA environment. This necessitated 11 BASB to provide Combat Service Support to the brigade in an escalating conflict environment.

Once 11 BASB deployed to HRTA there was a gradual build up of enemy activity. The enemy activity involved initial probings to a final assault by an almost invulnerable enemy. The enemy's advance in extended line without fire and movement, while engaged by enfilade fire was indeed a remarkable feat.

Transport Company performed well throughout the exercise and achieved its objectives. The doctrinal Distribution Point was not employed as a method of resupply to units. Supplies were delivered door to door. Activities for the company included a troop blackout drive complete with artillery illumination rounds exploding on the horizon and section defence stands. In total the company travelled over 18,000km during the exercise and carried 2314 pax.

An Employer Day was also held about half way through the exercise. Each company within the



battalion had to provide a demonstration for employers. This gave the employers an idea of some of the things their employees do when they go away with the army. Transport Company teamed up with Medical Company and showed what can happen when a mack truck and sedan meet.

Exercise "Cape Fear" gave the members of Transport Company a chance to practice IMT, navigation and communication skills along with 'truckie' skills such as, deploying, driving and defending the unit area. The exercise was worthwhile and provided some valuable experiences. Command and control were tested at all levels. For JNCOs and junior officers it was an opportunity to practice leadership and management skills.

Thanks and congratulations must go to all the members of Transport Company who performed so well throughout the exercise. A note must also be made for the commitment each of these members make, often in their annual leave, to parade for two to four weeks to learn and to practice what they learn. The professionalism the members of Transport Company displayed is to be, and has been, commended. A solid effort all round!

*Captain Brejetta Acres and  
Second Lieutenant David Ormrod*



# Transport Services — DCSO Canungra

Greetings from the Transport Drivers at Canungra. 1999 is the year that will take us to the new millennium, and possibly for many of us currently posted here, to new posting locations throughout Australia.

Our Transport yard recently undertook a name change along with most other units up here and we now come under Defence Corporate Support Office — Canungra. The yard is destined to be taken over at the end of the year by a civilian contractor which will place many of us out of a job. Only a section of drivers will remain — approximately 10 or so, and these drivers will provide support to the Land Warfare Battle School.

At the end of 1998 we said goodbye to WO2 Clarry Pholi, SGT Laurie Ratcliffe, CPLs Andrew Dodwell and Shane Kuhn, LCPLs Jackie Craig,

'Gus' Guthrie, Mark Willsher, Greg Clark and PTEs Crosswell, Csorba, Harrison, Riddle and Rouse.

At the start of 1999 we welcome in our new TPT SPVR SGT Kate Kershaw, along with CPLs Mangnall and Smith, LCPL Barnett and PTEs Armstrong, Breen, Harback, Hooper, Mitchell, Shepherdson, Shipley and Wilson.

LT Wayne Carman resumes control in 1999 and is hoping for another successful year in all areas of the Transport Services we supply in the Kokoda Barracks area.

The yard is looking forward to defending our feats that we achieved last year as Area 'Touch Football' grand finalist winners and 'Head of the Weir' assault craft champions.

*LCPL TCO D.P. Cross*

# 9 BASB Transport Company Update

9 BASB Transport Company has hit the year running. The Port Lincoln Depot participated in the Tunarama over the Australia Day weekend, and shared the "Outstanding Float" award. In addition, over \$400 was collected by participants during the Tunarama Parade, and will be used to assist in raising a local war memorial.

The float consisted of the Bofors gun, which normally adorns the entrance to the depot, being mounted on the back of a Mack truck. A "borrowed" Australian Army hat badge, about 3m x 4m, was repainted gold, and secured to an eight-ton trailer. A few cam nets and a bit of tyre paint by PTE Anderson, and the entry was ready. After the parade, SGT Watherston briefly suggested going spotlighting that night!

The Governor of South Australia was among the judges.

Port Lincoln members also participated in a gruelling triathlon, and came second to a robust Police team. Entrants were:

- CPL Parker — Swimming
- PTE Kroezen — Cycling, and
- CPL Carr — Running.

On the Australia Day holiday, a flag raising ceremony was held on the Port Lincoln foreshaw, with



*PTE Simon Mills of 9 BASB Transport Company assists Leesa Kenny operate a Unimog crane at the 9 BASB Open Day on 13 February 1999.*

the Transport Company Guard being accompanied by 413 regional Cadet Unit Pipes and Drums. The President of the local RSL Branch, John Wiltshire, and the Mayor of Port Lincoln, Peter Davis, inspected the guard. Presentations of citizenship followed.

New march-ins to the Company in the post Christmas rush, include:

- MAJ Kenny — OC from SO3 Tpt HQ 9 Bde,
- SGT Preisig — OPSWO from RMC,
- CPL McIntyre — OPSCPL from ICSSB, and
- CPL Teusner — 381 CPL from 4 Trg Gp.

Tasking has already been fairly thick. Six Macks were recently sent to the Port of Melbourne, to lift APCs and engineering equipment, for use on a 9 Brigade exercise in Tasmania. The equipment was back-loaded from the *Spirit of Tasmania* to Adelaide at the end of Exercise "Devil's Venture 99". Driving back from Melbourne, CPL McIntyre was heard to say that this was one of the longest LOTS (Logistics Over The Shore) OPS he'd been on!

The 9 BASB Open Day, which was held on 13 February 1999, went well for the Transport Com-

pany. Many kids were happy with the hands-on use of the Unimog crane. The motor cycle was also very popular with visitors to the Company's display.

The Company's next major task is to conduct Induction Training for newcomers to 9 BASB, followed closely by the commencement of the 1/99 Mack Course. The Mack Course will then culminate with the BASB Annual Field Exercise — Groundhog" (1-16 May 1999).

*MAJ R. Kenny  
OC Tpt Coy*

# Southern Logistic Group Bandiana Detachment

Hello from Bandiana. It's good to have the CORP magazine back so we can at least find out what is happening in the CORP.

We have been through a rather large change here in the last eighteen months. That change was the implementation of the Corporate Support Program (CSP) contract. The winner being Tenix Defence Systems, Tenix for short. The functions taken over by Tenix and their sub-contractors included warehousing, catering, repair and maintenance (including the M113 and Leopard repairs and upgrades). Garrison Services and more to the point the duties carried out by our Transport yard. One of the only tasks still carried out by military personnel is the Commanders' driver for Southern Logistic Group. Out of the remaining 15 drivers positions all were posted out or took discharge, and some of them now works for Tenix.

Meanwhile, down at the Freight Distribution Centre (FDC) and Linehaul Section, as with the rest

of the unit we changed our practices to conform to the contractor. Unlike the Transport yard we did not lose any positions. The Linehaul Section is still doing its scheduled services direct to Sydney, Brisbane, Darwin, Adelaide, Perth and Puckapunyal. We no longer have a schedule to Broadmeadows as they closed and amalgamated with Puckapunyal and Hobart and formed Southern Logistics Battalion. On the 1 March 1999, Bandiana Logistic Group amalgamated with Southern Logistic Battalion to form Southern Logistic Group. As well as the normal scheduled services they do special runs all over the country. These specials could be Ammo runs, moving tanks to Darwin or any other cargo that cannot be moved by the normal Schedule. So the Linehaul drivers are as busy as ever, unfortunately they are currently four drivers down.

At the FDC itself with the change over between Australia Public Service and Tenix a lot of extra freight was generated because of a backlog of cargo in the change over period. It took six months to clear this backlog, with each schedule being full to the seams and then some. It kept all the staff from both areas very busy indeed.

With DIDS (Defence Integrated Distribution System) taking effect in February 2001 the future of military personnel in the freight and Linehaul system is looking bleak. More positions being market tested for civilians and less positions for the military. Most of us are expecting to be posted back to the Land Army by the start of next year or mid year. This means the end of Army Linehaul as we know it today and it's anybody's guess as to how the freight will be delivered to its customers after DIDS is introduced.

Anyway, that's all the news from Bandiana. So 'till next time, take it easy and good luck.

*PTE Wellmore*



# 4th Brigade Administrative Support Battalion

4 BASB has seen some changes this year through the establishment of Battalion Support Groups to the extent that on the 24 April the Commander 4 BDE Directed that 4 BASB conduct a trial into the operation of BSGs. The commander's directive was for 4 BASB to re-organise to be capable of supporting two Infantry Heavy Battalion Groups and Brigade Headquarters group. 4 BASB structure as outlined on the establishment is to remain extant, but task specific Battalion Support Groups are to be formed.

CO 4 BASB then through a series of directives to the Battalion formulated the BSG concept. The concept was for the Battalion to form three BSGs, two located at Maygar Barracks, Broadmeadows and one located at Oakleigh Barracks, Oakleigh.

One of the BSGs located at Broadmeadows would support 8/7 RVR Battalion Group Ballarat and the other to support the BDE Headquarters group. At Oakleigh the BSG is in support of 5/6 RVR Battalion Group Melbourne.

As at 1 July 1998 each BSG will consist of the following:

- a. HQ/OPS element,
- b. Tpt P1,
- c. Wksp P1,
- d. Supply P1, and
- e. Health Service P1 (consisting of Medical and Dental pers).

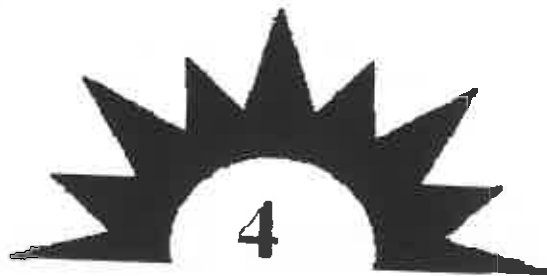
Each BSG would be commanded by an all corp Officer of the rank of Major. Each BSG would have approx. 130 pers allocated to it.

## Role

The role of the BSG is to provide second line CSS to an Infantry Heavy Battalion Group.

The Battalion is well on the way to establishing the BSG concept and has exercised this concept at Cultana and Pooncarrie with 8/7 RVR Battalion Group in July last year.

The Battalion has also carried out some exten-



sive tasking throughout the year, those being two 4 BDE courses camps, support to Victoria's cadet camp, support to Exercise Northern Endeavour, 2 Div Military skills comp and Exercise Executive Stretch. Through the year the Battalion has also conducted its own training, two Mack courses, C2 upgrade course and an R1 Rider course. All this support was conducted despite a critical shortfall in the full time equipment holdings particularly Macks, Unimogs and B Vehicle variants. The year has also seen CFN Athanosopoulos selected to attend OP Bel Isi Bougainville and PTE Kruzycki attached to 16 AD REGT for exercise in Malaysia, both members are GRES soldiers of the Battalion. The 4 BASB Mill skill team went to New Zealand with the Battle Group 8/7 RVR.

The Battalion has also seen a change at the helm. LT COL H. Hawson RFD as the new Commanding Officer and WO1 J. Gilbert as the new Regimental Sergeant Major, the Battalion OPS Cell controlled by MAJ C. Cantamessa.

With 1999 the new challenges foreseen in the future it is only the calibre and work ethic of the officers and soldiers of 4 BASB that will hold us in good stead to meet those challenges. As at the 1 February 1999 4 BASB was given approval to change its emblem and flag to the 2 Div Train symbol as adopted by other BASBs.

# AMTDU

It is a little known fact that tucked away in a hangar on RAAF base Richmond there are 26 Army personnel working tirelessly to develop the ADF's ability to conduct Air Mobile Operations. The astounding fact is that a majority of these personnel belong to RACT. Air Movements Training and Development Unit (AMTDU) is a fully integrated RAAF unit, having undergone significant re-organisation in the past 12 months, disposing of the Army component to become one unit. It is a unique unit because the Commanding Officer's position alternates between two services, Army and RAAF.



A common question that is asked is who or what is AMTDU. AMTDU is the training and development agency for all aerial delivery operations for the ADF. The unit comprises of several sections and these include: Development Flight, Airworthiness Flight, Army Training Flight, RAAF Training Flight, Executive Services Flight and Support Flight. AMTDU Army Training Flight is respon-

sible for training personnel in courses such as Air Portability Team Leader (APTL), Unit Emplaning Officer (UEO), Dangerous Goods Pack/Accept (Air) and Air Dispatch trade courses from Basic Air Dispatch through to Supervisor Aerial Delivery. In this financial year Army Training Flight will have trained in excess of 300 students.

Development Flight's achievements include the acceptance of the new Honda 4x4 bike airdrop rigging procedures, as well as trials for external lift procedures for the recovery of downed Blackhawk helicopters. Other ongoing external lift trials conducted are the Rigid Inflatable Boat, the Merlo Forklift and the Light Engineering Tractor. AMTDU provided support to Exercise AUSINDO, which saw three members deploy to Indonesia with 36 Sqn (C-130H) to conduct airdrop training.

Support Flight as the name suggests is the backbone of AMTDU. Support Flight has prepared and conducted four Airdrop courses for 36 Sqn, dropping 528,036 lbs of stores and equipment over the last year. Support Flight has provided support to courses for Army and RAAF Training Flights and assisted in all Development Flight's projects. Support Flight works closely with Executive Services Flight who provide stores and equipment as well as vehicle support for the whole unit.

This year at AMTDU will undoubtedly prove to be a very busy one with the introduction of the new C-130J. AMTDU will play a major part in the certification of the new aircraft for Air Mobile Operations. Hopefully we will have an update in the next issue of *Par Oneri*.

Corporal S.M. Needham

# Exercise Initial Landing II, 1998

10-19 August 1998

The exercise began on the 10th of August, with the deployment of two LCM-8s, a LARC V and ABT being detached to the *HMAS Tobruk*. The aim being to train sections of 3 Brigade in amphibious deployments, in the Cowley Beach Training Area.

Day one consisted of loading all personnel, equipment and vehicles onto the ship. This task was completed by utilising the ship's crane to load the LCM-8s, and *Tobruk's* roll-on/roll-off capabilities.

Day two was more challenging for the crews of the LCM-8s as rough weather made unloading and stern door marriages difficult. Denting and minor damage occurred due to inexperienced drivers driving/reversing the vehicles onto the boats. Day Three saw the crews retreat to Mourilyan Harbour to conduct repairs.

Day four was a short one for the crews as the last of the equipment from the beach and the LCM-8s



were loaded back onto *HMAS Tobruk* and we began our overnight sail back to Townsville.

On return to Townsville, *HMAS Tobruk* re-loaded with a different portion of 3 Brigade and once again set sail for the Cowley Beach Training Area.

The same objectives were set for the new lot of passengers for the following couple of days. The swell died down and the rest of the exercise ran

## Op Belisi

The initial involvement with Op Belisi for Water and Terminal elements, began in November 1997, with the sailing of *HMAS Tobruk* from Garden Island, Sydney. At that stage 10 Terminal Regiment, as we were still known, was in the middle of its relocation to Townsville. The original commitment involved two boats and their crew for a period of not less than two months and not more than four months. The crews were to be an integral part of the resupply and logistic support to the continent. The Terminal commitment began in April 1998 with the deployment of one CPL and three PTEs to load and unload the LCH, LCM-8 and road freight and complete miscellaneous tasking within the community.

### Bougainville Boaties

In December 1997 two LCM-8s were deployed to Bougainville to support Operation Belisi. Op Belisi involved the deployment of the Truce Monitoring Group (TMG) to monitor the ceasefire agreement and to help all communication problems, transport and to spread the word about the ceasefire and the up-coming peace treaty.

The LCM-8s quickly became one of the most valuable assets the TMG had at their disposal. This was realised quickly after the first contingent arrived and saw the lack of roads and the density of the forests that covered the island. The only way to move around the island was by air or sea. The two LCM-8s were assigned areas where they would be working, the first was north of Loloho, location of HQ TMG, and Buka Island. We were based in the town of Wakina, which is between Loloho and Buka. The journey to Loloho by sea was approximately eight hours which is the northern part of Bougainville and further north is Buka Island.

The next area was south of Loloho approximately a six-eight-hour trip heading for the areas of Buin and Tonu, where more TMT teams were located. The boats were also tasked to take other members of the group or teams that were required to patrol the west coast, sometimes having to circumnavigate the island which took 24 hours steaming without any stops. Some of the other tasks carried out by

smoothly and according to plan.

The exercise seemed quite a success as all drivers realised how difficult it is to reverse one boat onto another (especially if you don't watch the guide). At the same time, the boat crews learnt plenty about their trade and how frustrating it gets when drivers react slowly to directions.

*CFN A. Twigg*

the Boaties was the delivery of Aus Aid stores and taking recreational activities to the islands for members of the TMG.

The experiences that we encountered there would not be readily forgotten.

*PTE P. Russell*

### The Terminal Experience

During the period of 15 April-7 August 1998, myself and three other Terminal Operators were deployed to Bougainville, PNG as a member of the Peace Monitoring Group (PMG). Our employment on Op Belisi was in Terminal Operations, where our tasks involved operating the Tadano Crane, W36 forklift and the Merlo forklift.

Our main tasking was to load and unload the C130 Hercules with food and stalls, and also run a Freight Distribution Centre for all incoming and outgoing freight. This was regardless of whether the freight was to re-supply the team sites with food from the Foodies or equipment and personnel returning back to Australia. We loaded and unloaded the LCM-8 Landing Crafts, LCH's and Huey Helicopters to make certain the team sites had all equipment necessary during the deployment, we worked alongside New Zealand move Ops in the loading and unloading of *HMAS Tobruk*.

The Terminal Operators were responsible for ration runs to keep the mess supplied with food from the Foodies using the Merlo Forklift. We set the Loloho area up with containers and gave general support to many other elements in establishing themselves, pulling down garbage and just clearing the area.

The Termites also had tasks helping the Engineers in building the new mess and kitchen area. Whilst on deployment, we did tasking for the locals by clearing away vine and timbers after the school was burnt down, helping them load fuel drums or containers on their ships and tidying Arawa town when a forklift or crane was required.

On Op Belisi Terminal Operators helped the PMG support the deployment in Bougainville. Hopefully, efforts towards the peace process will pay off.

*Pte R. Jeacock*



## 15th Transport Squadron

1999 is a significant milestone in world terms. The end of the decade, the end of the century, and the dawn of the information age. For a Reserve transport squadron located in the Victorian goldfields, 1999 will also be significant. The unit will celebrate 21 years of residing in the Bendigo community, a very successful and fruitful partnership, and can look forward to further developing this relationship as the unit relocates to new facilities in the year 2000 — a clear sign of the Army commitment to the region.

In looking back to 1998, the Squadron's major activity was supporting 1 Bde during Exercise Phoenix. As part of the newly formed 9 FSB, 15 Tpt Sqn in tandem with 44 Tpt Sqn provided the Headquarters for the administration area and a composite transport troop. The exercise confirmed the capability of the Headquarters to provide command and control and reinforced the belief that with sufficient notice: significant capability can be

generated from within the part-time Army. Other major activities for the year included participating in the 9 FSB CPX, the Battalion military skills competition and the conduct of a courses camp.

Looking ahead to 1999, the Squadron has a busy schedule. Already the Squadron has been involved in moving track link from Bathurst and Bandiana in support of DNSDC, assisting Parks Victoria by moving limestone and roadbase to the Grampians and provided marshalling support for the Bendigo Easter Fair street parade. Other planned activities include a courses camp in July, exercising Freedom of the City of Horsham, and, major activity, supporting Exercise Crocodile 99.

With eight full-time staff and over 100 part-time members, the Squadron is more than capable of meeting the challenges that lay ahead and living up to the unit logo of a 'Bullock' — a reliable and dependable beast of burden.

*MAJ J.R. Evans*

## Maritime Wing ALTC Splashes into 1999

The year started off with a splash for Maritime Wing, with the annual maritime sports afternoon held on 29 January 1999 on the Ross River. The unit PTI, LCPL Conway, was set to get everyone wet behind the ears, 'one in, all in'. The afternoon consisted of numerous events which would test even the 'oldest of salties'. The events consisted of the Army swim test, a water version of beach flag sprints, a team boat race, finishing with an enduring surf ski race. Teamwork was the key to the afternoon's events, but I don't think the unit will be losing any members to the Uncle Toby's Ironman series!

This year we have seen personnel posted in, posted out, promoted and so on. It was farewell to the previous SI, MAJ Andrew Moore, who is now 2IC of 3 BASB, and the welcome to the new SI, MAJ Trevor Davies. Other personnel posted in include: CAPT A.W. Clark (Capt Instructor), LT J.M. Dunn (2IC), LT E.M. Kerr (AO), WO2 L. Foster (WSM), SGT B.C. Irwin, SGT M.J. Dorrenboom, SGT A.E. Surjan and SGT A.D. Scott.

With the changing of the guard, it is back to the business of instructing for the members of the unit. Instructional Wing is in full swing, with the February 1999 courses well underway, there is no look-

ing back. The Instructional Wing, comprising of a section of marine engineers, terminal operators ('termites'), and marine specialists ('boaties'), provides trainees with the latest trade skills in their respective fields of endeavour. Does rivalry exist between the trades? Well, I am sure you can answer that.

Maritime Wing is co-located with 10 FSB at the Ross Island Barracks. For this reason, trainees are able to see theory put into practice with the operational 30/35 Water Tpt and Terminal Squadron. Some of the courses available include: the Small Boat Operators Cse, LARC V Maintenance Cse, Operator Terminal Cse, Dive Reg Tech Cse and others based on the training requirements. Maritime Wing has the latest training information available and access to the latest training resources. For this reason, trainees are able to develop their understanding of all the aspects of their trade.

Maritime Wing will have as many trainees qualified in their respective fields prior to leaving the unit. This will increase their employability and trade knowledge on arrival to their units. So from all here at Maritime Wing ALTC, Townsville, I would extend an invitation to come and view the facility and training in the near future.

*Lieutenant E.M. Kerr*





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