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ISSUE NO 21

1993



**The Journal of The Royal Australian
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COVER

The cover of this Edition of Par Oneri displays the traditional Australian Army Hallmark - The Slouch Hat, together with the unmistakable Blue Beret of the United Nations. This edition of Par Oneri is dedicated to all those RACT personnel who have been or are presently involved in United Nations activities.

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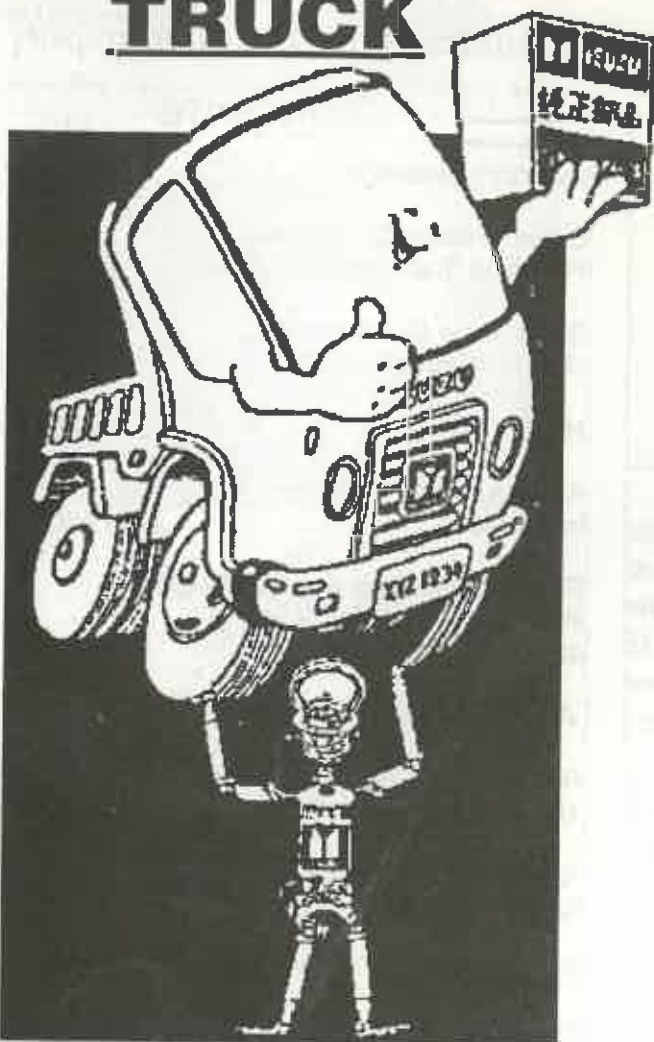
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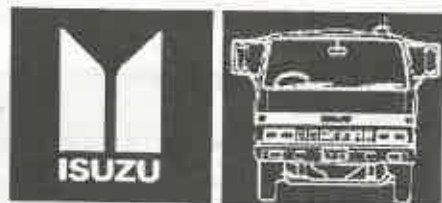
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DIRECTOR'S **MESSAGE**

by Colonel D.I. Tyers

This issue of PAR ONERI comes to you from the home of the Corps, the RACT Centre at Tobruk Barracks, Puckapunyal. Consistent with the CGSAC decision in late 1992 to relocate the logistic Heads of Corps to their Corps Schools, the Directorate moved to Puckapunyal in December 1992 and now resides in 'The Rock' where the headquarters of the Army School of Transport used to be accommodated. Apart from the teething problems to be expected with relocation, the Directorate is fully operational and provides you with a focus for all RACT related matters.

On a personal note, I was delighted to have been appointed Director of the Corps on 10 January 1993. To be the professional head of the Corps provides challenges that are unique as well as demanding. It is my aim to represent your interests and those of the Corps collectively to the best of my ability at a time when the pace of change has quickened dramatically.

Regardless of the structural changes that are occurring within Army and the ADF, the vitality of the job we do as members of the RACT does not, and will not change. I would ask that you continue to focus on providing the very best service you can in keeping with the excellent reputation the RACT has inherited and built on over the past 20 years. It is my intention to meet as many members of the Corps during 1993 and hear about your opinions on current issues. Finally, I would like to thank, on your behalf, my predecessor Colonel Greg Park, who has now assumed command of Brisbane Logistic Group. His tenure as Director, although relatively brief, spanned a vital stage in the development of the Corps. It is my intention to build on his efforts and foster the tradition of always

being PAR ONERI.

Colonel Doug Tyers was born on 3 January 1952 at Ballarat, Victoria. He graduated from the Royal Military College Duntroon in 1973 with a Bachelor of Arts and was one of the first RMC graduates to be commissioned into the then newly-formed Royal Australian Corps of Transport.

Following post-graduate training, he was assigned to 176 AD Coy, Penrith, where he was employed as the Admin Offr, Operations Officer and acting OC for some five months. In 1975 he was promoted to Captain and posted as ADC Officer, Sydney MCO. In 1976 he was promoted to Captain and posted as Movements to the GOC Logistic Command before commanding 85 Tpt Pl (Trailer) in 1977. He then assumed the appointment of 21C/QM 18 Tpt Sqn in 1978 before joining HQ 9 Tpt Regt as the Operations Officer in 1979.

Colonel Tyers was posted to Corps Training Wing AST, as a Captain Instructor in 1981, was promoted Major in December of that year, and assumed command of 5 Transport and Movement Group. In 1984 he was selected for attendance of the West German

Command Academy and on his return to Australia in 1986, assumed the appointment of Staff Officer to ACMAT-A. In 1988 he was SO1 Property Management, DGAW, in 1989 he completed a fulltime Masters Degree in Management Economics and was subsequently posted to Development Division, HQ ADF as the SO1 Logistic Support.

He attended Joint Services Staff College in 1991 and was posted as Commanding Officer of the Army School of Transport in 1992. He assumed the appointment of Director of Movements and Transport on 10 January 1993.

Colonel Tyers is a Member of the Chartered Institute of Transport. He is married to Kim and they have two children. He has represented both Army and Combined Services in Australian Rules Football, plays squash socially, and enjoys classical music.

OUT WITH THE OLD, **IN WITH THE NEW**

In December 1992, Colonel D.I. Tyers handed over command of the Army School of Transport (AST) to Lieutenant Colonel J.J. Fuster.

Lieutenant Colonel Fuster arrived from the Directorate of Service Conditions - Army (DSC-A) in Canberra where he served as SO1 Housing. Lieutenant Colonel Fuster has served in the UK and USA and is a qualified parachutist and air dispatcher.

With the arrival of the Directorate of Movements and Transport (DMOV&T) at Tobruk Barracks in December 1992, the HQ AST has been relocated to the Local Administration building which it now shares with Support Wing.



Colonel D.I. Tyers is shown handing over command of AST to Lieutenant Colonel J.J. Fuster.

Par Oneri 1993 - Page 3



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DRIVER WILLIAM THOMSON FIRST LINE TRANSPORT 30 BN AIF

by Major Allan A. Murray RAAOC

Introduction

It is now 75 years since the original diggers served on the Western Front in Europe. The popular belief is that all the ANZACS were infantrymen - the shock troops of the Empire. However this is not the whole story. Each Australian division had its own complement of logistic troops. One such loggy was 59 Driver William Thomson of 30th Battalion (30 Bn) 5th Division - henceforth known as Willy.

Although Willy enlisted into the Infantry, within weeks he became a driver. What follows is a chronicle of Willy's service. As a story its two main virtues are - Willy reflects a character still representative of soldiers to this day and, secondly, it indicates that despite the technological and organisational changes which have occurred in the last 75 years many of the fundamentals of military service remain unchanged. This later point may give comfort to some given our current environment.

Enlistment

The fate of the ANZACS on Gallipoli was the catalyst for Willy to enlist on 18 July 1915. He was 25 years old, single and previously employed as a coalminer in Cooks Hill, Newcastle. On 21 July, upon signing his attestation papers at Liverpool, NSW, he was allocated regimental number 59 of 30 Bn, AIF. He then took an oath of service "from this day until the end of the war and a further period of four months thereafter..." Willy did just that, and more, serving in Australia, Egypt, France, Belgium and England for three years and 363 days - the majority of it as a driver.

Training

On 24 August, Willy arrived in Transport Section (Tpt) HQ 30 Bn and immediately commenced training in his new trade. The establishment of an infantry first line transport section included about 25 vehicles and 55 animals (horses and mules) under command of a Lieutenant. Its role was to carry food, forage and ammunition over the last and most difficult stage of the long journey from factory to the front line. Willy was allocated a general service Limber wagon with a pair of mules. His training thus became very specific.

In early September the section moved by road to the RA showgrounds at Moore Park, Sydney where training continued. Willy and his mates were

much happier as they were much closer to Sydney. Further equipment was issued and on 27 October the Governor-General, Sir Rowland Munro-Ferguson, inspected the entire battalion indicating they would soon depart for Egypt. On 5 November, Willy boarded the horse ship Katuna. He with 40 other men and their animals, thus began their 'adventure of a lifetime.'

Egypt

Arriving at Suez in mid-December, the men of 30 Bn met the heroes of Gallipoli face to face. While the remainder of the infantry moved to the Suez Canal defence line, Tpt were distracted by a significant mishap. One night the horses were startled and broke their lines. They scattered in every conceivable direction. For the next three weeks the drivers crossed deserts, scoured native Villages and interviewed various sheiks to round them up. They recaptured every one plus a few more.

In February 1916, Tpt was reunited with the infantry and 30 Bn joined the newly raised 5th Division. First line transport now had to work with a Divisional Train. A description of its methods are of value for future understanding. A Divisional Train comprised four companies totalling 20 officers, 400 other ranks, 180 vehicles and 400 horses under command of a Lieutenant Colonel. There was one company for each brigade and one for divisional HQ and attached troops. The functions of the Divisional Train were to resupply the divisions with forage, rations and ammunition (combat supplies) from the brigade Refilling Point to the Battalion QM store and to transport the divisions blankets, kit and other baggage when it moved from place to place. From the Battalion QM store first line transport sections would move items forward to dumps established in the battalion area immediately behind the front line troops.

Tpt accompanied the Bn on its second stint on the Canal defence line from March to May. In the vicinity of Ferry Post, Willy was found absent without leave. On 7 May he was awarded six days field punishment No2 thus opening his disciplinary record book.

Western Front 1916

By July 1916, 30 Bn was billeted in

farmhouses in the French countryside. The trip via Alexandria and Marseilles was uneventful. Willy devoted time to substituting the smattering of Arabic he had acquired with a knowledge of colloquial French. On their first march to the trenches of Flanders one of the Tpt mares (Calamity Kate), whilst towing a mess cart, bolted on a narrow track. This caused a little excitement and no end of amusement to the infantry watching the drivers bring her under control.

The battalion first engaged the Germans on 19 July in the fatal battle of Fromelles. Days of frantic buildup preceded the attack. In one night's sharp fighting the division sustained 5,533 casualties crippling it for the remainder of the summer. Whilst the three other Australian divisions moved to the Somme, 5th Division remained in Flanders to rebuild its confidence and train in trench raiding. During training Willy again added to his discipline record. His crime in the field on 27 July was failing to comply with an order given by an NCO. He was awarded two days field punishment No. 2.

The order to move to the Somme came in October. It was a tiring ordeal. Rain began to convert the trenches to distressingly heavy for men and horses and impassable for wheeled traffic. It was Willy's first experience with 'the mud', there were many more to come. Tpt sustained a sad loss in November. Whilst delivering ammunition across a muddy field, Ginger, the only pack horse not to stampede in Egypt, sank into the mud and died despite all efforts to recover her.

The winter of 1916/17 on the Somme was quiet for 30 Bn. Trench raids were the order of the day. On 13 November Willy missed Tattoo roll call. This absence earned him seven days field punishment No 2 from the OC.

Western Front 1917

February saw preparations for the Spring Offensive and 5th Army assumed command of the Australian divisions. The German withdrawal to the Hindenburg Line surprised the Allies but by 17 March they had commenced the 'war of movement'. In a matter of days 30 Bn advanced 20 miles. Tpt were hard pressed to keep the infantry supplied however this did not prevent Willy's battalion from capturing the town of Bapaume on 17 March and Beametz on 23 March.

In early April, 5th Division was

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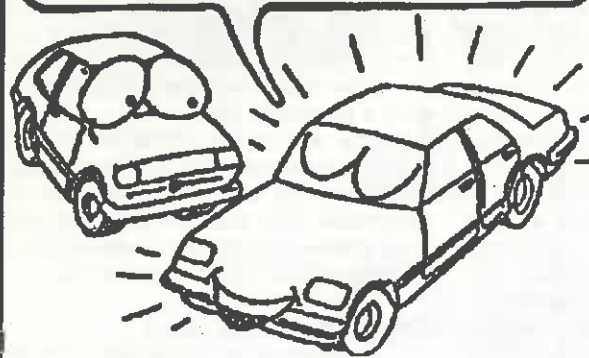
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allocated a rest period and left the Somme definitely behind as the battalions regrouped around Albert, France. A divisional sports day was organised followed next day by a grand horse show. The history of 30 Bn records"... this created great interest and was largely attended. Driver W. Thompson won second prize in the entries for general service limbered wagon and pair of mules."

A short stint in the trenches in April, in which Willy first witnessed the use of gas, was followed by another period of rest. This period of complete rest saw the troops granted leave in Amiens, participate in sports carnivals and compete in tournaments for the best trained and turned out unit. On 12 July the King attended the Divisional Tournament on a field near Hanacourt.

The commencement of the Passchendaele Offensive signalled the imminent return to the line for Willy's unit on 22 September, 5th Division entered the trenches in Flanders. It successfully advanced through Polygon Wood but holding the newly gained ground cost 30 Bn 2 Officers and 148 men mainly through enemy artillery landing in the rear areas. Willy lost some of his good mates during this period plying forward on the nightly resupply runs along tracks and duckboards registered by the German artillery. This routine was maintained until 25 October when 30 Bn began its rearward journey for a fortnights rest.

Winter was traditionally a quiet period. All five Australian divisions were united under one Corps HQ for the first time in the Messines sector and

commenced a scheme of rotation to man the trenches. 5th Division had an uneventful tour between 15 November and 17 December which saw out the year. 30 Bn enjoyed a quiet Christmas around Bologne. The days before Christmas were devoted to general clean up. Tpt was particularly keen, Willy and his mates spent many hours grooming horses, shining harnesses and buckles and cleaning wagons and cookers.

Western Front 1918

The period of training and rest came to an end on 30 January. 30 Bn manned the trenches till 25 February. This stint was characterised by aggressive patrolling and trench raiding. In March the Great German Spring Offensive broke through the Allied line at St. Quentin. 30 Bn was among the units earmarked to block the breach. The next three weeks saw the battalion constantly on the move, at times marching up to 20 miles in a night, entraining detraining then moving by road transport for the next leg. The unit was divisional reserve, flank support to an attack and had a planned attack of its own cancelled. The Battalion eventually found itself around Boves on the Somme. Tpt had overcome some stiff hills, blocked numerous roads with bogged or damaged vehicles and incurred the wrath of the occasional staff officer but when it mattered they were there. By the end of April the front had stabilised and rotational manning of the trenches recommenced. Whether missing out on the fighting was the cause is unknown

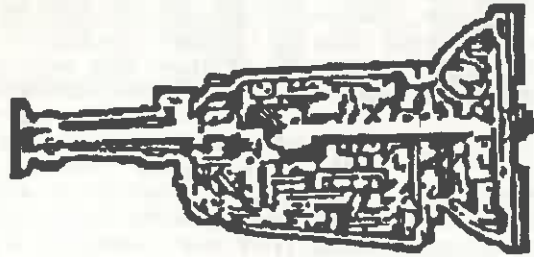
however on 29 April, Willy committed his third crime in the field by failing to attend a parade. Next day the CO awarded him seven days forfeiture of pay.

May was a quiet month for Tpt as the Allies began 'peaceful penetration' against the Germans to regain the initiative. Tpt took advantage of this quiet time to repaint their vehicles. In the battalion report for the month the section was described as being 'in good condition'. In mid-June the battalion entered the line at Morlancourt where German artillery was particularly active. On the night 19 June, Willy was involved in a particularly gallant performance whilst under command of CPL. W. Gripp. The detachment of five Limbers came up to the front with hot meals, other rations and water at the height of a bombardment. The route markers to the front were destroyed so Tripp undertook a recon, found the dump then brought the detachment o the dump without loss. At the dump two mules were killed. Tripp replaced them then led the detachment back through the barrage without further loss. July saw little change from this nightly routine as the battalion took its turn in the trenches. When good cover was available, Tpt moved the cookers right up to the company line, thus minimising their nightly exposure but this was not always possible. Towards the end of July build up activity intensified in preparation for a large Australian/Canadian attack planned for 8 August. 30 Bn lined up in the second wave between Villers Bretonneux and Vaire



Australian Transport Wagons passing through a ruined street in Bapaume. In France, some time after the occupation of the town by the Australians, in 1917

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Members of the 30th Battalion (in support) on the Cambrai Road, Bapaume, France, During the day on which the Australians entered the town on 17 March 17.

wood. The attack has become known as Germany's black day. In their first major attack with tanks in support, the Australians advanced over three and one half miles in a single morning troops who, sustaining only minimal casualties. At one point a single Australian soldier from 30 Bn escorted 100 German Army had been considerably shaken.

To continue the pressure upon the Germans, Monash ordered the Australians to advance by infiltration. The relentless patrolling and advancing was exhausting. As units were worn out they were relieved. For three days, without rest, 30 Bn maintained the pressure. They were finally relieved on 29 August. 30 Bn regrouped around Peronne on 1 September. This was its first chance to undertake complete resupply since the offensive began and Tpt worked overtime to satisfy the units requirements.

The War Ends for Willy

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At this stage Willy's service as a driver with 30 Bn ended. He was detached to a Stokes Light Trench Mortar Battery. He was thus deprived of the privilege of serving continuously with 30 Bn Tpt from its formation to the end of the War. However the end of the war was near and 30 Bn saw little action from mid-September onwards. On 17 September Willy travelled to England. This was his first break from regimental life since arriving in Egypt three years earlier.

Conclusion

Willy served as a driver in the same unit for three years and seven days. This included two years and two months in the trenches of the Western Front. As a driver in the First Line Transport he was regularly exposed to German artillery bombardments as he travelled the tracks and duckboards to resupply the troops at the front. When the battalion rested Willy and his mates continued to work on the serviceability

of their vehicles and enjoyed demonstrating their proficiency at tournaments and show days. Whilst he blotted his disciplinary copy book on several occasions his gallantry, dedication and proficiency cannot be denied.

A principle aim in studying military history is to draw lessons from it. One major lesson we can learn from this chronicle of Willy's service is that despite the organisational and technological changes of the last 75 years the fundamentals of military service have changed little. Willy and his section encapsulate a period of service from the past but also serve as a model for what drivers in the future can expect and what will be expected of them.

Postscript

Willy Thomson is the Great Great Uncle of the Author. This article is an extract from the story of 30 Bn written by the author as a chapter in a family history collection.



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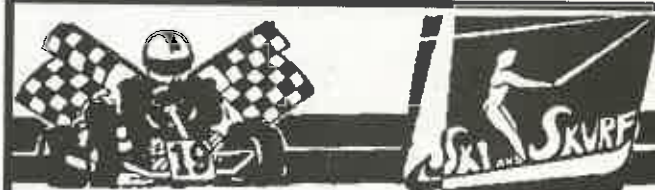


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SHIPS ARMY DETACHMENT HMAS TOBRUK 1992

By WO2 P.W. Macdonald

On 5 August 1992 the Ships Army Detachment, HMAS Tobruk, was presented with a Commanding Officer's Commendation by the CO HMAS Tobruk, CMDR G.D. Kennedy.

This commendation is a high honour for the detachment and commends their efforts during Exercise K92. It is also a singular honour for it is the first time that an entire ship's department has been so recognised and was made more so because it was entirely unexpected.

The Commendation reads:

COMMANDING OFFICERS COMMENDATION

"The Commanding Officer, HMAS Tobruk commends the Ships Army Detachment (SAD) HMAS Tobruk for the high standard Exercise Kangaroo'92. During the period 3 February to 15 April 1992 HMAS Tobruk was involved in transporting equipment and personnel to and from Darwin for Exercise Kangaroo'92. Loading was often carried out during short port visits of 24 hours duration or less, requiring SAD personnel to work well into the night, without rest or being able to take shore leave. These tasks were always conducted, safely and in a timely and cheerful manner. In total 2,500 tons of cargo and 1100 personnel were transported with only one minor incident occurring. It is testimony to the effective and efficient manner in which the SAD conducted its duties that through this entire operation all sailing times were met and no personnel injuries occurred through accident or lowering of safety standards. The SAD, through their efforts, brought considerable credit upon HMAS Tobruk, The Royal Australian Navy and the Australian Army."

As well as the major exercise, 1992 has been a particularly busy year for HMAS Tobruk in its amphibious role. It has certainly made up for the previous two years of mainly 'diplomatic' cruises to such mundane parts of the world as Gallipoli, Greece, Egypt, Hong Kong and an array of exotic and some not so exotic, South-East Asian ports. The year commenced in the last week of January with a trip to Melbourne for the loading of Leopard tanks from 1 Armoured Regiment and engineering plant vehicles from 21 Construction Squadron for delivery to Darwin. This

was to be the first of three major deployments from Sydney to Darwin and five other 'Milk-runs' from Tobruk's second home-port Townsville to Darwin with exercise vehicles and stores. Tobruk also conducted two amphibious landing rehearsals at Booby Island (Cape York) and Gove (Northern Territory) prior to the major exercise landing on Melville Island on 29 March.

The five day period, 29 March - 2 April, during which the 1RAR Bn Group of 400 personnel and an aggregate of 70 vehicles was landed at Milikapiti Hard, and then extracted, was the culmination for the SAD of several months of painstaking preparation and several smaller amphibious exercises during the latter part of 1991. It was also a period of intense, even frantic, activity during those five days with both air and watercraft operations running simultaneously and 0300 finishes and 0500 restarts a common occurrence. However, by 0300 hrs 3 April, the entire force had been extracted off the island, the heavy NLE (Naval Lighterage Equipment) pontoon had been raised and the ship was underway to Darwin with close on 500 troops embarked. By 25 May, HMAS Tobruk was back in Sydney at the conclusion of the third of its major deployments to Darwin. On this trip it carried a mixed load of light armoured vehicles from 2 Cavalry Regiment and the last of 10 Terminal Regiment's MHE (Materials Handling Equipment) out of the exercise area.

This return to 'civilisation' was short-lived for within two days Tobruk was on its way south to Hobart and Melbourne on a ten day round trip in cooler waters.

After four months in the tropics with its enervating heat and tropical rain squalls this unscheduled sojourn to more temperate latitudes was a welcome interlude from an otherwise hectic sailing programme. It was quite a change to be out of the confines of the Great Barrier Reef and the insipid green waves of North Australian waters to be steaming south through the broad blue swells of the Tasman Sea in company with a pair of albatross. If there were any lingering doubts to the direction of travel the cold, clear skies and biting Antarctic winds soon dispelled them.

This fair weather, though not the chilly temperatures was to continue for the following few weeks when Tobruk returned to Sydney Harbour to support this years ANARE (Australian National Antarctic Research Establishment) training programme off Balmoral Beach and North Head. This was also an ideal opportunity for the SAD to identify

future recruits from the detachment of 'Termites' from 30 Terminal Squadron who were operating its Favco cranes.

The ANARE training was soon followed by Exercise 'Tasman Link'. This was 1 Field Regiment's annual live firing exercise conducted at Shoalwater Bay Training Area (SWBTA) and it was to provide the SAD with a new challenge in the mass handling and airlifting of field guns and attendant vehicles. The exercise commenced on Friday 17 June at Fleet Base Sydney (Woolloomooloo) with the loading of a detachment of RAAF Communication Vehicles from Richmond airbase and half of a dozen 6x6 landrovers from 16 AD Regiment RAA in Adelaide.

Tobruk sailed for Brisbane on the following Monday morning in company with the training and secondary amphibious ship HMAS Jervis Bay and the destroyer escort HMAS Derwent.

Who amongst both the crew and the embarked force could forget the incongruous sight at night of Jervis Bay steaming north along the NSW coast lit up like a cruise liner minimum of green, red and white running lights.

Who also could forget the spectacular display of night firing with - 50 cal machine guns, 40/60 Bofors and an array of guns from Derwent. And the equally amazing spectacle the following evening of a RAN Squirrel helicopter playing 'gunship' with a soldier sitting in the open doorway with a hand held Mag 58 and shooting in a welter of bouncing red tracer at a magnesium flare in Tobruk's wake in the fading afternoon light.

At Brisbane Tobruk loaded the bulk of 1 Field Regiment and sailed the same day, 24 June, after a record loading time for 50 vehicles and 297 personnel of three and a half hours. The following afternoon and now detached from Jervis Bay and Derwent who were still in Brisbane prior to deploying to the South Pacific, she rendezvoused with the Guided Missile Destroyer HMAS Brisbane and the New Zealand Frigate, HMNZS Canterbury off Gladstone and sailed in company with them to the gun line at Townshend Island in the SWBTA.

The main phase of 'Tasman Link' commenced at 0500 hrs 26 June with the transfer of vehicles by stern door marriage to the Landing Craft Heavy (LCH) HMAS Betano. This was followed at midday by the first of forty Blackhawk and Iroquois airlifts in which the bulk of the regiment's guns and vehicles were ferried ashore to the battery positions on nearby Reef Point.

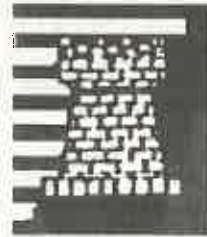
Over the following two days Tobruk remained at anchor on station two

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miles off Reef Point as the landing force support ship. The warships stood a further five miles out to sea on the gun line and gave NGS (Naval Gun Support) to the regiment's targets. This period was also intense as frequent airlifts of personnel and A22 pallets of ammunition occurred as did vehicle transfers by LCH through the stern door. It was also a period of intense interest to both the SAD and Naval members of the ship's company, especially during the regimental gun shoot from Reef Point. This period was also characterised by the rapport between the SAD's freightsies, the young sailors in the ammunition and on-deck work parties and the gunners and was to continue for the remainder to the exercise until the regiment was disembarked in Brisbane on 3 July.

Back in Sydney by 9 July, HMAS Tobruk underwent a ten day maintenance period at Fleet Base for a forthcoming deployment to New Zealand and the South-West Pacific. The SAD spent their ten days routinely chipping and painting their way about the ship and in the myriad of other administrative tasks which cannot be satisfactorily done whilst at sea. This time also afforded a suitable occasion to conduct a long overdue physical fitness test and to send the interstate members home for a few days leave.

Also during this week the SAD embarked a five man LARC V detachment from 35 Water Transport Squadron and a ten man (actually eight men and two women) detachment from 1 Transport Squadron. These elements were embarked to carry out specific roles for the Australian and New Zealand contingents during the forthcoming fiftieth anniversary of the Guadalcanal Campaign in the Solomon Islands.

On the 20 July Tobruk went back to sea on a Monday morning which was definitely at the 'worse' end of the weather spectrum since the trip south in June.

On this cold, grey morning Tobruk slipped quietly down Port Jackson, past Jervis Bay forlornly swinging at a buoy off Garden Island, past the Army Maritime School at Chowder Bay, past 10 Terminal Regiment and Middle Head and then out through the Heads. Normally at this point the soldiers on the shade deck line party would be busily joking and looking forward to the next port of call but on this occasion they were noticeably subdued and no amount of prompting could get them to communicate above a disgusted grunt. And who could blame them, for it is rather hard to be enthusiastic about going to sea on a wet and windy day when the projected noon temperature is 13 degrees centigrade, the wind chill factor is something minus and coming straight from the Antarctic and there is a four metre beam on sea running and

predicted to continue for the next four days.

Two hours out of Sydney Tobruk rendezvoused with HMAS Derwent and three visiting Japanese destroyers to effect a resupply at sea (RAS), but this was aborted after only one approach run due to the heavy seas and poor visibility, Tobruk then detached from the flotilla and proceeded independently towards Wellington whilst Derwent returned to Sydney. The three Japanese ships followed on to Wellington two days later.

The four day voyage across the Tasman was as rough as expected and not a great deal of upper deck maintenance was done other than the barest essentials. For other than the unfortunate individuals of the daily duty watch, the bulk of the ships company (including the attached 'Truckies and Larcies') rarely moved out of their bunks except at meal times. The only time the SAD appeared on deck was to relash and block out six ISO containers which had worked loose on the vehicle deck.

On 24 July Tobruk docked at Wellington and all on board soon understood why it is aptly named 'Windy' (and cold) Wellington! However, not even a temperature of 8 degrees centigrade with a wind blowing straight off snow covered hills and a chilly driving rain could dampen the SAD who by this time had mysteriously recovered from their sea sickness and wasted no time in 'stepping' ashore with their sailor mates to the nearest 'pub'! Who would dispute the seemingly irrefutable evidence that a couple of quick pots of Kiwi beer magically restores one's equilibrium after four days and nights of bouncing off bulkheads. At least none of the SAD fell off the wharf on the way back to the ship as did a local visitor to the Senior Sailors/Senior NCO's Mess later that afternoon.

The ship spent three days alongside in Wellington before proceeding up the east coast of the North Island to Auckland for a further two days port visit. Apart from some official visits by the New Zealand defence force the balance of the time was spent touring! One such tour was from Wellington to the New Zealand Army's principal training ground at Waiouru in the centre of the North Island. If we in the RACT and RAAC think our Puckapunyal is the epitome of misery in winter, then spare a thought for the group of Kiwi truckies and cavalrymen who were bivouacked on the plateau below Mt. Ruapehu during a snow-storm.

Another visit also in keeping with the historical flavour of the voyage to the Solomon Islands via New Zealand, was to the World War 2 U.S. Marine Camp at Paekakariki on the west coast of the North Island. This was the

American's staging camp for the amphibious landing on Guadalcanal in 1942 and a visit there was quite appropriate prior to the ships visit to Honiara.

From Auckland on 31 July Tobruk sailed North-west towards the Solomon Islands arriving at the capital and principal port of Honiara on 6 August, just one day short of the 50th anniversary of the original American landing. Tobruk's seven day voyage closely followed the route of the 5 August, before berthing at Honiara that the CO HMAS Tobruk made his presentation to the OC SAD, MAJ G.L. James, before the assembled ship's company on the vehicle deck.

The five day visit to Honiara proved to be a success for both HMAS Tobruk and the RACT. It was a success for Tobruk because of the demands placed upon her for the holding of official functions, the hosting of VIP's from four nations and the provision of accommodation, troops for official guards and the routine of liberty boats between the ships of three visiting navies.

However, for the RACT it proved to be another singular success. The SAD's activities were limited to the discharging and backloading of cargo and vehicles for 17 Construction Squadron RAE (who were building a patrol boat base at Honiara for the Solomon Islands Government) and a few other minor transport tasks. But for the embarked 'Truckies' and 'Larcies' it was to be a hectic five days busily spent in continual transport of personnel and cargo between ship and shore and to various destinations around the island. For example CPL Giampino from 35 Water Transport Squadron and his two LARC V crews accumulated the following statistics over a four day period:

- 314 work hours;
- 71 hours of on water steaming time;
- 1004 passengers carried;
- 157 nautical miles steamed; and
- 48 km of road driving.

Similar statistics were tallied up by CPL McWilliam and her detachment from 1 Transport Squadron. They had embarked a landrover and four Unimogs in Sydney for the specific task of supplementing transport for the Australian High Commission and the New Zealand Army Detachment and they too, spent four days ferrying personnel and stores all over the island.

However, it was not all work for the SAD at Honiara. Apart from spending a reasonable amount of time at the Point

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SHIPS ARMY DETACHMENT HMAS TOBRUK SEPTEMBER 1992

Front Row: PTE G.A. Fittler, CPL W.G. Harrison (RASIGS), SGT D.W. McMillan (SPV TML), MAJ G.L. James (OC), WO2 P.W. Macdonald (SSM), CPL S.A. Roberts (CCLK), LCPL W.J. Duncan (RASIGS).
 Tear Row: PTE M.J. Brookshaw, PTE F.A. Climas, LCPL J.P. Bell, PTE P.J. Henrichs, LCPL G.R. Player, PTE M.G. Smith, LCPL K.A. Hayes (RASIGS). Absent: SGT L.A. Joyce (SQMS)

Cruz Yacht Club, there was ample scope for battlefield tours and visits to the Camps of the Australian Engineers, the American Marines and the New Zealand Army.

At the conclusion of the visit on 11 August, Tobruk headed south to Vanuatu for a flying 36 hour visit to Port Vila. Here was only the briefest of opportunities for sightseeing and duty free shopping but there were not too many who did not venture ashore as soon as leave was piped. From Port Vila Tobruk returned to Australian waters, berthing in Townsville (once again) on 20 August after 32 days away from Sydney. Here, CPL McWilliam's detachment was disembarked to road drive back to Sydney whilst 2/4 RAR were loaded for Exercise 'Swift Eagle'.

'Swift Eagle' was the last of Tobruk's major activities for the year and was conducted off Sabina Point at Shoalwater Bay between 29 August - 4 September. For this voyage 444 troops and one RAE bomb dog were embarked and put ashore by helicopter, LCM8 and CPL Giampino's LARC's. This exercise is remembered by the SAD not so much for its military value or its long hours or sleepless nights but for the amount of hilarity generated by the engineer's bomb dog which took a dislike to the sailors in their white and blue overalls and bit everyone who was not wearing DPCU's.

At the conclusion of 'Swift Eagle' CPL Giampino's LARC's were de-tached in Townsville (they were going home to Sydney in the cargo decks of two LCM8's), another farewell was given to the members from 8 Movement Unit (once known as Townsville MCO) and Tobruk herself returned to Sydney via stopovers in Cairns and Melbourne to conduct her end of year maintenance.

It has been along, but worthwhile year. It has also been demanding for the young and not so young members of the RACT and RASigs.

SAD Tobruk is a challenging posting for those in the Operator Terminal, Clerical and Storeman Technical General trade streams of the RACT and for the Operator Information Systems/Radio Cipher of RASigs.

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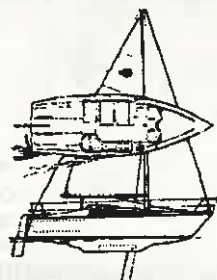
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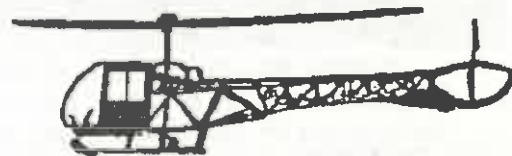


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HAVE A GO!

by Second Lieutenant Andrew Keays

Following several years of active participation in the Army Reserve as an OR, I decided that I'd like to try out for officer training. This decision coincided with a transfer from Melbourne to Bendigo within my civil employment as a Police Officer. As someone who *scraped through Year 10* (form 4), my educational standard was a little short for officer selection as well as promotional aspects within the force. The transfer allowed attendance at the Latrobe University College of Northern Victoria, thereby killing two birds with one stone. The successful completion of the degree increasing promotional potential within the force and a necessary educational requirement for possible officer selection.

The transfer also meant a Corps transfer from RASigs to RACT. It was with mixed emotions that I left 126 Signal Squadron (1 CDO REGT) to join 15 Transport Squadron (9 TPT REGT). But the logistics involved in commuting alone and training commitments were simply not practical. However my green beret still holds pride of place on the hat stand.

I should point out at this time, my years at 126 Sigs were not as a field operator but rather in the rear echelon area(s) with a variety of jobs from gennie jock to driver to keyboard operator and commcen commander. During this time I carried out many and varied different tasks and amassed a great deal of knowledge concerning the daily *behind the scenes* running of a unit. I also qualified as a Transport Manager on the 4/87 Transport Managers Course conducted at the Army School of Transport which brought me in contact with the RACT proper and helped make the transition a little easier based on that experience.

Accompanying the Corps transfer was the loss of promotional aspects due to the now irrelevant ECN training and Subject courses. Although Subject One for Corporal remained appropriate, the Subject Two for Corporal (RASigs) was not relevant to the needs of RACT service. It therefore became necessary to regain Corps qualification which was accomplished in September, 1990.

Not long after the transfer became effective, I was appointed PMC of the OR's club. Licence upgrading and a posting to 14 Troop as a Section Commander followed. 1989 and 1990 were two years of fairly intense commitment toward the troop and the 'boozier.' In conjunction with these were the demands of full-time study and employment. Overall it led to some fairly acrobatic juggling of the duty roster between work, army and college.

The famous six P's and explanation of the situation to the various bosses allowed minimal disturbance to all three. Strong lessons borne out of these years are the effectiveness of co-ordination and the profitable use of available time.

1990 was the turning point in my efforts toward gaining a commission. I was awarded Soldier of the Year within the Squadron and commended for coursemanship on my Subject Four for Corporal (RACT). Not long after completing that course, while passing the OC's office, the OC, then Maj. C. Anstey, asked me to 'step into the office for a minute.' Having heard those words once or twice before, I was racking the brain for the *last time I thought I'd gotten away with something* when I heard 'have you ever thought about officer training?' After ten years, the moment had arrived and, 'as a matter of fact sir, I have.'

This was only the beginning of long and arduous trek, the amount of paperwork alone in the application resembled a telephone directory, however the start had been made. What I never lost sight of, and was constantly reminded of, was that I was still a soldier, still responsible to my diggers and could ill afford to engage in self-indulgent behaviour based on simply applying for officer selection. Apart from being irresponsible, it drives a wedge between you and those under your command with whom you as a junior NCO live, eat, sleep and drink. This is not acceptable nor desirable within the ranks, however should not be confused with the maintenance of high personal standards as these are desirable traits within all service personnel especially at junior NCO level.

Thus the work continued, as did the application through the chain of command. The one significant problem with the application, was that as my degree was and still remains unfinished at the time of writing this, for all intents and purposes my educational standard remained as Year 10. This was the hardest obstacle to overcome and there was nothing I could do about it. Although the continuing studies may have acted as some form of compensator, my application remained dependent on the word pictures based on individual merit. Each application is unique and the more word pictures available, the greater merit can be portrayed. As a reservist, not only did my military service history assist in the creation of the *bigger picture* but my civilian employment as well as academic merit both had an input. In some ways however, a reservist may well be

disadvantaged in this regard. The application was duly processed through both unit and regimental command with each commander having their say and recommendation as to the application.

Once the application was forwarded on from the regiment, the long wait began. The work continued and the rewards were still forthcoming by way of the presentation of the Soldiers Medallion at the 9 Tpt Regt regimental parade held at Puckapunyal on Sunday the 17th of March, 1991. The citation in part reads, 'dedication, enthusiasm and professionalism are apparent in all aspects of his work....achieved primarily through an extremely positive leadership style incorporating high personal standards.' I learnt of the award only a couple of days before the parade and will always maintain that I was just doing my job.

Following a very thorough medical, I was duly advised that I was required to attend HQ 3 OCTU at Simpson Barracks for a selection board. A word to the wise at this point, it is imperative that your turnout in a situation such as this is 100% or better as denim and/or track suits do not impress anybody, especially a selection board.

The day duly arrived and the board assembled. A nominal roll of the prospects was taken and when my name wasn't called, I began to feel the faint tremor of despair. This was the right day, the right place, the right time wasn't it? Yes, the letter definitely says this is it, so it's not my end of the stick. Some very quick decisions were made and I was permitted to sit the board even though the board did not have any of my documentation. I remember hoping that the floor would open up and the earth would swallow me, however I did the only thing that I could have done and sat the board. It now became very much an individual effort. I was later to learn that it was a simple administrative error which had caused my appearance on that day. Some confusion existed as my application was also being considered for entry on the Full Time Commissioning Course (FTCC) as well as the OCTU scheme. It was a typical Melbourne day and rained for the duration of all outside activities. However for me, it finished on a high note, as I was found suitable for selection for officer training by OCTU.

In due course, I received an invitation to attend the FTCC selection which was sitting at the same location. The suit was duly dusted off and again I returned to Simpson Barracks with six others but this time making it onto the nominal roll! The board was fairly dynamic in its composition with one

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Colonel presiding, 3 Lieutenant Colonels comprising the rest of the board and two Majors assisting the board overall. Although similar to the first board, it differed slightly in more group based activities and greater observation by the board members. They were however both as equally foreboding and nerve-racking as one another. I had given it my best shot and along the way had received an immense amount of support, from the unit, the regiment, my peers and my mates. All I could do now was wait.

And wait I did. I didn't even have a phone number to ring to try and get some answers. So my hopes lay in the hands of Australia Post and it's mail delivery service, which is a bit worrying because where I live, there is no mail delivery. After much harassment of the local postmaster, and to his relief I'm sure, I was handed an envelope bearing the kangaroo symbol and addressed to CPL A.C. KEAYS. The results of all that work, sweat, worry, now lay inside this envelope. I can tell you I didn't want to open it.

I knew the answer before I started reading. The letter was a typed original on Army letterhead, surely they wouldn't go to this trouble if they were going to say no. I read it anyway. I had been selected for attendance on the 1/92 FTCC course to be conducted at the Land Warfare Centre, Canungra. I'd

made it. Now all I had to do was convince my boss that I should get the time off work to attend the course, attend to the seemingly endless admin requirements such as security clearances and the like, see if I could sweet talk the SQ into letting me swap some uniforms, complete the pre-course study, figure out how to pay the bills including the rent while I was away, get someone to look after the place while I was away and the list continued and after all that, I had to pass the course.

With typical timing that seems to accompany many joyous moments in military life, there wasn't a lot of celebration of my selection, as at that time, I engaged in an exercise against a local ARA regiment as the enemy commander. The moment called for something more than a standard NATO but there were ops to plan and the target lay waiting to be attacked so any celebration had to be postponed. My first call went to the OC, who I've heard, had a smile on his dial for longer than I did. He'd done nearly as much work with the application making sure that it went through just so, following up loose ends and co-ordinating the whole lot. It was a big moment and the sense of achievement was second to none.

The FTCC course is a story in itself which can be left to another time. I will say at this time however, that the

standard and professionalism of the course and instructors were second to none. Good enough was never accepted, they'd only settle for best. The course was mentally and physically demanding as my 7 kilo weight loss will attest to.

The purpose of this story is not as some may think, to blow my horn, but rather to illustrate to others that seemingly unachievable goals can be reached by determination, a bit of hard work and a healthy dose of the old guts and determination. It may not be that you want to be an officer, but whatever your goal, the principles involved are the same. Through your positive application to the job at hand, you are able to create the picture by which others see you and from this picture draw their value judgements. When it is all said and done, it is up to you, the individual, to master your own destiny. In these times of financial restraint, our path often seems blocked by obstacles which constrict training and individual progress. This is an ideal situation for the individual to display some of that dogged tenacity for which the Australian soldier is well known. Look around, talk to people, set your goals, dig your heels in and push, even if only to yourself, prove that you are Par Oneri. Have a go!

I would like to take this opportunity to acknowledge the interest, encouragement and patience extended to me by these personnel without whom, I doubt it would have all been possible.

| | |
|--------------------------------|-------------------------|
| LT COL. M. FITZGERALD | Former CO 9 Tpt Regt |
| LT COL. P. WHITE | CO 9Tpt Regt |
| MAJ. C. ANSTAY | Former OC 15 Tpt Sqn |
| MAJ. D. KNIGHT | Formerly of 2 Cdo Coy |
| MAJ. W. MUIR | Former OC126 Sig Sqn |
| WO1 R. HUNTER | RSM 9 Tpt Regt |
| WO2 R. FRASER | 126 Sig Sqn |
| WO2 D. (Doc) O'CONNELL | SSM 126 Sig Sqn |
| WO2 P. (Shorty) SUTTON (ret'd) | Former SSM 126 Sig Sqn |
| WO2 D. WILLIAMS | Formerly 15 Tpt Sqn |
| SGT A. CAFFREY (Dec) | Formerly 126 Sig Sqn |
| SGT M. FLEW | Chief Clerk 126 Sig Sqn |
| CPL. S. HODGES | 15 Tpt Sqn |
| CPL. R. PORTEOUS | 126 Sig Sqn |
| LCPL. M. (Skid) JAMES | 15 Tpt Sqn |
| LCPL. R. JONES | 126 Sig Sqn |
| LCPL. R. MORETTI | 126 Sig Sqn |
| PTE. G. BRANNAN | 15 Tpt Sqn |
| PTE. V. DIXON | 15 Tpt Sqn |

And to the countless others who have taught me so much along the way.

Personal Data, 'SECOND LIEUTENANT ANDREW KEAYS'

1. 2LT Keays enlisted in the Army Reserve on 12 Oct 1980, with 126 Signal Squadron, 1 Comando Regiment. He spent time attached to 15 Transport Squadron in 1985, before returning to signals. He returned to 15 Transport Squadron and was subsequently promoted to Corporal and took command of a Transport Section.
 2. Following his completion of the commissioning course, 2LT Keays returned to 15 Transport Squadron, where he was posted as the 2IC of 14 Transport Troop.
- M.J. Brereton
 Lieutenant
 OC 14 Tp
 24 Feb 92

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A TRUCKIE "WAR WATCHER" IN SARAJEVO

by Major Barry McManus

I was on observation post duty on the Golan Heights watching over the area of the Israeli/Syrian border as part of my duties with the United Nations Truce Supervision Organisation (UNTSO) when a radio call from my local headquarters asked me whether I was interested in deploying to Bosnia-Herzegovina as an observer for a period of six weeks. By the next day I was replaced on OP duty and joined up with the seven other observers from the Tiberias duty stations that were to become part of a 30 strong contingent sent by UNTSO to start observation duties and hopefully open the airport in Sector Sarajevo.

Two days later we were in Belgrade, New Yugoslavia and had teamed up with 30 observers from the United Nations Iraq Kuwait Observer Mission (UNIKOM). After two more days of briefings we headed off towards Sarajevo, 365 km away. Our briefing in Belgrade had told us that we were on loan to the United Nations Protection Force Yugoslavia (UNPROFOR), to open the airport to humanitarian aid flights, monitor the concentration of heavy weapons, and prepare the sector for 60 new observers from home countries who would replace us and remain for one year. Our 60 observers included officers from 20 different countries which included three Aussies and two Kiwis.

Our vehicles joined up with the advance party from the Canadian Mechanised Battalion (previously based in Germany) and a French relief convoy on the outskirts of Belgrade; total 70+ vehicles. The convoy move began at 0500 hr and made slow and interrupted progress, due to the need of clearance from local commanders to pass through the area. By 2000 hr we had reached a Serbian Army barracks at a suburb called Lucavica, four km from UNHQ in Sarajevo and only one km from the airport. UNHQ deemed it too dangerous to try to get there in the dark, so we stayed the night in the barracks, sleeping in destroyed/ran-

sacked rooms. Serb soldiers were still living in the barracks as it was their forward HQ in Sarajevo.

Incoming and outgoing, tank, mortar, artillery, AAA and small arms fire gave us a warm Sarajevo style welcome on our first night. It took a further two days before the fighting had died down sufficiently enough for us to make the four km trip to the UNHQ building in Sarajevo.

After being briefed in UNHQ, the observers split into two groups; approximately half would work on the Serbian side, the rest on the Muslim side. Initially, the UN aim was to concentrate and monitor heavy weapon concentrations on both sides, and once this was effective, open the airport.

I was fortunate to be on of the first two new observers to go out to work on a mobile patrol, myself and a Russian observer were to escort a negotiation team back out to Lacavica barracks for a ceasefire conference. All went well, until we dismounted from the APC's and moved into the HQ, where artillery and mortar rounds began impacting around the building. There was no shelter in the building and the Serbs appeared rather indifferent to the shelling. The conference went ahead during the shelling, with us in the corridor negotiating a ceasefire while the outside of the building was being hit. On our convoy back from the conference our two APC's escorted a Canadian vehicle convoy to UNHQ. About 150m from the UN building the convoy came under mortar fire; and two Canadians were injured and their vehicle disabled. Our two APC's formed a protective shield around the disabled vehicle while a medical team and a recovery crew did their job. I was then tasked to go with a Dutch Officer and escort the casualties and the French doctor to the Muslim Hospital in town. This began an interesting three hour ordeal where, while waiting for the doctor to do his job, Muslim soldiers on guard at the hospital poked us with their weapons and threatened us if we didn't hand over our flack jackets and

radios. Many of them were drunk, and casually waved their guns in our faces. Fortunately, via a lot of tact, diplomacy and many cigarettes (I don't smoke either), we managed to keep a calm situation. That night a ceasefire was to take effect, but the tracer, tank and mortar rounds that landed around our building put paid to that idea. So ended an eventful first day on the job.

The sector commander MAJGEN Lewis MacKenzie (CANADA) decided that we needed more information on who was shooting and from where, so we set up an observation position on the top of the UN building. Many observers weren't happy about this because both sides were using airburst rounds. Still half of us pitched into constructing bunkers on the roof. I was rostered on as team leader for the 2300-0500 hr shift. It was an eventful night, with a wonderful sound and light show put on by other sides; some a little too close for comfort.

This routine for patrols and roof duty continued until 28 June '92. Many of us were champing at the bit, to get out of the building, to get out of the UN building and onto the gunsites to monitor weapon concentration. Unfortunately both sides had still not agreed on an effective ceasefire. On this day I was tasked to go out to the airport and check its ability to receive incoming aircraft. This was to include details on the condition of the runway and terminal buildings. At this stage the airport was controlled by a Serbian Mechanised Company with a platoon of tanks in location. The airport was surprisingly functional, with no damage to the runway or tarmac area. All the buildings had many non standard ventilation holes, and were severely ransacked inside, however most of the damage could be fixed with 2-3 days work. The radar however had taken a direct RP6 hit and was not repairable. After I reported my findings, I was told to prepare the area for the arrival of the French President, Francois Mitterand. The sector commander and elements of the French defence company arrived soon after my report. It was interesting to note the comradery of soldiers; French and Serb soldiers mixed hesitantly at first but after 2-3 hours there was a fair amount of "you show me inside your APC and I'll show you mine." Even so, the French President's helicopter was hit by unknown gunfire as it arrived.

My boss then told me to get comfortable at the airport and I was told to be team leader of the first observer team to be deployed. My team included a Belgian Colliery Officer, A Russian Bomber Navigator, a



Down the barrel. The valley was Muslim controlled, the Serbs owned the high ground. The 500 man attack was up the hill at the Centre left of the photo. The battery that this gun belongs to stopped the third attack from reaching our position.



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The Paper building being hit by tank fire. View is from the UNHQ building.



All that was left of the ammo bunker that was hit by incoming fire during the attack on the gun position. Most of the ammo was 100 mm Anti Tank APFSDS.

Dutch Marine Captain and a French Infantry Officer. Our task was to observe the war around the airport and comment on the possibility to open the airport to humanitarian flights. Later that day our numbers were boosted by the future airport manager, two French orthotropic controllers, an Argent Airforce Officer, a British Medic, two Canadians, 20 French soldiers and their platoon commander.

At this stage the airport was still in Serbian hands. Beside the airport were the worst places to be in Sarajevo, the Muslim suburbs of Butmir and Dobrinja and the Serbian suburbs of Nedarici and Dobrinji. Muslim snipers shot and hit people in the airport during the afternoon and evening. The Serbs replied with tank fire. We began taking our office/work space from the Serbs in the airport tower building. The defence of the UN personnel at the airport was left to me; an unarmed observer. We constructed some small fire positions and strengthened the walls in our sleeping and working areas. The observers began duty in the airport tower which gave us an excellent view of the whole airport valley area.

Unfortunately all of the windows in the tower were shot out. The floor and desks were littered with glass and bullet fragments, so as one man observed another; on his hands and knees, put the vacuum cleaner we found to good use. At 0040 hrs 29 June, mortar and artillery rounds began dropping close and the Serbs at the airport informed me that the airport was under attack. This was difficult to

physically confirm even with the Canadian officers night vision goggles. The shelling lasted until dawn. It appeared that a concentrated effort had been put into capture the airport hangers, but the Serbs had fought it off-fortunately for us. During the period I was in direct contact with the Operations Centre and at the time General MacKenzie himself. During the morning I was fired at whilst on duty in the tower. Two rounds impacted in the glass above my head spraying glass all over our clean floor. Obviously someone didn't like the reports we were sending on what we could see from the tower. By 1600 hrs that day the Serbs had begun to leave the airport. By 1800 hrs it was in our control and under the UN flag. Also on the same afternoon other observers began deploying to gunsites. At 1900 hrs the first relief flight arrived and we began the unloading process. We even got a call from some European airports welcoming us back to the fraternity.

Before General MacKenzie departed he grabbed me and the Canadian Captain who was part of the airport team. He wanted us to do two defensive appreciations for the airport, one based on a 120 man French Company and another for a 400 man group based on the Canadian Mechanised Battalion which was equipped with TOW missile systems. We were to present our solutions not to the General but to the Commanders of the two forces when they arrived; the French on 1 July and the Canadians on 2 July 92. Both plans were accepted by the

respective Commanders. Indeed I was the Defence Officer for the French Company on the night 1 July. This was quite a role change for a basic truck driver from Australia. Once the Canadians arrived the observers left, our job complete; the airport was open.

For the next five weeks I was deployed onto various Serbian gun sites. This involved observing heavy weapons within an area noting when they had fired, where they fired to, type of ammunition used and number of rounds fired. Where possible we were to endeavour to talk the local commander out of firing. At times this task was difficult because the gun sites could be spread over a large area. In one area it was eight square kilometres around the concentration area. The monitoring of the positions also involved different risks. Some positions were 300 metres from the front line, others 10 kilometres away. All were within field artillery range. Living conditions also varied from a hole in the ground to residing in a house with a local family.

The position I was on monitored five batteries (three field, one medium and one MBRL), an infantry battalion with more heavy weapons than one of our field regiments, and a mobile anti-tank missile platoon. These were what we were allowed to see. There were at least four other batteries (two MBRL) that were just outside my area that I could observe firing, especially at night.

Monitoring the guns during firing was an experience. One night I recall announcing on the radio that five rounds were outgoing from a gun position near me, and that the impacts were approximately two to three hundred metres south of UNHQ. An Australian voice replied on the radio confirming from the OP on UNHQ the five rounds impacting south of his location. I got back on to warn him that ten more were on the way. Some gun positions could also act as observation posts. Mine could see the whole length of Sarajevo from East to West. When co-ordinated with the OP on UNHQ, one on a hill overlooking the airport and one on the hills to the north-west of the city, we could confirm most of the incoming and outgoing fire around town. Unfortunately this system only worked as well as the observers manning positions; in many cases the observers were not up to the task.

The whole experience showed me how well trained Australians and Kiwis are in comparison with most other countries. Our ability to make quick, independent and informed decisions, and the all corps nature of our training made us one of only six or seven national groups who could be relied upon not only to do their jobs with a minimum amount of direction and fuss, but also to do more than the job required.

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By 4 August our time in Yugoslavia was at an end. Without a doubt "WAR WATCHING" was the most difficult job of my career, even though it was for only two months. You had to be on the ball at all times. You needed to go for a week on two hours or less sleep a night and still be coherent for negotiations with the local commanders in the morning and tackled it accordingly, many other observers expected us to provide the answers to problem situations, or to take charge when things weren't going too well.

Now I'm back in Israel to a new job; the relative quiet to working in the Southern Lebanon for six months.

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The view from my O.P. position. In the valley is Sarajevo.
On a clear day I could see 20 km west.



The Aussies: From left MAJ Steve Tulley (RAInf), COL John Wilson (Chief Military Observer, Yugoslavia), MAJ Mike Day (RAInf), MAJ Barry McManus (RACT).



Dobrinja; the suburb beside the airport was not a place to visit. It was hit daily by everything from 9 mm pistols to 128 mm rockets. The suburb was part controlled by Serbs, part by Muslims, hence the large scale fighting.



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A view of Dobrinja burning, taken from the airport tower.



Me and two local 'friends' at the airport the day before the UN took control. Both were very helpful and positive to my team while we shared the airport.



One of the 'PRAGA' anti aircraft vehicles that was deployed around the airfield, being readied to move out.

FIRST AIR TRANSPORT SUPPORT REGIMENT PARADE CELEBRATING 50 YEARS OF AERIAL DELIVERY

26 July, 1992

By Lt Stephen Fomiatti

On 26 July 1942 the first airdrops conducted by the ADF were made at Myola Lakes on the Kokoda Trail. To celebrate these first drops, 1 ATSR conducted a Parade at RAAF Base Richmond. The parade was held on the 26 July exactly 50 years since those first drops. Members from HQ 1 ATSR, 176 Air Dispatch Squadron, 177 Air Dispatch Squadron (ARES), 39 ADE Maintenance Platoon (RAAOC), 2 ADE Platoon (RAAOC), and AMTDU - Air Movements Training and Development Unit made up the parade.

Fifty years ago saw the first large scale aerial delivery of supplies and equipment which occurred during the campaign in New Guinea. These first major airdrops took place at Efogi and Kagi on the Kokoda Trail. Supplies were initially dropped without parachutes to Australian troops on the ground. Due to a high loss rate (up to 75%), parachutes were soon employed to retard the loads in flight and hence soften the landings.

The aircraft used were C47 Dakotas of which one was on display at the parade. They were commonly called 'Biscuit Bombers' by the soldiers. Dispatching techniques were crude by modern standards and a number of dispatchers lost their lives when they fell from the aircraft or were shot down by Japanese fighters.

The Parade marched on at 1100 hours from the 1 ATSR hangar with the Regiment on parade, the RACT and RAAOC Banners were marched on under control of LT Ross Churchill and LT Andrew Jackson respectively. The parade Host COL R.L. Duncan (RL), Colonel Commandant RACT 2MD welcomed official guests COL G.C. Park, Director of Movement and Transport - Army; COL G.R. Thomas, Commander MLG; and Group Captain P.M. Rasmussen, OC Base Support Wing, RAAF Base Richmond. The arrival of the Reviewing Officer MAJGEN D.J. McLachlan, AM, GOC Log Comd, and his ADC, precipitated the parade inspection by MAJGEN McLachlan, COL Duncan and the Parade Commander LTCOL M.J. Grimshaw, CO 1 ATSR.

The march-past and advance in review order were followed by an address to the parade by MAJGEN McLachlan and the presentation of a warrant to WO2 Keiran Worland. The official guests were then farewelled and the Banner Party and Parade marched off.

With the official portion of the day over, relaxing was now the order of the day. A barbeque lunch was prepared for parade participants, friends and families. A static display of aerial delivery loads and equipment was on show, along with a C47 Dakota, C-130 Hercules and CC08 Caribou aircraft.

The huge effort put in to planning and rehearsing for the parade by WO1 Alan Murdoch, RSM 1 ATSR, and all members of 1 ATSR paid off, with the parade and the day being highly successful.



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VICTORIA BARRACKS GUARD TASK

9 Transport Regiment was recently tasked to provide a Guard at Victoria Barracks in Paddington, Sydney. members of the Guard were provided by 26 Transport Squadron and 26 Transport Squadron Workshop, both Regular Army Units, and 15 Transport Squadron and 8 Transport Squadron, both Army Reserve Units.

15 Transport Squadron has depots at Bendigo, Horsham and Stawell, while 8 Transport Squadron has depots in Adelaide and Port Lincoln.

The composite Guard assembled at Randwick Barracks on 13 June, where Warrant Officers Lowery (SSM 26 Tpt Sqn) and Hosking (Trg WO 15 Tpt Sqn), rehearsed the Guard in the parade format.

After a couple of days of hard drilling, the Guard was working as a team. The Guard then mounted on Wednesday 17 June, taking over from 2 Cavalry Regiment.

While undertaking the task, the Guard provided a cenotaph party in

Martin Place, and assisted the State Emergency Service deliver a young girl to St. Vincent's Hospital for treatment.

The task provided a valuable opportunity for members of each Squadron in the Regiment to interact, and enabled the members to appreciate the benefits of working as a cohesive Guard.

The Guard dismounted on 24 June, handing over to Morebank Logistic Group.



Seated (L to R)
SGT Ellerton (15), SGT Crump (Bks SGT), LT Kenny (8), SGT Mitchell(8)

Standing Front (L to R)
LCPL McRae (15), PTE Martin (26), PTE Semmens (15), PTE Whelan (15), LCPL Ely (15), PTE Smith (26), LCPL Dunn (26), PTE McMillan (26 Wksp), PTE Allen (26), CPL Moore (8).

Standing Rear (L to R)
CLP Hinsbey (26 Wksp), PTE Chappell (26), PTE Sampson (15), CPN Jackson (26 Wksp), PTE Schriver (15), Paull (8), DeZilva (15), PTE Farrington (15), PTE Gilliam (26), PTE Brown (15), PTE Thomas (26), CPN O'Grady (26 Wksp)



CPL Ian Moore from 8 Tpt Sqn, and PTE Andrew Seemans from 15 Tpt Sqn secure the Landing Zone for the State Emergency Helicopter, before assisting in loading the patient into a waiting ambulance.



Members of the Guard under command of SGT Mitchell from 8 Tpt Sqn at the Cenotaph in Martin Place.

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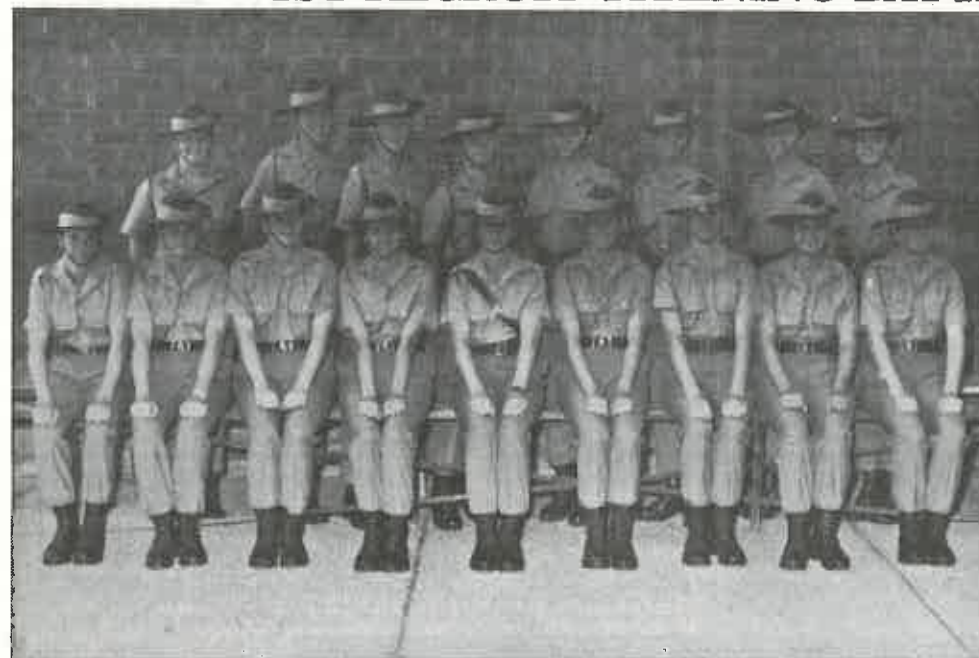
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RECRUIT TRAINING AT THE 1ST RECRUIT TRAINING BATTALION



RACT R RES - April '92
 Back Row (L - R) PTE B.M. Magill, PTE M.L. Goodacre, PTE E.J. Hoyland, PTE K. Dahler, PTE T.R. White, PTE K.A. Heath, PTE B.J. Baker, PTE M.A. Brumfield.
 Front Row (L - R) PTE A.J. Cullen, PTE T.M. Lindsay, PTE K.A. Wight, PTE L.M. Millar, LT A.M. McCarthy, PTE J.L.

Alexander, PTE L.A. Makey, PTE D.K. Dutton, PTE M.A. Gore.

On arriving at the 1st Recruit Training Battalion (1 RTB) as a Platoon Commander, my knowledge and understanding of the Ready Reserve Scheme was limited. This article is designed to expose the training requirements of staff and recruits to this new scheme. My experience as a Platoon Commander is solely centred around the raising of the first female Ready Reserve platoon. With the introduction of the Ready Reserve Scheme 1 074 Ready Reserve recruits commenced recruit training between 7 January and 12 February 1992. Four platoons were raised weekly with the exception of the final intake on 12 February 1992 in which only two platoons were raised. All Ready Reserve applicants were enlisted as for general entry, however, were Corps batched based on their aptitude and suitability for employment in specific trades. This process eliminated the Corps allocations which would normally occur during recruit training.

The training is identical as for general enlistment and is divided into three stages, each of four weeks duration, however, the first week of Stage One is referred to as pre-week. During this week recruits are introduced to service life, initial issues are received and team work commences. During this stage staff rely on imposed discipline in order to achieve recruits working at the same level at the same time. Stage One recruits are introduced to physical training, weapons, drill, military law, origins and history of the Army and barrack discipline. These subjects continue throughout Stage Two and new sub-

jects are incorporated into the training programme. Navigation, field craft and radio telephone procedures are introduced and greater emphasis is placed on barrack discipline. Programmed and impromptu inspections occur weekly, these help to monitor the recruits organisational skills and ability to work as 'part of the team.' During Stage Three greater emphasis is placed on physical training, field craft and navigation and training culminates with two short field exercises and a physical challenge. Enabling and terminal objectives assist in monitoring the recruits progress throughout training, staff are able to identify those recruits who require further training or consideration for remedial training. If it is considered that a recruit is below the standard required they may be back-squadded to Digger James Platoon for further retraining. Throughout training the recruits participate in nine range practices incorporating both a theoretical and application of fire terminal. Recruits are also required to participate in a grenade practice. Each platoon is commanded by a Platoon Commander, Platoon Sergeant and four Corporals. Occasionally, platoons will have the added advantage of an additional NCO employed as an administrative Corporal. Lessons are divided amongst platoon staff. Each section commander is solely responsible for the training of their section in drill, weapons and field craft, however, the platoon commander and platoon Sergeant assist with these lessons. The platoon commander would normally be appointed all navigation,

military history, financial, customs and traditions of the Army lessons as well as range practices. These are examples of the lesson types but may vary between platoons. The Platoon Sergeant will share the responsibility of lessons and is responsible for the platoon administration and would normally instruct at platoon level. Initially, training is time consuming, section commanders may work a 15 hour day and time spent within the lines becomes less as training progresses. The platoon commander is also responsible for maintaining a platoon commander's note book on each recruit, containing initial interviews, stage reports and recruit counselling.

The Ready Reserve recruits are treated identically to that of a general enlistee. Staff were challenged with higher intelligence levels with Ready Reserve recruits in that the majority of recruits had obtained their HSC, a number with university entry. Of the 1 074 recruits, 76 were allocated RACT, (178 of which were females).

There are currently five RACT Officers at 1 RTB, three of which are platoon commanders, one company 21C and one Staff Officer Grade Two at Battalion Headquarters. A small contingent of section commanders are provided by RACT with the bulk of all RACT positions made available through the MCO and Transport Unit. A position on the training staff of 1 RTB provides a challenging and rewarding posting and an ideal opportunity to enhance man management skills.

ANOTHER STEP FORWARD FOR MOVEMENTS

by *CAPT. Marina Brown*

Another of the DRSR phases was recognised in Brisbane recently when the soldiers of the First Movement Unit (1MU) marched onto the parade ground at the Ashgrove Depot to celebrate the raising of the new unit. The Unit was officially formed on 1 July 1992 with the amalgamation of the 1st Movement Control Unit (1MCU) and Movement Control Offices (MCO) at Brisbane, Canungra and Oakey.

1 MU is an integrated Unit, which employs both Regular and Reserve soldiers as well as civilian staff. It is one of eight movement units throughout Australia making up the re-organised national army movements network. MCOs and MCUs have been complementing each other for many

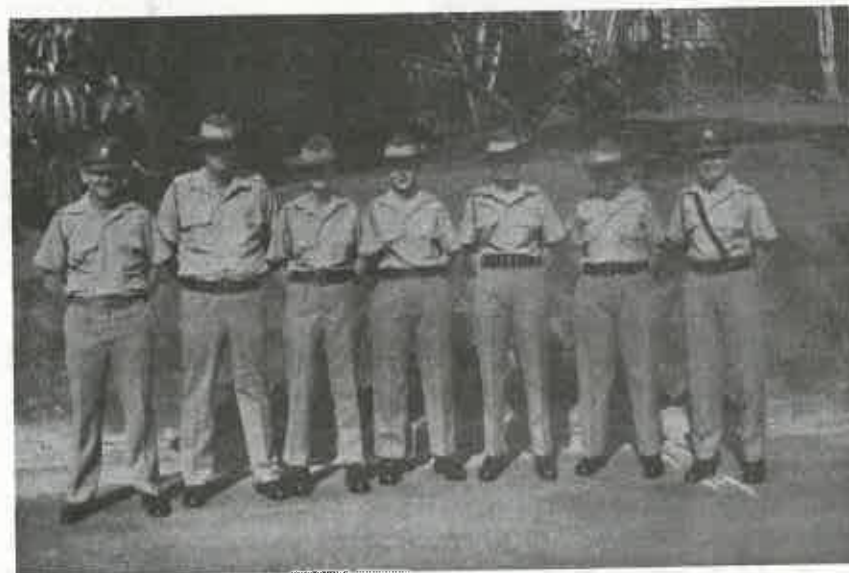
years and it was a natural evolution for these units to combine resources to ensure the continued effective and efficient movement of personnel and equipment around Australia and overseas.

BRIG N.J. McGuire, AM, RL, Colonel Commandant RACT (QLD), attended the parade in the capacity of the Reviewing Officer. During his address he complimented the soldiers on their professionalism and congratulated the Commanding Officer, LTCOL L.J. Brown, RFD, on the formation of the Unit. BRIG McGuire also highlighted the achievements of the predecessor units, as well as stressing the changing structure of the Defence Force.

The Parade Commander was CAPT A. Luttrell, and the Parade Sergeant Major was WO2 L. Jessen. The Unit marched on in ceremonial dress, including steyres, with the Australian Army Band Brisbane under the musical direction of MAJ J. Hammond.

Special guests at the parade included Mrs. Alice Arnold, the wife of the late LTCOL A.M. (Max) Arnold who was the initial Commanding Officer of 3 MC Trg Gp, one of the original movement units formed in 1949.

After the parade, BRIG McGuire and the other invited guests met past and present soldiers of the Unit and their families during afternoon tea to complement a successful afternoon.



*1 Movement Unit Detachment Oakey
L to R*

WO2 Buck Rogers, CPL Bill Winter, PTE Tess Gordon, PTE Trudy Casey, PTE Kerry Cornish, PTE Linda Craner, CAPT. Marina Brown.



1ST TRAINING GROUP TRANSPORT SECTION EXERCISE 'ROUGH TERRAIN' 1992



'Rough Terrain 92' was a training weekend conducted 28 - 30 August 92 in the Wide Bay Training Area.

The aim of the weekend was to provide training and practice (particularly for GRes members) in navigation, cross-country and convoy driving. Many of our drivers had not participated in this type of training for several years, so it was a chance for them to practice skills that had mostly gone unused since their driving course.

Despite unusually dry conditions in the area, we did manage to find a deep, wet creek - moreover, so did a few landrovers!

LCPL O'Brien, a tall 6'5", got very wet measuring the depth of water feeling for obstacles. He was watched by LCPL Bradford and PTE Breadney who were offering their advice on the possibilities that this crossing offered (see photo). Route through the crossing decided, it was left to the drivers to try their skill - the depth was just too much for some, as landrovers become bogged. This provided excellent practice for our recovery exercise and much was learned from the experience.

The weekend overall was a great success, and budgets allowing, the transport section will be heading off again next year on a similar training exercise.



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THE BALLARAT TWO DAY ANNUAL WALK

On the weekend of 21-22 March '92, the Army School of Transport (AST) again took part in Ballarat Two Day Annual March (BTDAM).

AST entered one team in the Brett Mitchell Memorial Shield 2 x 30 km Armed Services category. The first 30 km route was conducted on Saturday, in the southern outskirts and forest area of the city, the second, conducted on Sunday, in the urban areas of the city.

The team consisted of the bare minimum of ten members, of which two were female soldiers with injured or blistered feet and two male soldiers who were "volunteered" at 1630 hours on the afternoon prior to departing for Ballarat, not having attended any of the training sessions conducted in the preceding four weeks.

As mentioned earlier, the first 30 km route covered mainly the southern outskirts and forest areas of Ballarat, the team was able to provide a good pace of on average 5 km every 50 minutes without any problem.

The second 30km route in the urban areas of the city again saw

the team provide the same pace, unlike the majority of the teams who seemed tired from the previous day, this resulted in the AST team arriving at the finish point first, having passed through all Timed Check Points on time.

The organisation conducting the march are to say the least quite amazing! Although we believed we were "in with a chance" to win the 30 km category and perhaps the overall trophy in the Armed Services category, due to the maintenance of a consistent pace throughout the event, another service team, who actually arrived at the finish point last, won!! AST came runner up in this category.

I am not going to go into the politics of the organising committee of the BTDAM here, however I wish to publicly pay tribute to all those who walked the 60 km event, who undertook a personal challenge and working as a team "in our minds" won the day despite what any committee might say.

A special "pat on the back" goes to all those who took part in the walk, particularly those from other corps who

represented AST. Special thanks must also go to the support crew, without their assistance we would not have done as well as well as we did.

Team Members

| | | |
|------|---------------|--------------|
| CAPT | S.W. Grainger | |
| LT. | S. Galjaardt | OC |
| WO2 | J.E. O'Grady | Team Captain |
| SGT | P. Lambert | Team 2IC |
| CPL | R. Croucher | Medic |
| PTE | K. Evans | |
| PTE | J. Lambie | |
| PTE | G.R. Slaven | |
| PTE | J.L. Spurr | |
| PTE | D. Turner | |

Support Crew

| | | |
|-----|----------------|-----------------------------|
| MAJ | R.A.G. Ellis | Masseur |
| LT | A. Fairweather | 21C (Re-con/Int gatherer) |
| WO2 | D. Wolfe | Chief Driver |
| CPL | C.J. Smith | Cook |
| SPR | J.R. Knipe | Photographer |
| PTE | M.W. Wardell | General Hand-/Morale Raiser |

WO2 J.E. O'Grady
Team Captain - 26 May '92

MAJGEN DEIGHTON MEMORIAL FUND

IN PAR ONERI No. 20 we mentioned that the Corps raised \$3500 for the Austin Hospital. The Director presented the cheque and a framed photograph to the Hospital in August 1992. The following letter is from Mr. Brian Powell, the Chairman of the Austin Hospital Foundation.

Dear Colonel Park,

I am writing to express the Foundation's sincerest thanks for the kind gesture from the Trustees of the RACT Central Fund in donating \$3,500 towards the Foundation's PET Appeal. A receipt is attached.

As a personal friend of Major General Derek Deighton for some time before he joined us at the Austin, I was especially gratified that his former Corps chose to perpetuate his memory in this way. I know that his family is similarly most grateful.

I assure you that Derek played a major role in the initial fund raising for PET and would be proud to know of your contribution.

The Radio Chemistry Laboratory has been chosen as the location for the photograph of Derek.

Yours sincerely,
Signed Brian Powell.

STUDENT OF MERIT AWARDS

The following RACT members were awarded the student of Merit prize for their recently completed trade course:

1/92 Supervisor Marine (Jul-Aug 92)

233460 CPL Richard Tassell
ADFWC (SASR in 93)

WELCOME TO THE CORPS

THE DIRECTOR AND MEMBERS OF THE RACT WISH TO WELCOME THE FOLLOWING RECENT RMC GRADUATES INTO THE CORPS:

LT Mal Brick
LT Jasmin Northey
LT Jason Walk
LT Richard De Nardi
LT Chris Harrison
LT Debbie Gibbins
LT Peter Carnes
LT Scott Lymbery
LT Michell Miller
LT Greg Rowlands
LT Phil Blowers
LT Matthew Sheppard
LT Neil Grierson

AUSTRALIAN VIETNAM FORCES NATIONAL MEMORIAL MARCH 3 October '92



Vietnam Veterans from the Royal Australian Army Service Corps swing down ANZAC Parade, Canberra during the March of Remembrance after the dedication of the Australian Vietnam Forces National Memorial on October 3. Thousands of veterans from around Australia took part in the parade, a church service at the Changi chapel at the Royal Military College, Duntroon, and a nostalgic concert on the lawns in front of Old Parliament House. PHOTO: ABPH CRAIG DUFF.



Ready Reserve Soldier Melissa Brumfield, 18, of Laidley, Qld, took little time to try out the driver's seat of a Royal Australian Corps of Transport truck after she marched out from three months training at 1st Recruit Training Battalion at Kapooka, near Wagga Wagga, NSW on Easter Monday. After specialist training, she will join her transport unit in Brisbane for the remainder of her 12 months full-time service and her four years part-time service in the Ready Reserve.

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A SHORT, SHORT POSTAL HISTORY

by WO2 P.R. Terrell

Australian aborigines have message sticks, the Africans have drums, the American Indians have smoke signals, and we in the Australian Army have the Army Postal Service. Some people may say that the other three are better than the Postal Service we have, but as you read on, you may change your mind.

Background to the Service

Prior to Australia becoming a Federation in 1901, each State within Australia had its own militia, controlled by the State and paid for by the State. The militiamen had to buy their own uniforms (sounds familiar, doesn't it), and some cases had to buy their own ammunition. The mail system in those days was controlled by the General Post Office (GPO).

The mail was sorted at the GPO, (no Postal Agencies-back then), and then an Orderly from the Battalion HQ would pick it up for delivery to the troops. On bivouacs, the mail was sorted into battalion lots, and kept aside for pick up by the battalion. (No mail delivery service). This could have taken weeks, as the mail was often picked up by the Q staff on their resupply runs.

Prior to Federation in 1901, each of the States provided Expeditionary Forces to The Sudan, The Boxer Rebellion, The Crimea, and the Maori Wars in New Zealand. Getting the mail to these forces was a matter of placing the mail in a mail bag, and putting it on a supply ship, and then your mail would get to you in about 6-8 months, provided that the ship was not retasked or re-routed. After Federation, the States joined forces to create the Australian Imperial Forces, being under control of the newly formed Australian Government. The task of mail room orderly was handed to the battalion orderly room clerks, and it was his job to ensure the mail was received by the addressee. Once again, the GPO played its role as receiver and dispatcher of the Royal Mail.

During World War 1, the mail was handled by the GPO. The provision of postal clerks was now in practice. Each battalion had on its staff at least one clerk, and if the unit was lucky sometimes two. The method of dispatch was similar to that mentioned above, except when it came to dispatching mail overseas. The GPO, unlike today's International Mail Centre in Sydney, did not have the capacity or the facility to handle large volumes of mail for overseas dispatch. The mail was sent to HQ, broken down into battalion lots, and finally broken

down to Company/Platoon lots. Provided the unit was aware where their Companies were. It was a daunting task for all concerned, as modern communications were not available. Sometimes, it was considered necessary to use carrier pigeons for communications when all else failed. They also used dogs for message transfers.

World War 2 saw the mail system both in Australia and within the GPO. With the provision of air support, faster boats and more manpower, it means that the mail could leave Australia and be delivered within 3 weeks, provided you were in an area where there was a HQ and a landing strip. Once again, it could have taken up to 6 months to receive your mail. This created anguish for the writer and the receiver, mainly due to the fact that neither party knew what was going on back home, or at the front. Mail in those days was considered important, but more often than not, mail was still sent overseas in ships, as aircraft was used for more urgent resupply items, including ammunition, clothing etc.

The Korean conflict saw Australia participate in its first United Nation role. Australian troops were sent to Korea to repel the North Koreans from the South. Mail was handled by Australian Engineers in Korea, with the bulk of the mail being sent via Japan. The mail was delivered to the unit via any means possible, including the new wonder of warfare, the helicopter.

20 years later, Australian troops were again committed to fight offshore. This time a little known country called Vietnam was being invaded by its own people from the North. This situation was not unlike the Korean conflict. Some of the countries involved in that conflict included, the USA, Australia, New Zealand, Thailand, Korea. The Australians needed postal support, and rather use the American postal system, raised Australian Forces Post Office (AFPO). These AFPO operated in Saigon, Ton Sanuit, Nui Dat, and were manned by Army personnel. The RAAF also operated AFPO. These AFPO not only sold stamps, they also sold Australian Postal Orders, operated money transfer facilities, a Commonwealth Savings Bank agency, telegrams, and had the coldest Coca Cola in the country. The normal means of mail dispatch to Vietnam was through the warships section of the International Mail Centre, which was located at Randwick NSW. QANTAS then delivered it to either Honolulu or through to Saigon. The mail from Vietnam was sent to Honolulu, and through bagged to Sydney, where it

was customs checked for contraband. It has since been revealed that the Australian Posties had the highest casualty rate in South Vietnam per head, due to constant mortar attacks on the AFPO.

Current Developments

With the current DRSR, FSR, which is making the Forces smaller, it is considered by the writer that the Army and the Forces in general, need to develop highly trained, multi skilled dedicated personnel. With the ADF being sought after for UN contingencies, an efficient, effective mail service is essential. All soldiers need food, water, rations in the field. He can go without pay, but not knowing what is happening at home can create enormous heart ache and strain. Mail is the link to the outside world, and is the most single morale boosting factor for a soldier.

1 Div Postal Unit, located in Townsville Qld, is the Australian Army's Postal Service. It comprises of 9 members, from WO1 to PTE soldier. It is also the Army Postal School which in times of necessity, trains reinforcement postal clerks for overseas service. Currently, there are 5 postal clerks serving overseas in UN related roles.

They include:

AFPO 1 - Western Sahara (MINURSO)

- CPL Rob Phillips

AFPO 3 - Somalia (UNOSOM)

- WO1 John Collins,

- PTE Davin Bretherton

AFPO 4 - Cambodia (UNTAC)

- CPL John Kekewick

AFPO 7 - Sinai

- CPL Sean Lehmann

As can be seen from the above, five operators from a posted strength of nine. This indicates that the mail is an important factor in a soldier's well being. Not only do these soldier service Australian servicemen, they also service Relief workers such as CARE Australia. They also service the Australian Federal Police.

It is without a doubt, that the Postal Service needs to survive despite all the manning cuts. Australia Post cannot provide the type of service that an Army Postie provides. Even for the sake of one letter per week, it is well worth the wait.

ASC UNOSOM: RACT IN SOMALIA

Correct as at 2 Jan '93

by CAPT P.L. Angelatos

Introduction

Three months ago Somalia was just another troubled spot on the globe in desperate need of external assistance. Apart from those privy to the planning at HQ ADF and LHQ AUST few people in RACT would have anticipated a deployment to the "Horn of Africa". However, with a death rate from starvation of over 300 people a day, it was only a matter of time until the international community took some affirmative action.

In September 1992 the United Nations announced that a force of approximately 3000 troops would be deployed to provide security to the relief effort. Australia was asked to provide 30 personnel to form a Movement Control Unit in support of the Force.

Background

The term "Man Made Famine" is often used loosely when making reference to the starvation problems in African third world countries, though in Somalia it is particularly appropriate. Somalia has never been a country rich in natural resources nor does lay claim to having a large manufacturing industry. It's population are in the majority nomadic herders and farmers who have lived a simple existence though even before this current crisis Somalia was importing nearly half of its food needs. Like most of Africa, Somalia has been affected by drought but the famine problems extend further than this.

Political Situation

The population of Somalia is predominantly from the same ethnic background although the country is divided into tribal areas with a number of clans within each major tribe. The clans harbour a great deal of animosity and distrust towards each other. Some of this stems from inter-family feuds and territorial aspirations dating back centuries. Among the clans there are loose and fragile alliances. As well as family and clan divisions, there are regional, political and religious divisions. These however, do not often override family loyalties.

Although the country is 90% Somali, there has been considerable European influence. The Southern part of Somalia was until 1960 under Italian rule with the Northern part being a British colony. In 1960 Somalia gained independence with the first president being from the powerful Hawiye Clan.

Following a long period of instabili-

ty, a military coup in 1969 brought to power the commander of the Army, General Mohamed Siad Barre. Barre sought to incorporate the principles of Islam into his government programmes. He concentrated on rural development, while attempting to suppress clan tribalism and the power of local war lords. By 1990, after a coup attempt in 1987, two decades of severe droughts, rising inter-tribal factional fighting and the effects of an unsuccessful campaign against Ethiopia, began to take its toll on the Barre government.

The three main opposition rebel groups, The Somali National Movement (SNM), the United Somali Congress (USC) and the Somali Patriotic Movement (SPM) announced that they would be coordinating efforts to overthrow the Barre government. Following a series of rebel successes and calls for his resignation, Barre fled the country in January 1991.

On 29 Jan 91 the USC appointed former businessman Ali Mahdi as the interim President. This decision was opposed by the SNM and the SPM however no suitable alternative was offered. The USC was also divided on the decision with former Ambassador to India, General Mohamed Farrah Aideed laying claim to the presidency.

The capital of Somalia, Mogadishu, became a fierce battleground with the city divided into North and South. (Ali Mahdi in the North and Gen Aideed in the South). The city has been all but totally destroyed in the fighting and lawlessness and anarchy continues to dominate.

ASC UNOSOM OPERATIONS

Original Concept The original concept for UNOSOM operations was that the Force would be based around 5 battalions located in Mogadishu, Bosasso, Berbera, Mandera and Kismayo. ASC UNOSOM was to establish a HQ in Mogadishu with detachments in each of the battalion locations as well as Nairobi, Djibouti and Mombasa. To date this has not eventuated as the original force was slow in deploying with the UN unable to secure an agreement with the warring factions. As at 29 Dec 92 the UNOSOM Force consisted of the following elements:

- Military Observers (50 pers)
- UNOSOM Force HQ (approx 20 pers)
- Pakistan Mech Bn (-) (500 pers)
- Norwegian HQ Coy (70 pers),
- Australian Movement Control Unit (11 pers)

ASC UNOSOM has a strength of 30 personnel comprising 15 Army, 8 RAAF and 7 RAN. The RACT personnel posted to ASC UNOSOM are as follows:

- MAJ Greg Jackson, Comd ASC UNOSOM
- CAPT Paul Angelatos
- CAPT Dave Ferguson (to deploy 6 Jan'93)
- CAPT Shelli Forbes (to deploy 6 Jan'93)
- WO1 Rusty Riley
- WO2 John O'Grady (to deploy 6 Jan'93)
- WO2 Terry Mackenzie (to deploy 6 Jan'93)
- WO2 Wayne Reed
- WO2 Barry Rogers
- WO2 Colin Stone (to deploy 6 Jan'93)
- SGT Brian Gibbs (to deploy 6 Jan'93)
- SGT Perry Mitchell

Current Operations ASC UNOSOM operations to date have primarily been coordinating the movement of personnel into and out of the AO both on duty and on leave. The contingent has also been heavily involved in the resupply of both the Force and the civil element of UNOSOM. The UN has chartered an Antonov 32 and a Citation 1 to support the UNOSOM operations. These two aircraft are flown most days with ASC UNOSOM coordinating the scheduling. On an 'as required basis' the UN have chartered C130 and Kingair Beechcraft to supplement the aircraft on long term charter.

ASC UNOSOM has established a HQ in Mogadishu (HQ MOVCON) and is a sub-branch of Logistics Branch on the Force HQ. The Comd ASC is answerable to the Chief Logistics Officer (CLO) for all Movement matters. To confuse the situation, Comd ASC is also responsible to the Chief Administrative Officer (CAO) for all movement of civil personnel. The CAO is also the authority for tasking of aircraft and chartering of additional flights. The situation often arises when urgent operational flight requests are put on hold until the CAO (civil) has cleared the requirement!

With Nairobi being the single transshipment point for cargo and personnel in support of UNOSOM, Comd ASC established a detachment of four personnel in Nairobi. Whilst this appeared as an attractive alternative to Mogadishu, the detachment quickly realised that their stay in Nairobi would

not be a holiday. The duties of the detachment include:

- reception of all UNOSOM aircraft;
- provide MOVCON support to any other transport mode originating or staging through Nairobi;
- arranging of transport and accommodation for UNOSOM personnel on request;
- co-ordination of the movement of all UNOSOM freight into and out of the UNOSOM AO IAW the priorities established by HQ MOVCON; and
- provision of tasking information to UNOSOM chartered aircraft as issued by HQ MOVCON.

Problems to Date. The operation has been adhoc from the outset largely due to the lack of detailed planning and a failing by the UN political staff to gain a mandate for operations within Somalia. Under the original plan UNOSOM never really had a future as the 'Force' could not, and was not able to for political reasons, perform its task of providing security to the relief operation. The Pakistani Bn was not permitted to operate outside the confines of the International Airport and a firm commitment by other nationalities to support UNOSOM was not forthcoming. Under this situation the benefit of the relief effort is only superficial with a large percentage of the supplies being looted by gunmen and extorted by organised bandits.

The lack of an infrastructure in Mogadishu has also placed severe limitations on the operational capabilities of ASC UNOSOM. The UN has been unable to provide self drive vehicles with the contingent having to rely on hired vehicles and local drivers. The implications of this are that the drivers will not work after 1700hrs and depending on which clan the driver hails from will determine which areas of Mogadishu are accessible.

There is no power supply or telephone system in Somalia. Effective Movement Control depends heavily upon reliable communications. In the initial stages of the operation ASC UNOSOM had no communication facilities other than two short range hand held VHF radios. Eventually an INMARSAT was installed which allowed for FAX and phone comms with the outside world but again this was limited due to the intermittent power supply. A HF radio is now operational which provides the contingent with reliable communications throughout Somalia and to Nairobi.

On the Light Side. Despite the difficulties presented by the harsh environmental conditions and an



ASC UNOSOM - MOGADISHU DET

Rear L to R: SGT Mitchell, LCPL Murchie (RASIGS), WO2 Reed, MAJ Jackson
Front L to R: WO1 Riley, CAPT Angelatos, WO2 Rogers



A UNOSOM resupply aircraft



SOMALI ARMED escort employed by UNOSOM

inflexible bureaucratic chain of command, the contingent has managed to maintain a sense of humour. SGT Perry Mitchell continually amazes all with the amount he can eat, his ability to scrounge and the puzzling questions he asks. Mitch, who as yet has not fully come to grips with the Somali language and culture, was overheard asking a local Somali whether he ate qat. (pronounced cat or chat). The local replied "No. No, I eat donkey, goat and beef but never cat."

Future Operations

UNOSOM will not continue to operate under its' current guise. The proposal is for UNOSOM to take over from the Coalition Force in late January. The majority of the nations contributing troops to the coalition have only committed for a short period and as yet the future UNOSOM Force has not been identified. It is anticipated that the equivalent of a divisional headquarters. Under this arrangement ASC UNOSOM will have a significant role and will possibly be increased in strength from 30 to 45 personnel.

Conclusion.

The majority of contingent members (those who have actually deployed) arrived in Somalia with preconceived ideas as to how the operation would be conducted. It very quickly became apparent that the doctrine and procedures applied in normal operations had to be discarded in most cases. What has been required is personnel with the ability to work around problems and deal with people from other nationalities who often have a different approach and outlook to our own.

Whilst it may appear that UNOSOM has initially been unsuccessful there is still a future providing that thorough planning is conducted. At the time of writing the Coalition operation has been a success and the success of future operations will depend heavily on the transition of responsibilities from the Coalition back to UNOSOM. ASC UNOSOM can expect to be involved in the operation in an increased capacity and will ensure an RACT presence in Somalia until the end of 1993.



Rear L to R: CPL Mark Law and CPL "Bags" Bigailia
Front L to R: CAPT Marc Baumbach and LT Gary Waddell

A Team from the Army School of Transport recently competed in the Annual Seymour Rafting Festival, crossing the finishing line as "fastest locally built raft".

The event attracted teams from Southern Victoria, and increased interest was forthcoming from three Melbourne Teams who entered factory built, company sponsored rafts.

The event was conducted over 17 kilometres of the Goulburn River, with the Truckie Team successfully negotiating the unpredictable current in under two hours. Spectators converged onto one of the major bridges to bombard raft teams with flour bombs, tomatoes and eggs. It was at this point that two of "Aqua Macks" paddlers took direct hits amid the flurry of missiles. Undeterred, the truckies paddled on to pass other entries. The truckie entry "Aqua Mack", was designed and built by the School Staff in 1992 and will probably be replaced in 1994 by an improved model in an effort to retain AST's stranglehold on the title.

The team were presented with their trophy by the Seymour Shire President at the conclusion of the Festival activities, and a second presentation of the trophy on a unit parade sealed the victory for the benefit of AST staff.

THE TEAM WAS:
CPL "BAGS" BIGAILIA
CPL MARK LAW
LT GARY WADDELL, AND
CAPT MARC BAUMBACK

LONG SERVING SOLDIER RECEIVES THIRD CLASP TO DFSM



LTCOL J.J. Fuster presents MAJ "Rags" Ellis with a certificate acknowledging his 30 years service and a third clasp to his DFSM

MAJOR "RAGS" ELLIS' thirty years of military service was recently recognised during a recent unit parade at the Army School of Transport. The commanding officer/chief instructor Army School of Transport Lieutenant Colonel J.J. Fuster presented Major Ellis with a unit certificate of recognition to complement the award of a third

clasp to he DFSM. Major Ellis enlisted in 1963 in 1964, he deployed to South Vietnam and subsequently was awarded a US unit meritorious citation award. Major Ellis has seen service in Papua New Guinea and Singapore, and has served in a number of movements jobs throughout Australia.

3rd BRIGADE ADMINISTRATIVE SUPPORT BATTALION TRANSPORT SQUADRON

by LT D.C. Moore

A significant period of time has elapsed since the last heralds returned south to the editors of 'Par Oneri' bearing tidings from their colleagues in the north.

Herein is the tale of the rise and fall of the kingdom of 9 trucks and the emergence of the Empire of 3 Brigade Administrative Support Battalion (3 BASB).

Herein is the tale of the demise of the king and the crusades by our gallant Knights of the Round Tyre into the mysterious realms to the East and the West.

Herein is the tale of the 3 BASB Tpt Sqn.

Brief Unit History

9 Coy, Royal Australian Service Corps (RAASC) was raised at Wacol, Brisbane on May 1 1967. At the end of 1968 the Coy was relocated to Lavarack Barracks, Townsville. The formation of the RACT on 1 June 1973 saw the second of several name changes when the unit became 9 Tpt Coy. Further change to the unit title occurred as a result of the raising of the First Divisional Transport Regiment in June 1977 when the unit was redesignated 9 Tpt Sqn.

The amalgamation of 9 Tpt Sqn, 102 Fd Wksps, 3 Fd Sup Coy, 2 Fd Ambulance and 16 Fd Dental Unit into 3 BASB occurred on July 1 1991. For all intensive purposes, 9 Tpt Sqn ceased to exist on that day, becoming the 3 BASB Tpt Sqn. However, the official disestablishment of the Sqn did not occur until December 5 1992, when the establishment of 3 BASB was officially signed.

Effects of the Amalgamation into 3 BASB

The formation of 3 BASB resulted in the loss of status of an independent unit for the then 9 Tpt Sqn. The Officer Commanding the Squadron at that time, Major S.W. Jones, oversaw the effects of the amalgamation.

As a direct result of the amalgamation the structure of the Sqn changed considerably, 29 Combat Supplies Platoon, formally under the command of the Sqn was now allocated to the newly formed 3 BASB Fd Sup Coy. The Workshops Platoon was also lost to the 3 BASB Fd Wksps, however this was partly compensated for by the detachment of a Forward Repair Team to each of the vehicle troops.

The amalgamation into 3 BASB

bought a greater capability to the Sqn, which was largely reflected in the newly reformed Charlie Tp. The original Charlie Troop was raised in February 1978 but was disbanded a mere year later. The new Charlie Tp, alas too, enjoyed a brief existence, for due to the widespread Defence Force restructuring it is scheduled to be disbanded by the end of 1993. However, the three specialist sections of Charlie Troop, Water, Fuel and Cargo will not be lost to the Sqn but merely distributed amongst the remaining two remaining troops, Alpha and Bravo, currently Medium Tpt Tps.

The loss of the 9 Trucks identity was met with some trepidation by a few of the older members of the Sqn. However, with the passage of time, the thinning out of their numbers and the influx of new personnel, their presence in the Sqn has been gradually eroded. However if you listen carefully, particularly in the area of the Q Store, a few of the olds and bolts can still be heard to start sentences with the prefix, "When I was in 9 Trucks.."

Generally the amalgamation has been smooth, however, it was not appreciated by all members of Bn Hq (mainly non RACT) when they stood fast for the RACT flag when it was broken by mistake instead on the ANF.

The situation now exists where the majority of members did not see service in 9 Tpt Sqn. Visibly, few traces of the old unit identity remain, occasionally a Tp t-shirt with the 9 on the back barely covered by a hastily stitched patch, may be discerned. The old members of the Sqn may still harbour memories of warm Townsville afternoons spent bending the elbow at the Bull Pen. But alas, this too has disappeared, existing now only in the hearts of the old Sqn members. However, the members of the Sqn have been more than compensated for its loss by the emergence at the end of 1992 of the Wapiti Junction, the new unit boozier. This boozier must rank as one of carriage. Disappeared as well is the old unit sign, however this it is rumoured to be held incognito by a member of the Sqn and is bought out occasionally where old truckies gather.

The loss of status as an independent unit resulted in a corresponding reshuffling of officer postings to the Sqn, with the Capt Operations position being relocated to 3 BASB HQ.

At varying time depending on the generosity of the Military Secretary, there are two supernumerary LTs posted to the Sqn as an Administration Officer and a Operations/Training Officer.

Currently the officers posted to the Sqn and the positions they occupy are:

| | |
|---------------|----------------------|
| OC | MAJ James Cotton |
| 2IC | CAPT Geraldine Powys |
| OC Alpha Tp | LT Peter Kearsley |
| OC Bravo Tp | LT Darren Moore |
| OC Charlie Tp | LT Steve Galjaardt |
| Admin. Ofcr | LT Debbie Gibson |

The SSM of the Sqn is currently WO2 Lionel Rose.

Commitment Overseas

The Sqn's commitment to Operation Solace consisted of some 22 members, two of which were attached to 1 RAR and three to the Battalion Support Group's Hq. The remaining 18 members of the Sqn are under the command of SGT Garry Wilkes. They are organised into two sections, one section of 6 Unimogs and the other a specialist vehicle section consisting of a Unimog with a Tanker Pump Assembly, 3 Mack Cargo with a Tilt Bed trailer, 2 Mack Fuel Tankers, 2 Mack Water Tankers and 2 forklifts.

The Sqn also has a member serving in Malaysia and members awaiting posting on rotation to Cambodia. Listed below is the full list of Sqn personnel serving overseas at time of writing. Included in the list is also the members of the 1 Div Postal Unit under the command of the Sqn for local administration, serving overseas (these members are designated by (P) being placed after their name).

Somalia

WO1 J.D. Collins (P)
SGT R.W. Blair
SGT G.W. Wilkes
CPL D.W. Hilton
CPL D.J. Muskee
CPL D.S. Russell
LCPL M.J. Holden
LCPL J.P. Hughes
LCPL P.J. Masters
LCPL P.J. Nelson
PTE P.D. Allen
PTE D.R. Bretherton (P)
PTE J. Farraway
PTE M.S. Handley
PTE M.A. Kay
PTE B.M. O'Donnell
PTE R.J. Reeves
PTE P.L. Reilly
PTE D.K. Smart
PTE P.N. Smith
PTE A.J. Steene
PTE A.C. Taylor
PTE B.L. Wilton

Cambodia

SGT R. Hodson (May'93)(P)
CPL D.J. Gale (April 93)
CPL J.S. Kekewick (P)
CPL G.N. Lindermann (April 93)
CPL J.R. McLeish (April 93)
PTE B.A. Ambler (May 93)
PTE T.R. Tischark (April 93)

Malaysia

CPL G.A. Mackenzie

Sinal

CPL S.C. Lehmann (P)

Western Sahara

CPL R.M. Phillips (P)

But no matter what you call us, where our members are serving and the task placed before us, the 3 BASB Tpt Sqn strives to be always 'Equal to the Task.'

With that the heralds turned away, and descended into the depths of the Northern Service Courier, never to be seen again.

SET COURSE FOR THE FUTURE

Take up the challenge of a Tall Ship at sea!

The S.T.S. LEEUWIN based in Fremantle Western Australia is Australasia's largest Sail Training Ship. She commenced her maiden voyage on 3rd May 1987. Since that voyage, in excess of 3,200 persons have experienced a 10 day Sail Training Voyage. Her programme runs all year round and is for anyone 16 years and over. Those taking up the challenge are of both sexes and drawn from a broad community background including students from all educational establishments, apprentices, graduate managers, supervisory and clerical staff disadvantaged youth and individual members of the general public.

In 1991 the programme was extended to include a five day programme (Team Building) for the business sector.

Voyages are operated along the W.A. coastline from Esperance in the South, to Broome in the North West, which also includes a cultural Exchange Voyage to East Indonesia.

Leeuwin, (Dutch for Lioness) was built in W.A. and launched on 2nd August 1986. This realised a dream of Malcolm Hay, a leading Perth Surgeon and avid adventurer.

If you would like to sail on the "LEEWIN" ADVERTISEMENT IS ON PAGE 14 OF THIS MAGAZINE.

16th TRANSPORT SQUADRON ROYAL AUSTRALIAN CORPS OF TRANSPORT RECEIVES FREEDOM OF THE CITY OF LAKE MACQUARIE



RACT Pipes and Drums and 15 Transport Squadron halted at challenge point.

On the 29th November 1992 16th Transport Squadron, Royal Australian Corp of Transport (RACT), Adamstown, had the honour of being granted the Freedom of the City of Lake Macquarie.

With fair weather and a light breeze, 16th Transport Squadron resplendent in ceremonial dress, supported by the colourful RACT Pipes and Drums paraded at Lyall Peacock Oval, Lake Macquarie. A representation of the Squadrons vehicles, both new and old arranged at the rear of the Oval formed an impressive backdrop for the parade.

Attending the parade were the Reviewing Officer, His Worship the Mayor of Lake Macquarie Alderman Douglas B. Carley, Major General W.E. Glenn AO, RFD, ED Commander 2nd Division, and Colonel K.L. Duncan RL, Colonel Commandant, RACT Eastern Region, the host.

In his address to the parade and guests, His worship the Mayor commented on the honour that the civic authorities were bestowing on the 16th Transport Squadron Royal in the granting of the Freedom of Entry to Lake Macquarie. The grant of the Freedom of Entry provided a dignified way of honouring a distinguished unit, and in doing so, to strengthen links between the Armed Forces and the community to which it relates.

The 16th Transport Squadron had distinguished itself on numerous

occasions in support of the local community. The unit assisted in the Newcastle Earthquake Relief Operation and was awarded the Meritorious Unit Service Award from the NSW Government, with one unit member being awarded the Order of Australia. Several other members have received decorations for bravery during sea rescue operations, including a George Medal.

The Acting Town Clerk of Lake Macquarie, Mr. Gary Davies read the Grant conferring the Freedom of the City to 16th Transport Squadron and the Scroll was then presented to the Officer Commanding, Major J.W.D. Croxson, by His Worship the Mayor.

At the completion of the ceremony, the Squadron exercised its Freedom by marching through Toronto, along The Boulevard with "swords drawn, bayonets fixed, drums beating and bands playing." Enroute, the Squadron was ceremonially challenged by the City Marshal, Inspector Ron McSparran on its right to march thus, to which the Officer Commanding, Major J.W.D. Croxson quoted from the newly received Freedom of the City. The Squadron was then granted entry and proceeded proudly with RACT Pipes and Drums heralding the way, Squadrons vehicles followed as a rear guard.

A light lunch and refreshments generously provided by the successful day for a most memorable occasion.

MOVERS ON A MISSION

by WO1 Ron McGrice

MOVEMENT CONTROL GROUP CAMBODIA MAY to SEP 1992



SGT Ogar SGT Molnar

FSGT Gray FLT LT O'Brien SGT Miller, CPO Bellamy SGT Goodwin
CPO Sweeny,

FSGT Riddle LEUT Woodall FLT LT Force CAPT Anderson WO Greep
FLT LT Collie SGT Oxley CAPT Stevens,

LEUT Leahy WO1 McGrice WO2 Davis WO2 Cailes SGT Froggatt,
LEUT Roberts WOFF Reidlinger CPO Cook CPL Vale,

SSGT Winter CPL Muir,

CAPT Lumley CAPT McMillan

MAJ Gleeson, M117 in background

Introduction

On the 11 May 1992, 30 Defence Force personnel departed Australia inbound for Phnom Pehn, Cambodia as part of the United Nations Transitional Authority Cambodia. (UNTAC) The personnel formed a tri service unit known as the Movement Control Group (MCG), and consisted of 16 Army, 7 Air force, and 7 Navy service men and women.

11 MC Gp formed the army nucleus of the new unit with 10 personnel, supplemented with 4 from other LHQ units and 2 personnel from Logistic Command units. MCG was commanded by OC 11 MC Gp, MAJ Kel Gleeson with the following rank structure under his command:

- 10 Officers
- 8 Warrant Officers
- 9 Senior Non Commissioned Officers
- 2 Non Commissioned Officers.

The warning order to deploy the

MCG to Cambodia was received on the 1st May 1992. The MCG concentrated at HQ LSF Randwick on the 5th May to commence training and deployment to Cambodia 6 days later.

Background

LTGEN Sanderson, the military commander in Cambodia approached the ADF for movement control support when the Danish Army withdrew their support to UNTAC. Approval from the ADF was given and the MCT was Formed and deployed to Cambodia to control the major deployment of the U.N. forces into Cambodia. On completion of the deployment of U.N. forces to Cambodia, the MCG transferred control to the Netherlands in July 1992. The MCG then assisted the Netherlands Movement group during the transitional phase of the deployment until September 1992, when the MCG returned to Australia.

In a nut shell, that was the background behind a hectic three months plus, tour of Cambodia.

The Task

On arrival in Phnom Pehn the MCG had less than a week to establish a working headquarters, allocate personnel into detachments, and deploy those detachments prior to the arrival of the supporting force.

The MCG operated detachments in Kompong Som, Battambang, Seim

HQ MCG Centre Floor of BLD No 22



Reap, Streong Treng, Bangkok and Utapao the last two being in Thailand. The MCG dets received and deployed at the various POE, in Cambodia, 16,000 soldiers, 7,000 civilians, 5,000 vehicles and a divisions worth of equipment and stores. The 16,000 soldiers equated to:

- A. 12 X INF BNS
- B. 5 X LOG COYS
- C. 3 X FD AMB
- D. 4 X ENGR COY

Additional Task

Headquarter MCG was tasked to provide additional support to UNTAC as follows:

A. Operation Wishbone - The distribution of food and water by road, air, and inland water transport (IWT) to faction containment sites, to feed the surrendered Cambodian soldiers.

B. Operation Locktight - The movement of a multi million dollar portable camp sites, office blocks and warehouses throughout Cambodia, and;

C. Operation Mercury - The deployment of a large number of diesel generators by land, air and IWT to UN occupied locations without electricity.

All of the above forces and equipment had been given a high priority for movement, as the wet season which was fast approaching, and would halt all road movement and restrict air movement. Most of the local roads were in poor condition and not suited to wet weather. Airfields also had light pavement restrictions in most cases.

U.N. Transportation Assets

AIR. The major Transport asset held by the U.N. was Air, with a breakup as follows:

- A. 6 x French Air Force Puma helicopters, capable of lifting 30 combat loaded troops or 2 tonne of stores.
- B. 3 x French Air Force C160 aircraft with a similar lift capability to C130 aircraft.
- C. 3 x Civil chartered C130 aircraft.
- D. 20 x Civilian chartered Russian M117 helicopters, capable of lifting 40 x combat pax or 2 tonne.
- E. 3 x Dutch Air Force Fokker F27's with a 25 Pax/5 tonne lift capacity.
- F. 1 x Danish Beech craft for VIP's, and
- G. 2 x Civil chartered Russian M126 Helicopters with a 80 Pax/20 tonne internal/external lift capacity.

The M126 is capable of lifting 2/20

foot loaded ISO containers beneath it and travel short distances due to the large quantity of fuel it consumes.

ROAD. Transport assets were small in comparison to Air, with the majority of trucks being provided by a French Canadian transportation company. The Tpt Coy had approx 20 x 2 1/2 ton 6 wheel drive trucks. To a "handbagger" the vehicles looked big enough to carry double the weight and had a style reminiscent to the US Army vehicles used in Vietnam and were powered by V8 diesels with automatic transmissions. Other sporty features included convertible canvas cabin tops, detachable side windows and power steering.

The Canadian trucks and their dedicated drivers did a terrific job working long hours driving over terrible

roads in the constant 35°C 80/90% humid heat to get the job done. 92 Tpt Coy as it was called, was actually a mixture of drivers from Artillery, Armour and Infantry units. None were Transport Corps.

A small amount of vehicles were also supplied by Polish and Pakistan Logistic Companies.

Inland Water Transport was provided by a few very small ferry/fishing boats and six landing craft that had a capability of one truck or two FWD vehicles. These craft were used to carry Vehicles, Pax, Food and POL supplies up and down the major river ways, when road or air was not an economical option.

Civilian Transport Civilian transport assets were used to move bulk stores

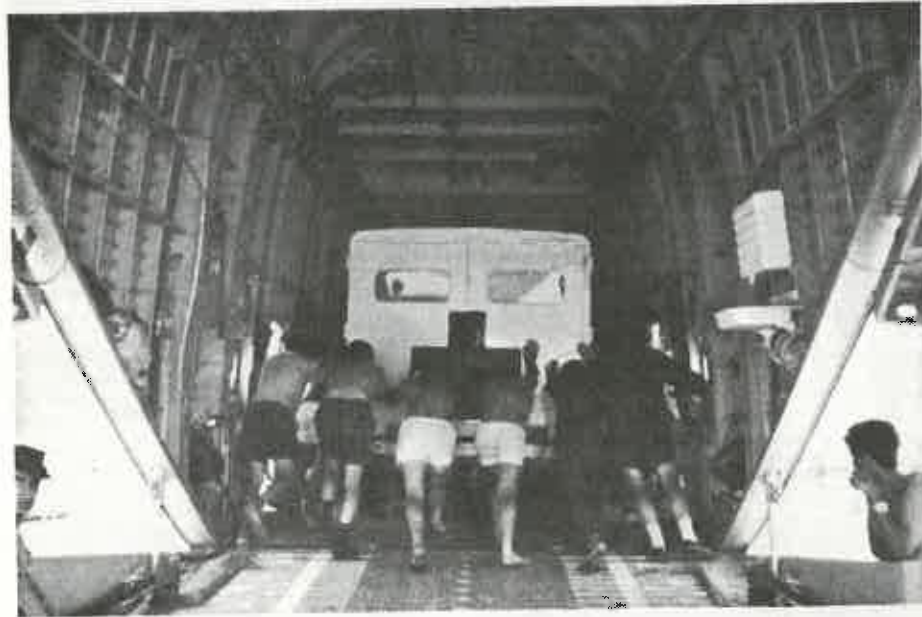


FCU stores on BALTIMAR SUN



Russian MI26

Russian crew loading MI26



by road. Large quantities of civilian trucks were hired at any one time, and civil barges were hired to move vehicles and equipment by sea from Sattahip in Thailand to Kompong Som in Cambodia.

Local trucks and drivers were plentiful. If you required 60 to 80 trucks, you got them in all shapes and sizes. Many vehicles were long past retirement (trucks that is) and all the drivers were willing to take any type of load regardless of the weight and size. The only real limitations were the bridge load limits enroute. In most cases the bridges were in poor condition for cars to cross let alone trucks.

Working Conditions

The first impression from the support given to MCG on arrival in

country was a big surprise. There had not been any work space even thought of by the UN, as to where we would operate. The HQ element of 7 personnel were lent a desk and one chair in the Canadian reception centre area, to commence operations.

MCG were issued 8 x Toyota Land Cruisers for vehicle support and on the 24th day the HQ element was finally given an office in the newly designated Logistic Headquarters.

By this time, MCG personnel had formed an excellent work relationship with the Canadians in country, and had a firm grasp on the intricate and complex system within the civilian side of the U.N. no financial delegation was allowed to OC MCG, and procedures to obtain civil assets were long, time consuming and frustrating.

Computers were available in some areas, but the infrequent power supply, turned the interface between the keyboard and diskdrive into a game of Russian Roulette.

Movement orders were raised in most Cases, by signal or hand written letter, mainly to inform other MCG movement detachments of U.N. troop movement. No real problems were encountered with dealing with U.N. soldiers from a similar culture and background.

One of the more efficient and professional forces that I in particular had dealings with, was the Indonesian Infantry Battalions. They were very well organised and they carefully planned and efficiently executed their movement.

The third world countries were on the other hand, more difficult to move. Their vehicles and equipment were old and tired. Language barriers were more pronounced and decisions were made at an extremely high level as compared with Australian service men. The Pakistan force is a very good example of the above, as their decisions are only made at very high levels, and they did not appear to be prepared to take orders or advice from our equivalent ranks.

Sea movement opened a few Australian eyes. The Indian Army sent 70 odd people to Kompong Som to unload their ship that sailed from Madras. Our people thought this was an "overkill" and that the soldiers would get in the way of the MHE. Our Det was quietly taken back when the ship docked and they discovered that the Indians had "stuffed" it by hand, similar to the way we would "stuff" an ISO container.

Speaking of "stuffed ships", the Kompong Som MC Det had an embarrassing moment when the Australian Force Communication Unit (FCU) stores arrived in port from Melbourne. There was a French ship and a Bulgarian ship in dock at the same time being unloaded timely, with ease. The hatches were pulled back from the "Baltimar Sun" to reveal a top cargo hatch stuffed so tightly that it took twice as long to unload, and all the trucks, etc were underneath. Who ever loaded the ship must have been to India at some stage. If other poorer countries can send their equipment containerised, you would think Australia could afford to also, particularly to a hostile environment hit with monsoon rain fall.

Communications

Good communications is I believe an essential element in maintaining control in movement over a large operational area. During Exercise K92

the JMCC and JMCO's were able to communicate by telephone, facsimile and signal message, this communication ensured that movement was conducted effectively and efficiently.

Communications in UNTAC was the weakest link in the operation. HQ MCG operated for almost the entire duration in Cambodia without direct communication between the headquarters and the MC detachments in outlying areas. Telephones were far and few between when the MCG first arrived.

FCU had established communications between all the major UN occupied areas in Cambodia and Thailand. Signal traffic was slow due to the number of people using the system. Local communication within Phnom Penh was achieved by using hand held and vehicle operated Motorola radios over 14 bands. These were quite successful, but over congested most of the time.

The lack of a dedicated comms link did create a lot of problems within the flexibility of MCG, which resulted in wasted air hours, futile road transport trips and uninformed arrivals.

Russian made Bulgarian owned vehicles



French C160



Interior of MI 26 (similar to C130)



ISO from French Ship

Conclusion

The MCG tour with UNTAC was an enlightening experience with proved that the current Joint Movement training and exercises conducted in the ADF are following the right direction.

It was the Australian "get stuck in an give it a go" approach that out weighted the negative sides to UNTAC, and made the mission a big success.

I believe that the deployment of the MCG to Cambodia may have been the first time a Movements Unit has been sent to an overseas theatre since the Vietnam conflict and judging by the thanks expressed from the UN it may be the forerunner in movements support to the UN.

In 1972 an organisation was formed in North Queensland to assist in meeting the Rest and Recreational needs of Soldiers serving their country from Lavarack Army Barracks, Townsville.

Northern Queensland Area Holiday Resort (N.Q.A.H.R.) commenced operations with holiday flats at both Magnetic Island and at Palm Cove, just north of Cairns. The organisation, although managed by a Board of Directors of Senior Military personnel, and traditionally Chaired by The Commander of The District Support Group North Queensland, is a private company having its head office at Lavarack.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

HOLIDAY RESORTS IN BOTH NORTH AND FAR NORTH QUEENSLAND

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

NQHR is owned by The Soldiers of North Queensland and operates from offices situated in the

Area Theatre, Lavarack Barracks. Persons eligible to stay at their resorts are as follows:-

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

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

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

RESORTS & LOCATIONS

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



ALMA DEN BEACH RESORT

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

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

COCOS HOLIDAY APARTMENTS - In the northern beach suburb of Cairns, Trinity Beach, you will find these luxurious Holiday Apartments. Ideally situated, only 50 metres from the beach, COCOS is right in the centre of The Marlin Coast. One and Two Bedroom, and 3 bedroom unit, are available and each includes air conditioning, colour TV, washing machine & dryer, telephone, private balcony/patio and full kitchen facilities. Discounted tours and admittance to Far North Queensland tourist attractions are readily available. Close by to COCOS are squash courts, shops, restaurants and the local hotel.

TARIFFS - Range from \$25 per day per unit at AMAROO, or at COCOS and ALMA DEN, \$33 per day for a One Bedroom, \$45 for 2 bedroom or \$52 per day for the Alma Den holiday house. Tariffs are per unit, not per person, so a family of 4 can holiday for only \$11.25 per person per day. (Rates as at 31/5/91)

BOOKINGS & FURTHER INFORMATION

- ★ ALMA DEN BEACH RESORT
Olympus Crescent,
MAGNETIC ISLAND 4816
(077)78 5163
- ★ AMAROO HOLIDAY FLATS
NQHR Head Office
c/- Milpost
Townsville 4813
(077) 25 3842
or 71 7096
- ★ COCOS HOLIDAY APARTMENTS
PO BOX 254
TRINITY BEACH Qld
4871
(070)57 6799
- ★



COCOS HOLIDAY APARTMENTS



NORTH QUEENSLAND AREA HOLIDAY RESORTS

HQ DSG NQ LAVARACK BARRACKS, TOWNSVILLE, QLD. 4813

Shute Harbour Gardens
Caravan Park
Your Tranquil
Tropical Caravan Park

**Shute Harbour Gardens
Caravan Park**

COCOS
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Apartments
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City, Trinity Beach Rd, 2088 Moola St, P.O. Box 254,
11877 Beach, Cairns 4871 Qld, Aust.
Phone: 1070 27 279
Fax: 224330

Cairns

Airlie Beach



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