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Number 14

THE JOURNAL OF
THE ROYAL AUSTRALIAN CORPS OF TRANSPORT

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PAR OVERU

The Journal of The Royal Australian
Corps of Transport

Number 14

The Journal of The Royal Australian Corps of Transport

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EDITORIAL

I was somewhat daunted at the prospect of assuming the editorship for our Corps magazine. In the past I have enjoyed the luxury of anonymity — just another person who read it and passed it on. In the main, my perception of Par Oneri has been that it is a good publication but sometimes not as interesting or timely as it could be. But never once did I write to the editor or make a concrete contribution. For a long time (years) I had all good intentions of writing an article about my ANARE trip . . . that was in 1981!! I am sure that many of you have the same good intentions, but never seem to get around to putting pen to paper.

Now the years of good intentions of making a contribution have caught up with me! As your magazine editor, I will endeavour to produce a high standard magazine that is both interesting, relevant and timely. Much of the hard work (layout and design) is done by the publisher — Magazine Art; and I am grateful to them for their continued support. Par Oneri is self funding. As a Corps we do not finance the production at all. Magazine Art sells advertising space in each issue to finance the production and printing costs. However the basic content ie. the articles, still needs to be provided.

Your support of Par Oneri is extremely important if I am to achieve the aim. If you have a constructive criticism, please write and tell me. If you don't consider the content is interesting, then write an article on a subject that you have interest or expertise in!

In this Bicentennial year, we will be celebrating, parading, balloon racing, camel racing, participating in overseas activities and much more. Besides the bicentenary, we will be celebrating many other birthdays and anniversaries — the Corps turns 15 while the amphibian support to ANARE enters its fourth decade. So all you would-be journalists and unit correspondents, there is plenty to write about! The editorial deadline for the next edition is the 15th of September. Please, give me plenty to work with . . . get those articles in!

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It also buys you peace of mind. Being stuck with obsolescence is bad enough, having to pay out a fortune to keep it working is a lot worse.

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DIRECTOR'S MESSAGE

In November 1987 our Triennial Corps Conference was held at the Army School of Transport at Puckapunyal. The theme of the conference was 'The Way Ahead'. Presentations were provided by all the functional areas of the Corps indicating where we are and proposing a future path. As the result of these presentations and an interactive central forum, a number of matters were raised and problems identified. During 1988 we will see a number of internal studies being undertaken looking at responsibilities, interfaces, trade manning, trade and licence relationships and future directions. These will be conducted by DMOVT and the functional commands; unlike the external reviews and scrutinies of 1986-87 we will have control of our own destiny! The conference was most successful from both the professional and social point of view. The highlight was the dining out of the most senior member of the Corps, Major General Deighton. The Corps was honoured to have General Gratton attend and to farewell his RMC classmate. This event is addressed in an article in this edition.

I am most concerned about some misconceptions arising over the introduction of QANTAS as the travel agent for the Australian Defence Force (ADF). The decision to appoint a travel agent for all government departments was made by Cabinet to take advantage of the travel agent discount available from airlines and to reduce the Staff levels employed in making travel arrangements. The ADF was included in this decision. No trial was conducted as many people believed should be — the introduction of the system occurred in Canberra MCO on 1 Jan 88 and is now fully implemented. I am aware of the problems this system is causing in both the MCO and customer units, particularly in relation to rail bookings and measures are being taken with QANTAS to overcome them. I am confident that with experience, and the introduction of a new Travel Requisition developed to accommodate this system, we will soon achieve a smooth steady state. An examination of the movement organization is soon to be undertaken to determine the impact of this revised system on the responsibilities and structure of the MCO and future impact of AMTOS.

I am very pleased with the positive response given to the Corps fund. I have had some queries as to the purpose of the Fund and assume all that it is **not** to pay for my travels! As I indicated in my letter to you it costs money for the Corps to operate. To insure Corps property, to run the RACT Museum, to provide operating expenses, to support unit initiated activities and regional projects requires funds. In the past a heavy burden has been placed on the AST at Puckapunyal to ensure these funds were provided. At considerable effort, we have managed to exist and to steadily



develop. To more evenly share the load the subscription has been introduced. This will permit funds to accrue and allow the Corps Committee to budget for activities and projects deemed worthwhile. All proposals from units individuals and associations should be passed through the Corps chain of command to the Corps Committee, which meets at Puckapunyal in May and November of each year. So that you can see what is happening to your fund and audited balance sheet will be published in the November edition of PAR ONERI. I look forward to your continued support of this essential activity.

The impact of the Army Reserve Review Committee is now being seen. It is with regret that we note the demise of 47 Tpt Sqn in Hobart but with pleasure that we acknowledge the reraising of 10 Tpt Sqn in Perth. With the necessary modification to the MCU and the reallocating of other ARES units, the RACT is now well structured to meet the future. I am looking forward to Exercise K89 when so many of our ARES units will be deployed in their wartime roles.

Australia's Bicentennial Year looks like being another busy one for the Corps — particularly for those units involved in the Bicentennial Military Tattoo. I trust it is successful and that all involved achieve a sense of satisfaction by their contribution either as a performer or as a supporter. I look forward to seeing you during your tour.

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LETTERS TO THE EDITOR

Dear Sir,

In edition 12 of the journal a partial list of UK Exchange Officers to Australia was given with a request for more details if possible. The following may assist in the completeness of any future list:

Lt Col. D.M. Iverson — Current address:
Chief Executive and Secretary, I.R.T.E.,
1 Cromwell Place,
Kensington, SW72JF UK

The following RE (Tn) officers also visited these shores, some to remain, or return in later years:

Directorate of Transportation

Maj. R.L. Forbes 1951/53 Retired
Rock Cottage,
Stockenham,
Nr Kingsbridge
South Devon

Maj. G.P. Davies OBE 1953/55 Retired (Lt Col RE)
7 First Street,
Chelsea SW3
London

Maj W.P.V. Wakley 1961/63 Retired (Maj. RCT)
The White House,
Coombe Hill Road,
East Grimsby
West Sussex

Transportation Centre — Chowder Bay

Capt. M.W. Trennery 1955/56 Retired (Maj. RE)
160 Fronks Road,
Dovercourt,
Essex CO2 4ES UK

Capt. P.R.G. Cowley 1957/59 Deceased (Maj. RE)

Capt. W. Pole 1957/59 Retired (Capt. RE)
to Australia — whereabouts unknown.

Capt. D.H. Bromley 1959/61 Retired (Lt Col. RACT)
52 Wyong Road,
Mosman 2088

Capt. W.M. Moncur 1963/65 Retired (Maj. RE)
"Greenmantle"
Heathway,
Camberley, Surrey GU152EX UK

Capt. J.R.U. White 1965/67 Retired (Lt Col. RACT)
Manager Personnel Services,
c/- Australian Gas Light Company,
PO. Box 944,
North Sydney 2059

Yours sincerely,
K.L. Duncan — Colonel (RL)

FAREWELL TO MAJGEN DCJ DEIGHTON, AO, MBE



Major General DCJ Deighton, AO, MBE retired from the Regular Army, 14 Dec. 87

During November 1987, MAJGEN DCJ Deighton was farewelled from the Army and the Corps as he left the service.

A large gathering of Corps officers dined out MAJGEN Deighton at the Army School of Transport Officers Mess, Puckapunyal on 7 November 1987. COL J.H. Snare presented MAJGEN Deighton with a brass etching of "The Waggoner" to mark the occasion (see the front cover for a picture). The etching

depicts a man driving a horse drawn wagon with distinct Australian imagery.

MAJGEN Deighton took his final salute on a ceremonial parade held in his honour in Melbourne on 13 November 1987. The General, accompanied by Mrs Deighton, reviewed the parade consisting of officers and soldiers of the RACT, RAAOC and RAEME.

His distinguished career spanned 38 years. MAJGEN Deighton saw active service in Korea and South Vietnam. He served in both the RAASC and the RACT and is the first RACT officer to be promoted to the rank of major general.

During his long career MAJGEN Deighton has made a significant contribution to the Army and the Corps. On behalf of all members of the Corps, PAR ONERI thanks MAJGEN Deighton and wishes him a long and happy retirement.



Above: MAJGEN DCJ Deighton, AO, MBE receives a brass etching of "The Waggoner" from COL J.H. Snare on the occasion of his dining out by Officers of the Corps at Puckapunyal on 7 November.

Right: MAJGEN DCJ Deighton, AO, MBE departs his farewell parade in Melbourne on 13 November



RACT PIPES AND DRUMS EXERCISE WHITE CLOUD

By Maj. B. Keating AM RFD



A wind swept RACT Drum Corp with Drum Major Alan Christie return to their parade position after the Consecration of the Banner.

On the 6th March 1988, another historic event began to unfold for the RACT Pipes and Drums. This time, thanks to the rescheduling of a RAAF C130 Training Flight, the members winged their way eastward — final destination NEW ZEALAND, "LAND OF THE LONG WHITE CLOUD".

The visit was in response to an invitation from the Corps Director of the Royal New Zealand Corp of Transport (RNZCT), for the participation by the RACT Pipes and Drums, during the inaugural presentation and parading of Her Royal Highness, The Princess Alice's Banner to their Corps.

A contingent of seventeen (17) bandsmen and three (3) administrative staff arrived at Whenuapai (Auckland) early on the morning of Thursday 17 March 1988 to be initially welcomed by Maj. Don Bulmer (OC) and WO2 Lionel Orr (SSM) from 5th Movements Squadron RNZCT.

After clearance through customs the contingent moved to the nearby RNZAF Base at Hobsonville which was to be used as an overnight staging base prior to the final move to Wellington.

During this brief stop over and with assistance from 5th Movements Squadron, the Pipes and Drums took the opportunity to visit the city of Auckland, and later that evening to meet with past band members of the unit, now residing in New Zealand, namely Charlie Wynd and Simmond Reedman.

The next morning the Pipes and Drums flew south to Wellington, prepared to meet the tight and demanding schedule of the next two days.

On arrival the contingent was met by WO2 Bob Marsh, and the Drum Major of the Band of the New Zealand Army, Sgt, T.L. Natapu. After a short but quick briefing at the Terminal the Pipes and Drums moved to Fort Dorset, which is situated on the eastern foreshores of the entrance into the port of Wellington, for what proved to be a chilling and windy afternoon of rehearsals for the banner parade. This also was the initial meeting between the Band of the New Zealand Army and the RACT Pipes and Drums.

Immediately after the rehearsals were completed, the Pipes

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matically and free sticking rings with the consequent increase in compression and reduce leakdown, blowby and lower operating temperature. That means the existing oil will provide a better lubricating service. Therefore, it makes sense to treat the metal and not the oil.

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and Drums were on the move again, this time a 45 minute drive to the Upper Hutt Valley where Trentham Camp is located.

Trentham Camp was built in 1914 at the outbreak of World War 1 and acted as a mobilization camp for both World Wars. It was home for the Army Schools until the 1950s when they were moved to Waioura. Trentham now exist as the major RNZAOC and RNZEME camp in New Zealand. Headquarters Base Area Wellington is also located at Trentham Camp along with several other smaller units including elements of 2 Composite Squadron and 10 Transport Squadron. The camp is currently undergoing a modernization rebuild programme.

With little time to unpack and no time for rehearsals the Pipes and Drums marched to the adjacent Davis Field for the evening "Beat the Retreat" ceremony.

The Pipes and Drums opened the proceedings with a colourful musical and drill display which was warmly received by both servicemen and their families. This was followed by an outstanding performance in drill by a guard from 10 Transport Squadron and supported by the Band of the New Zealand Army.

The next morning as dawn broke, and surrounded by the majestic mist laden mountains of the Upper Hutt Valley, the Pipes and Drums could observe the natural beauty, at first hand, of this scenic land called New Zealand.

With this in mind and combined with the atmosphere associated with today's forthcoming historic event, the Pipes and Drums busily prepared both highland uniforms and musical instruments so as to ensure a standard of display befitting representation of both the Corps and Australia.

Finally, after more rehearsals and preparations, the hour arrived on a wind swept Fort Dorset parade ground, for the presentation and parading of Her Royal Highness, The Princess Alice's Banner.

Proceedings were again opened by a splendid musical and drill display by the RACT Pipes and Drums, this created a buzz of excitement and expectation from the large audience as they awaited the main event.

Then, at 2.30pm Saturday, 19 March 1988, at Fort Dorset, the curtain rose to a colourful and spectacular entrance of the combined bands of the Royal New Zealand Army and RACT Pipes and Drums followed by the guards of the RNZCT.

After the arrival of distinguished guests which included the Governor General of New Zealand, His Excellency, The

Most Reverend, Sir Paul Reeves, the Pipes and Drums played the inspection music for the parade.

The Pipes and Drums were then accorded a great honour, when the drum corps were asked to pile the RACT Corps drums at the front of the parade for the Consecration of Her Royal Highness, The Princess Alice's Banner, prior to the official presentation by His Excellency, The Governor General to the RNZCT.

This was followed by the traditional march past and advance in review order by both the banner party and guards, who carried out a stirring performance in blustering wind conditions which chilled both participants and audience to the bones.

With a highly successful completion to this historic event, which gained the admiration of all who witnessed it, members once again returned to Trentham Camp to prepare for the evening activities, which were to be held in the Upper Hutt Civic Centre. This consisted of a huge buffet, combined with an all ranks disco dance at which approximately 1200 serving members and friends attended.

During the evening festivities the Pipes and Drums were joined by the New Zealand Army Band, who by now shared a warm and professional rapport with unit members. Later although not officially requested, the Pipes and Drums decided as a farewell gesture, to perform a musical tribute to the many service personnel who had contributed to not only the success of the banner parade, but to the tour as a whole. They in turn responded with generous applause, singing and a standing ovation, particularly during the playing of "Waltzing Matilda", "The Drummers' Salute" and "The Maori Farewell Song".

As the visit began several days earlier, the RACT Pipes and Drums were once again aboard another RAAF C130 flight, this time heading westward to our homeland Australia. Now with time to spare, one could reflect upon yet another historic achievement which will be entered into the RACT Pipes and Drums annals; of the gratitude so rightfully earned by so many people both within Australia and New Zealand, who through tireless effort made the visit a reality.

The RACT Pipes and Drums wishes to officially record its appreciation to all who assisted with the visit and to those, within New Zealand, who extended such warm hospitality.



Sgt. Neil Weaver discuss the success of the Banner parade with the RNZCT Colonel Commandant Lt. Col. R.J. Walton CMG, OBE, QPM, ED. Whilst grandson tries his hand at drumming.

PORT TASK GROUP BREMERHAVEN

By Major Paul Vercoe RACT

Introduction

Exercise KEYSTONE 87 was a 2 Infantry Division FTX conducted in October 1987 to practise the Division's role of reinforcing 1 (BR) Corps, British Army of the Rhine (BAOR). The Division, based in the UK, is largely comprised of Territorial Army (TA) units, the equivalent to our Army Reserve. Deployment and redeployment for the exercise was by sea (some 8800 soldiers, 4100 vehicles and 3500 trailers), and air (approximately 10,000 soldiers). In addition, armoured reconnaissance regiments' vehicles were moved by 40 ft ISO container to and from BAOR.

The overall movement task for the exercise was varied and complex, and beyond the scope of this article. One of the more



Headquarters — Port Operating Group, Bremerhaven. Located in the offices of DFDS shipping line.

interesting and unique aspects of the move was the formation of a Port Task Group for the movement of troops, vehicles and equipment through a sea port.

Movement Through the Port

In order to maximise TA training time (a maximum of 15 days home to home), movement by sea was effected through the North German ports of Bremerhaven, Cuxhaven, Emden and Hamburg, rather than the Low Country ports of Holland and Belgium, thereby reducing the onward road movement distance to the exercise location south of Hannover.

By far the largest amount of sea movement was through the port of Bremerhaven, second only to Hamburg as a German commercial port. It is also used as the major port of entry by the United States NATO Forces in Europe.

Once in country, troops and vehicles deployed along the German national autobahns, with the exception of a number of pieces of engineer plant which were moved by Deutsches Bundesbahn. A refuelling point was located at a British barracks in Verden, some 95 kms from the ports. An exercise RV was established in North Hannover, a further 80 kms south, where units were briefed by Divisional staff prior to onward movement to their respective exercise locations in the area of the south of Hannover.

During the deployment the sea passage was characterised by heavy gales and large seas (with many a sea-sick soldier,

and insufficient sea-sickness tablets on board!), and subsequent delays to the planned shipping programme. As vessels were discharged, vehicles moved forward to a marshalling area within the ports unit integrity was re-established, and convoys were released for onward movement along a controlled route to the exercise area.

The redeployment however, was quite a different affair. Participating units moved from ENDEX locations to host unit barracks. Vehicles and equipment had to be cleaned to a high standard to meet customs and quarantine regulations. In addition, there was a requirement to provide a rest day in country for the TA soldiers prior to their return to the UK. When called forward on the road movement programme, units moved from their numerous locations throughout the 1 (BR) Corps area, converging upon the North German ports along the designated autobahn routes. At the port marshalling area, convoy vehicles were refueled, shipping documents processed and units marshalled into ship loads in accordance with the redeployment shipping programme.

The large military road movement along the autobahn system was coordinated using the German Bundeswehr (Army) road movement computer (HERROS). This system, operating on a regional basis much the same as our Military Districts, coordinates centrally in Bonn all large scale and out of gauge road movement for NATO movement through the Federal Republic of Germany. The system takes into account weather conditions, conflicting traffic, roadworks etc and provides a computer printout (in a choice of three



APC (W) and GS vehicles loading onto MV CIMBRIA at Bremerhaven.

languages). This was used in lieu of a Movement Instruction as it provided convoy timings, density, speeds, and route details. The printouts were distributed to units at a redeployment conference coordinated by Movement Control staff during the exercise.

To maximise training time and still redeploy the TA element of the Division within the required time frame, it was necessary for the UKLF movement staff to programme a large number of sailings over a concentrated period. To meet this programme it was essential that road movement timings were precisely adhered to. In many instances this requirement was ignored, with the universal "homing instinct" prevailing and

a tendency for (some) units to make for the ports in all haste in case the ships left without them!

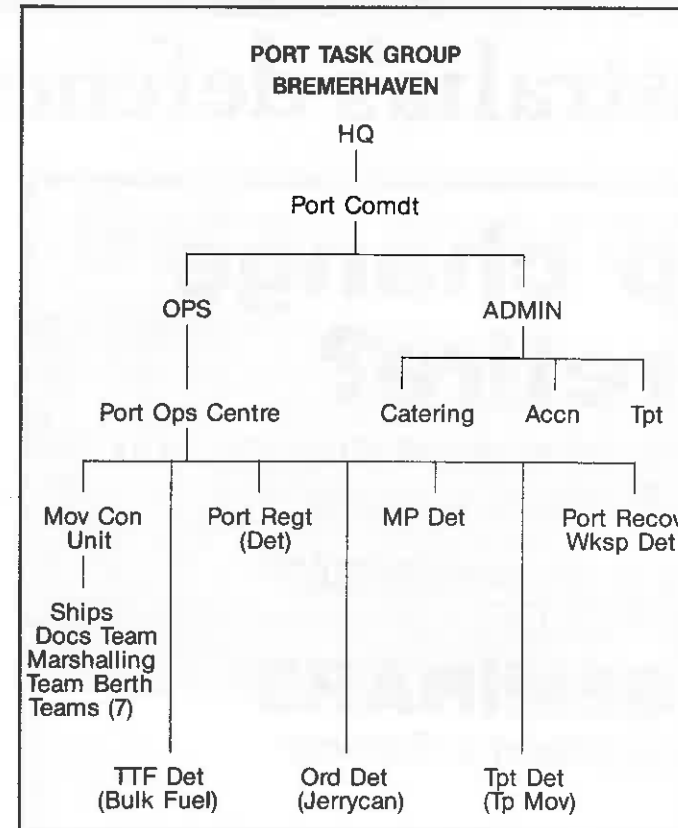
The complexity and constraints imposed by the redeployment through the port of Bremerhaven led 69 Movement Control Sqn to form a Port Task Group (PTG).

The Port Task Group

The concept of a Port Task Group (PTG) is based upon RCT "Operational Sea Movements" doctrine. The actual composition and size of the organisation depends upon the authority by whom the port is operated, be it civilian, military or a combination thereof. Bremerhaven, of course, is a civilian operated port. For Exercise KEYSTONE, the following organisations and representatives constituted a "Port Committee":

- A representative from the Bremerhaven port authority;
- The military Port Commandant;
- MOD Movements (Army) Liaison and Control Cell;
- A representative from the shipping agents handling the vessels in port;
- Representatives from the Government Freight Agency.
- Divisional Liaison Officer;
- Representative from the British Frontier Service. (Customs and Immigration).

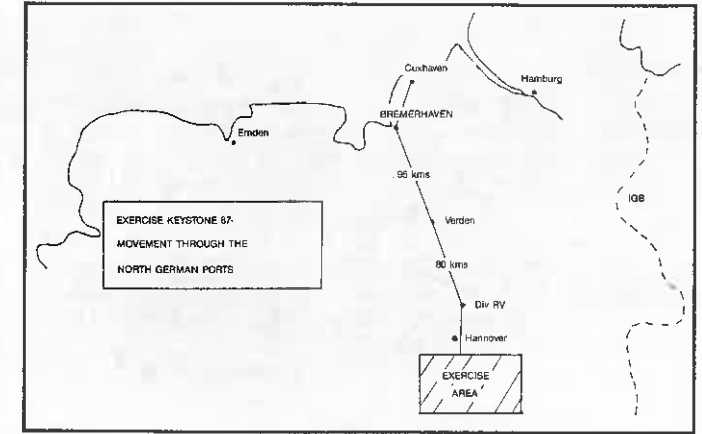
Operation of the port was executed by the Port Task Group. Its organization for the port of Bremerhaven for Exercise KEYSTONE was:



The total manning during the peak movement period was some 180 personnel.

A total of seven shipping berths, spread over an area of three square kilometres, were operated using berth teams consisting of a Movement Control officer/SNCO as team leader, and a team of between four and seven Movement Controllers, depending upon the size of each task. Vessels used in the shipping

programme included Royal Fleet Auxilliary LSLs, and civilian RO-RO and passenger ferries (Ships Taken Up From Trade (STUFT)). A total of 19 sailings were conducted during the redeployment.



The nucleus of the Movement Control Unit was 69 MC Sqn RCT. Concurrent exercise tasks (air, rail and container moves) necessitated the reinforcement of the squadron with support provided by Territorial Army (TA) MC units from the UK. TA support overlapped the exercise period, with the first group commencing one week before the deployment and handing over to the second group midway through the exercise to prepare for the redeployment. The professionalism and competence of the TA Movement Controllers was of a high standard and the task could not have been met without their capable assistance.

Each vessel had a stevedoring team from the PTG which positioned and supervised the tie down of vehicles and equipment under the direction of the ship's chief officer and the Government Freight Agent. The stevedore troop commander commented that when turnaround time was at a premium, it was invariably quicker to use his own teams to tie-down vehicles and equipment than supervise unit drivers.

A marshalling area was prepared at the entrance to the port. Within this area unit convoys were refuelled and marshalled

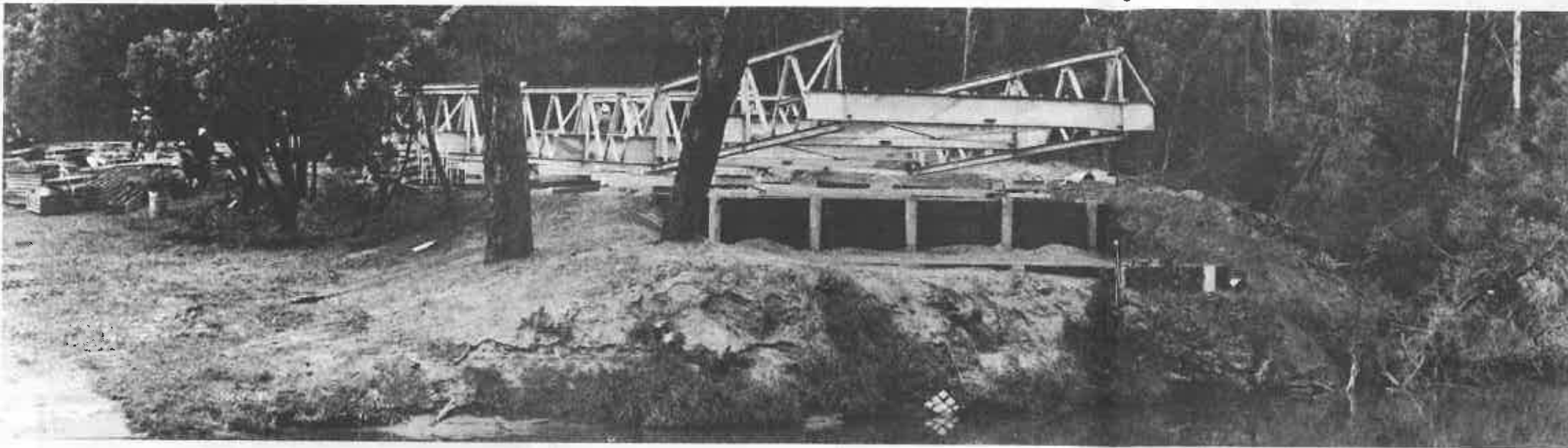


Vehicle marshalling area — about three kilometres from the shipping berths.

into ship loads. Call forward was on demand from the respective ship's berth team. Instances of non-compliance with the road movement programme resulted in several unit convoys converging on the marshalling area simultaneously, throwing out the planned loading sequence for the shipping programme.

Continued on page 14

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Additionally, units arriving earlier than programmed found they were waiting at the port for anywhere up to 8 hours before call forward to their ship. On arrival at the marshalling area, each unit representative had his shipping documentation processed by the PTG Docs team.

A further problem area was experienced with the use of "Tandem Sailings" within the shipping programme ie, where a unit's vehicles sail on a RO-RO ship and it's troops sail on a passenger ferry. Complications can arise, for example, when one of the ships is late in arrival. In other instances, units were still loading vehicles at the time passenger vessels were due to sail.



Movement Controller marshalling Saxon APC(W) across an LSL leading ramp.

Communications between the operations centre, vehicle marshalling area and shipping berths was by means of hand-held radios. Due to the distance over which they were required to operate, and the large amount of steel and buildings within the port area, a re-broadcast station was necessary to ensure effective communications. The high usage and cold weather resulted in a short battery life of 4-6 hours.

Administration for the PTG was enhanced by the positioning of railway coaches (ambulance ward coaches for sleeping and a kitchen/dining car) from 79 Railway Sqn RCT. The train rake was positioned alongside Columbus Quay and the Port Operations Centre. The PTG administrative group was headed by an SQMS and provided efficient administration during continuous 24 hour operations. When required, meals were provided direct to the respective marshalling and berth teams at the work site.

Colonial representation on the PTG was twofold — Australia

was represented by Major Paul Vercoe (Port Commandant) and Captain Judy Membury (OIC Berthing Team). A New Zealand "Long Look" representative, Sgt John Chamberlain (RNZMP), was the OIC RMP det, responsible for traffic control and liaison with the German civil police. Captain Membury achieved notoriety when briefing troops on board a passenger ferry over the tancy system. During a pause in the Movement's briefing, the hardened Para Regt started to move, and were briskly stopped in their tracks by a resounding Australian bellow — "I haven't finished yet — pay attention!" that quickly brought them back into line. She was instantly christened "Captain Edna".

In another incident, a convoy packet completely missed the Bremerhaven turnoff and signposting, blissfully continuing on a further 40 kilometres north to the port of Cuxhaven, where concurrent to Bremerhaven operations, convoys were loading onto a RO-RO vessel. When the packet commander enquired "Does this vessel sail to Harwich?" the answer was no, however there were so many vehicles queued behind them that that was the ship upon which they sailed. It is assumed they eventually arrived home.

Conclusion

Exercise KEYSTONE movement gained favourable comment from the 2nd Infantry Division and HQ UKLF. For the Australian component of the PTG, the exercise provided a rare opportunity to experience military movement through a port on a scale and intensity rarely practised within Australia.

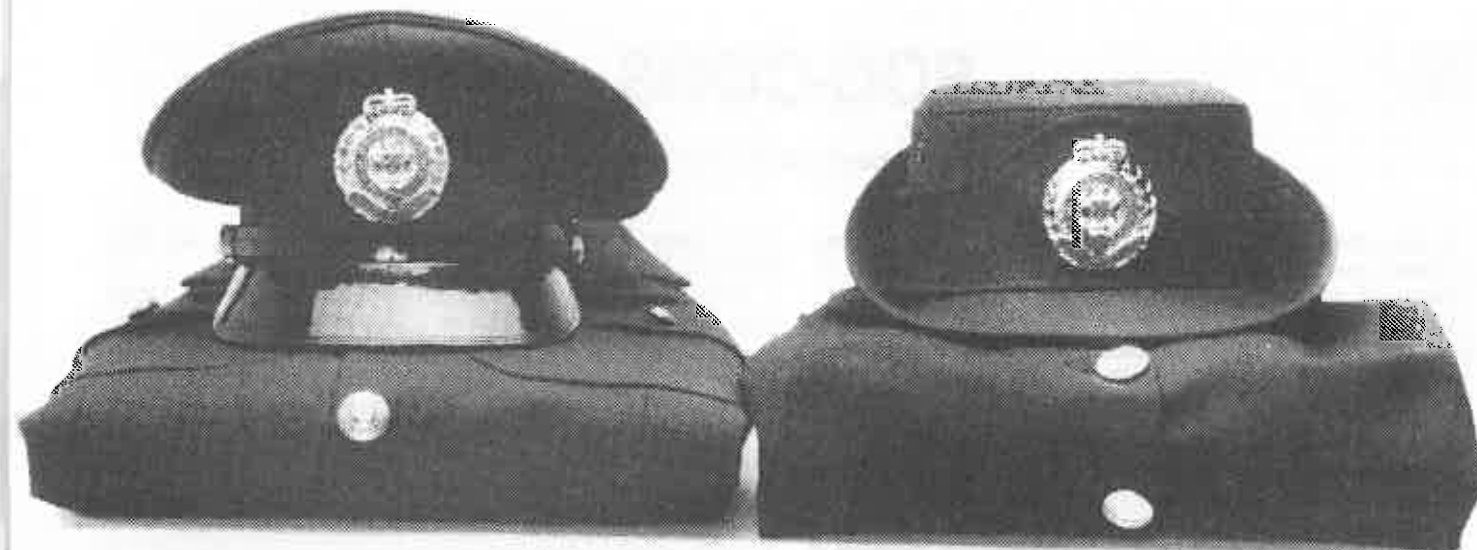
About the Author.



Major Paul Vercoe

Major Paul Vercoe is currently serving on exchange with the British Army on the Rhine (BAOR), in Germany. His appointment there is the Officer Commanding 69 Movement Control Squadron, RCT.

Major Vercoe graduated from the Officer Cadet School, Portsea in 1972 being allocated to RAE (and subsequently RACT). After a posting to Papua New Guinea in 1974-75 he returned to Australia to movement control unit postings. He was promoted to the rank of major as the Senior Instructor of Movements Wing at the Army School of Transport, after a period as the Adjutant of the School in 1982. Major Vercoe attended Command and Staff College, Queenscliffe in 1986.



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WANTED — INFORMATION

By Leone Moyes



Colonel Peter Douglas

Do you know this man? Do you wish you didn't? His name is Peter Douglas, commonly known as Punchy, the old man or alternatively that old bastard. All names are equally correct. He died six years ago and left behind many things. For those of you who knew him you'll understand when I say that not many of these things were material — he wasn't that sort of person.

What he did leave behind in abundance was stories, not many of them clean but all of them typical. These are what I'm after.

I've heard a few but they're normally cleaned up and as such don't really tell me about my dad. I think I knew him well but there's a part of his life that only you can tell me about. I'm collecting stories, not just clean ones or nice ones but *true* ones (Heaven forbid!!). I don't care how you tell them — just tell it how it was.

If you know any stories, have any photos, (we have very few, he burnt them all before he died), or anything else that will help me put together a book on my dad for our family, could you please write, ring or send them to me.

Editors Note: Leone Moyes is Colonel Douglas' daughter. She has approached PARONERI in her search for memorabilia of her father. If you have anything relating to the Colonel that may be of interest to his family please contact Leone. Her address is:

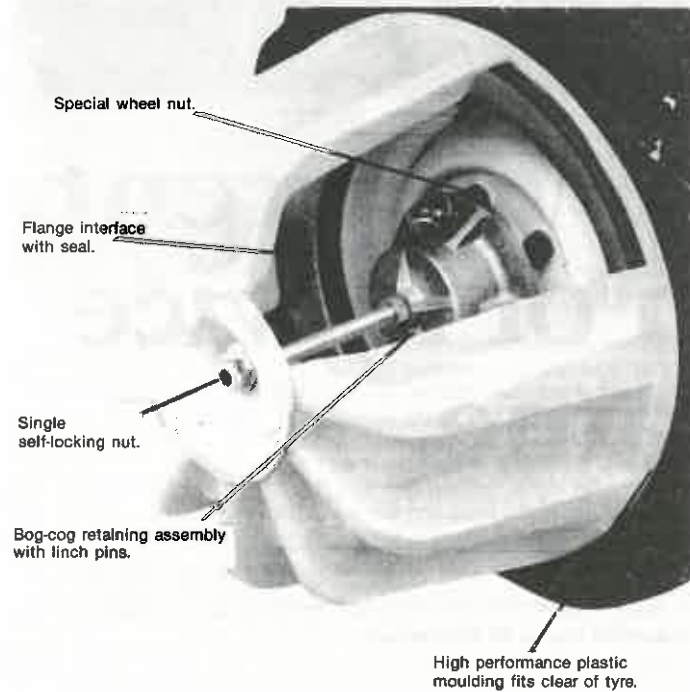
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BOG-COGS

By Captain Brad Hopkins

It has often been said that the best inventions are the simplest and if this is true, then the Bog-Cog should be immensely successful.

Westlands (UK) Pty Ltd have developed a device called the Bog-Cog which enables wheeled vehicles to extend their cross country capability on soft, adverse terrain.



The Bog-Cog is a lightweight hollow assembly which is coupled to the hub of vehicle road wheels. Each wheel device is essentially made up of two parts, a plastic airtight flotation assembly and an alloy retaining hub assembly.

The retaining hub is secured to the vehicle wheel via three special nuts. The nuts remain permanently on the vehicle and the hub is simply held in place by individual linch-pins. Protruding from the centre of the hub is a metal retaining bolt to which an alloy locking plate is attached, held in place by a single self-locking nut.

The flotation assembly is made up of a hollow moulding somewhat like a plastic garbage bin. It is held in place by pressure from the locking plate with the inner face forming an airtight seal with the road wheel tyre.

The Bog-Cog clears the ground on hard standing, allowing vehicles fitted with the device to be driven as normal.

On soft ground a fitted vehicle sinks until the vehicle weight is spread over the extra width of the wheels, which are now approximately three times their normal width. The lower surface pressure and deep ribs of the Bog-Cog impart greater traction, allowing fitted vehicles to negotiate previously

impassable roads. Vehicle control and handling are also enhanced.

Bog-Cog can also be used on hard-to-negotiate surfaces such as sand, gravel and snow and to traverse steep slopes. In an emergency situation Bog-Cog can also be used to support a vehicle's weight when tyres are partially flat.

Two types of Bog-Cog are available; one principally for use in muddy and boggy situations and the other for sand and snow. Either type, however, can be used on all surfaces.

Bog-Cogs come in various sizes to suit specific vehicles. Whilst most Land-Rover sized vehicles are catered for, Wessex is in the process of manufacturing truck sized assemblies. Bog-Cogs can also be fitted to trailers, artillery pieces and perhaps even some C-vehicles.

When not in use the Bog-Cogs stacks neatly together and can be carried by most off-road vehicles although carrying racks may need to be fitted to small vehicles to retain current load capacity.

The weight of a complete Bog-Cog set for a Land-Rover is about 70kg and is therefore manportable. The diameter of a Land-Rover version is 640mm and, when fitted, the Bog-Cog will increase vehicle width by about 150cm.

Installing the Bog-Cog is simply a matter of securing the hub assembly to the road wheel, positioning the flotation assembly and securing it with the locking plate and self-locking nut. It takes about five minutes to fully fit a Land-Rover.

The toughness of the Bog-Cog allows a fitted vehicle to hit a stump or hard obstacle, such as a wall, at speeds of up to 40kph with minimal damage to the plastic mouldings.



Bog-Cogs.

The applications for use within the Army are widespread. The British Army has tested the Bog-Cog and the RAC has demonstrated particular interest in it. Fitted vehicles could be used in the A-1 and A-2 echelons, in Engineer construction roles and, of course, in the many First and Second Line vehicular roles within an Area Operations.

Due to the simplicity in design and the ease of attachment,



Bog-Cogs give mobility in previously impassable terrain.

the Bog-Cog would be a useful addition to vehicle CES. Whilst no official interest has yet been shown in the Bog-Cog, ATA Training Aids Pty Ltd — who are distributing the Bog-Cog in Australia — are confident that it will be a popular product in both military and private use. ATA can be contacted on Defence Speed Call No.*3-050.

ABOUT THE AUTHOR



Captain Brad Hopkins.

Capt. Brad Hopkins graduated from the Royal Military College, Duntroon in 1979. After regimental appointments in 9 Transport Regiment he served as Transport Officer, HQ 1st Brigade at Holsworthy. During 1985-86 Captain Hopkins was posted to Papua New Guinea where, at 12 CE Works in Mendi, he was the Transport Officer.

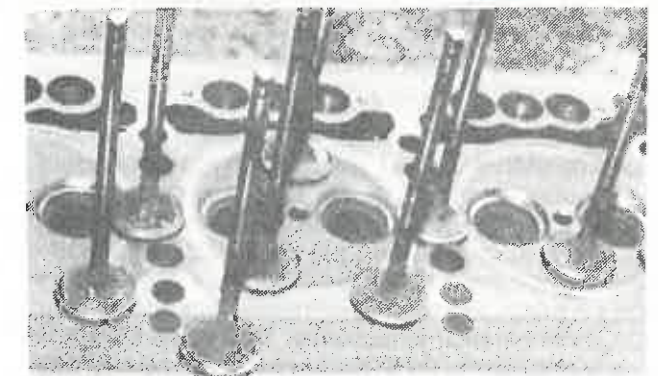
Currently, Captain Hopkins is an instructor on Military Training Wing of the Royal Military College, Duntroon.

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This cylinder head was removed from a 6V-71 Detroit Diesel. The carbon is of a soft nature, not hard and tenacious.

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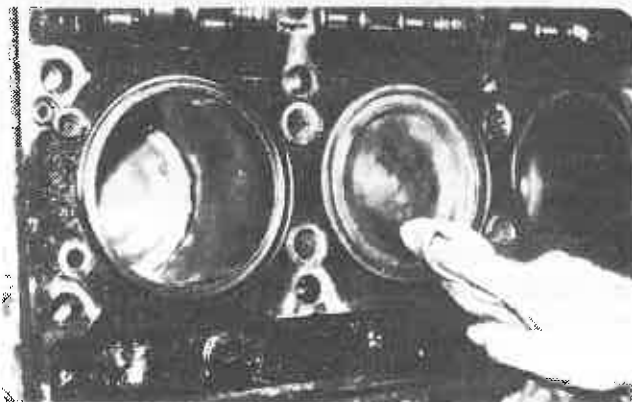
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FPC treated-soft carbon is removed with a cloth

“WITH THE VOLUNTEERS”

Book review by Major Jack Goggins



At Deloraine Camp, 1954, 44 TPT Coy Members check their vehicles.

from its historical significance, provides interesting reading for all who profess an interest in Australia's military history.

The book "With The Volunteers" is a historical diary of the Volunteer Military Forces of the North West Coast of Tasmania from 1886 until 1986. This detailed history is supported by hundreds of photographs showing the weapons used, the uniforms worn, the soldiers in training.

The unit histories of the Tasmanian Mounted Infantry, The Tasmanian Rangers, The 12/50th Battalion, the VDC, 44 and 47 Companies RAASC and 44 Transport Squadron RACT have all been presented so as to give the reader some insight into the life and times of the volunteer soldier. Many volunteers subsequently enlisted for active service during the Boer War, World War I, World War II, the Korean War and the wars in Malaya and Vietnam.

The importance of training and preparing for our country's defence during times of peace has been well recognised by military leaders and this book has been written to document this aspect of our military history.



44 TPT Coy vehicles in procession to celebrate the Coronation of HRH Queen Elizabeth II on 30 May 1953.

Future generations will benefit from the untiring efforts and dedication of Major Doug Wyatt in producing this history of the soldiers from the North West and West Coast of Tasmania who served their country since early settlement to the present day. This monumental work required extensive and painstaking research from sources in the Commonwealth and State archives, media records, old manuscripts, letters and many interviews over a long period of time. The ever present enthusiasm and perseverance shown by Major Wyatt throughout the preparation of this history is in itself a worthy tribute to the memory of all those fine soldiers from the North West and West Coast who gave their lives for their country.

Tasmanians have earned a unique place in the annals of military history. Their contributions from the Boer War onwards ranks with any in recorded history. Based on a comparative study of population numbers, Tasmania earned over four times the number of gallantry decorations (including eleven VCs) than any other state. They also suffered four times the number of

Past and present members of the corps in Tasmania recently celebrated the launch of a book, written by a serving RACT officer, which apart

casualties. Their soldierly qualities were such that they were invariably chosen as the vanguard in the attack phase of any action. That famous Army of generous men marches still down the long lane of its country's history and this record of their training, development and operations is both timely and appropriate as we celebrate our Bicentenary.

EDITOR'S NOTE:

"With The Volunteers" may be purchased through Par Oneri at the special price of \$35.00, saving \$5.00 on the retail price. Anyone interested should contact Major Goggins, HQ 6MD on telephone (002) 21 2225.



Coy Motorcyclists — 44 TPT Coy Annual Camp, 1954.

ABOUT THE AUTHOR

Major Doug Wyatt was educated at Devonport High School and enlisted into the CMF with 44 Company RAASC at Deloraine in 1966. He was subsequently promoted to corporal before being selected to attend the Officer Cadet Training Unit, from which he graduated as a 2nd Lieutenant in 1972.

Major Wyatt continued to serve with 44 Company, progressing through various officer postings until he was appointed as Officer Commanding in 1983.

In his civilian occupation Major Wyatt is employed as a telecommunications Technical Officer with Telecom Australia at Devonport, Tasmania.

With an interest in local history, he initially began this book by writing the unit history of 44 Transport Squadron. But continuing with this methodical research he eventually turned back the pages of time to reveal the very roots and beginnings of the volunteer defence forces of Tasmania.

This historical diary is the result of that detailed research, taking some three and a half years to complete.



Major Doug Wyatt.

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OBITUARIES

Captain Peter James McCarthy



Captain Peter McCarthy

Captain Peter ("Bags") McCarthy was the first Australian Army officer killed on overseas service since the end of the South Vietnam conflict. Considering the constant daily risks encountered in one of the World's troubled spots, it was only a matter of time before the stark reality of the risks associated with our profession of arms would again be made apparent to us all. It is a matter of great regret that "Bags" had to be the victim of the indiscriminate nature of armed conflict.

But he would be the first to admit over a beer and during a "friendly" discussion at the bar that you "gets paid your money and you takes your chances" — he was a professional soldier. In gathering the material for this obituary it became obvious that the country boy from Quirindi N.S.W. who entered the Royal Military College, Duntroon in January 1975 had developed into a respected soldier, a loving family man and an established character within the Corps.

At Duntroon, Peter soon became a well known member of his class, both to his classmates and members of the staff. After only two weeks at RMC, Peter was convinced that the Commonwealth Government Clothing Factory had it in for him; his uniforms never fitted, nor were alterations ever successful so the "drillies" often unkindly suggested that he looked like a bag of potatoes, therefore the nickname "Bagga" or "Bags".

Peter was an energetic and active Staff Cadet, excelling at sport, certainly not in the champion class but enthusiastic and willing. He appeared on the Soccer, Rugby and Hockey fields, experimented with Sailing, appeared to master Volley Ball, graced the ski slopes and, as President of the CSC Golf Club, dared anyone to challenge his handicap. In the meantime, he managed to complete his Arts course and keep the Board of Studies amused. Above all, he demonstrated the potential that he was soon to develop after graduation.

After his Young Officers Course to Puckapunyal, he was posted to 9 Transport Squadron in Townsville. Those that knew him in that posting, especially WO1 Ron Anderson, Peter's first troop sergeant, would remember him as an enthusiastic young officer willing to take good advice from the Senior NCOs, often at odds with authority, but always prepared to ensure that his Troop received a fair go.

In the Mess, Bags was always in the thick of things. His experiences as a junior Mess member stood him in good stead in future years; later as a Captain, he could always be found encouraging the "subbies" to "have a go", with the

inevitable result that the cry was "Bags was in it too!"

It was in the second year of this posting that he met Sue who was teaching at Charters Towers. Peter's mad dashes to the "Tower" became legendary. To give him his due, he would always manage to be back on duty at the right time and in the right spot.

In 1981 Peter was posted to 44 Tpt Sqn. Later that year he and Sue were married at Quirindi and made their first home in Devonport, Tasmania. Many of the members of 44 Tpt Sqn would remember the enthusiasm Peter brought to the posting and the way he and Sue became popular members of the community during their stay on the Apple Isle.

1983 saw Peter back in Townsville on the staff of HQ 3 Bde. Lieutenant Colonel Bill Nagy, then DQMS of the Brigade wrote:

"As a 'Truckie', Bags was somewhat unique. It was common knowledge that the Brigade Commander of the day was not particularly fond of officers of the trucking persuasion. On investigation I found that the Commander had some rather bad experiences with movement during Ex K83. Yet within months of the completion of the exercise, undaunted by the prospect of imminent death, Bags had miraculously regained the 'ear' of the Commander. Not only that, but by the end of his time in the Bde, Bags had almost managed to convince the Commander and himself that the higher-level Defence movement organisation was worth further consideration and that it could be relied upon to do the job on the day. . . . Bag's time in the Bde, can only be judged as being enormously successful, after all he, as a "truckie" did survive two gruelling years under the said Commander and actually left the Bde with some rather glowing references. Needless to say those glowing references were entirely deserved."

Those references were good enough to get Peter appointed to the staff of the Officer Cadet School, Portsea. He took to that posting, all the verve and enthusiasm he had shown to that time. In 1986 when OCS closed, Peter and his family moved with many of the staff to RMC, Duntroon. By then Sue had presented him with a lovely little daughter, Sarah. Peter had previously volunteered for duty with the UN and in 1987 was selected and sent to join the United Nations Truce Supervision Organisation in the Middle East.

Sue and Sarah joined him and they made their home within the military community at Nahariya, Israel. He was allocated to the Observer Group Lebanon and spent the first six months on the Observer Panel observing the Border Demarcation Line and reporting violations. In October last year he was appointed Assistant Operations Officer and because of his enthusiasm to have first hand information on each battalion area of operations, he was out in the field on the day he died. Peter was there because he was a professional soldier, a volunteer for the job and doing a task for which he was well trained.

During his relatively short career, Peter established for himself a sound reputation within the RACT and had brought great credit to the Corps because of his professional approach to his duties and his enthusiasm for his chosen career. To have his career ended so tragically and so early is the Corp's great loss and we in the RACT extend our condolences and sympathy to Sue, his daughter Sarah and to all members of his family, particularly his parents, Pat and Mick.

Captain Peter McCarthy was accorded a Military Funeral at his home town, Quirindi on 19th January 1988. It was evident that he was not only a popular soldier but also a well respected member of the district. He will be missed by all who were privileged to know him.

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Sergeant Michael John Boardman



Sergeant Michael John Boardman

Mick enlisted in the Army in 1972, and spent the first years of his service within the Air Dispatch organisation. He elected discharge in 1978, then re-enlisted in 1979. After re-enlist-

ment he transferred to the movement trade and served with Wagga Movement Control Office, 30 Terminal Squadron in Sydney, Army School of Transport and then with Puckapunyal Transport Unit.

He also served overseas in New Guinea on two occasions during the 1970s and returned from UK after Exercise Long Look last December.

Mick was always an immaculately dressed soldier, extremely fit, trustworthy and very exacting in his attitude to work. He is particularly remembered for his loyalty, not only to those whom he served, but also to those for whom he had responsibility.

The regard in which Mick was held can be summed up best, I feel, by the recognition he received whilst overseas. The first example is after his posting to PNG DF he received a commendation from Commander PNG DF and as those of us in the service know Commanders commendations are a significant recognition for service.

The second example is Mick's report from the British Army after returning from exercise Long Look and this reads in part:

"He was reliable, trustworthy and fully prepared to accept any tasks demanded of him. Always well turned out SGT Boardman was a credit to the Australian Army and his Corps in particular".

That statement, in particular, reflects for us the Mick Boardman we knew in the work place.

A significant tribute has been paid to Mick by the Puckapunyal Area Touch Football Association in naming their annual best and fairest award the Mick Boardman Medal. The inaugural winner of the best and fairest himself, it is a reflection of the regard in which he was held by those of us who played any sport with Mick.

Mick Boardman the soldier and sportsman will be sadly missed by those of us who worked hard and played hard with him. May he rest in peace.

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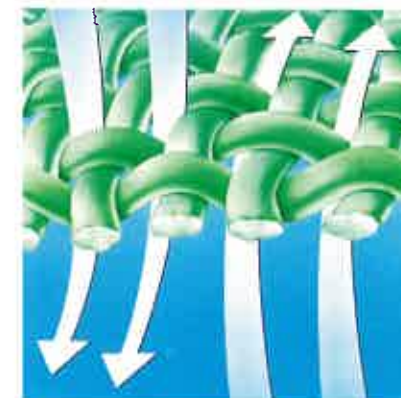
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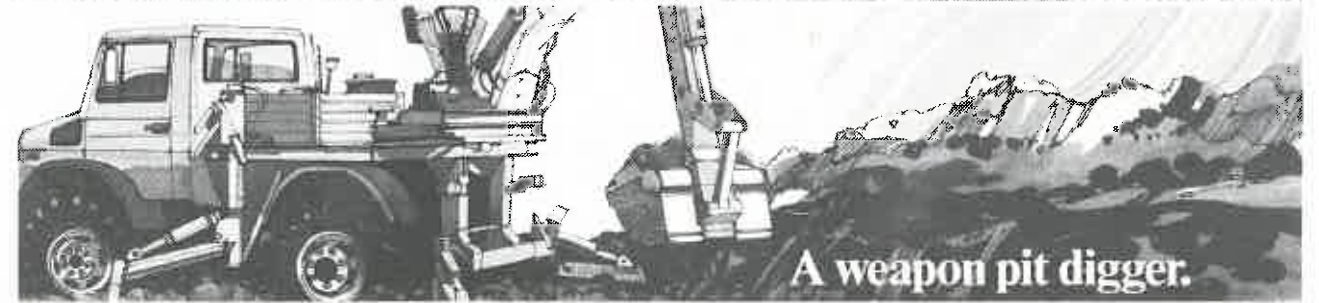
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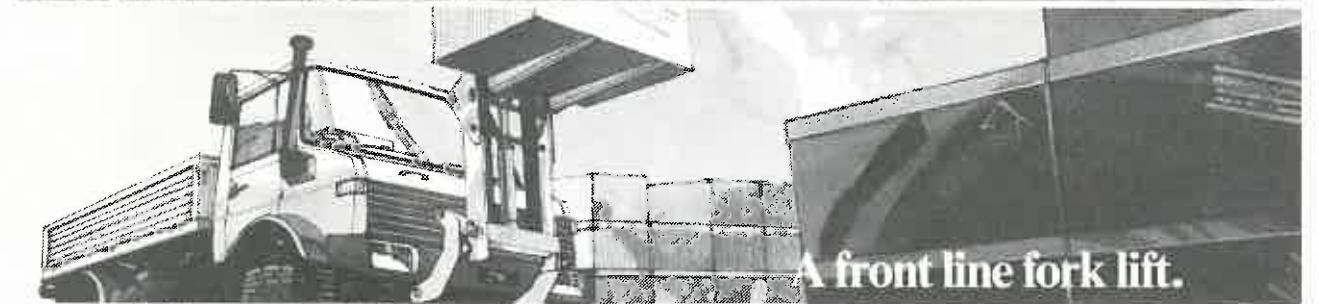
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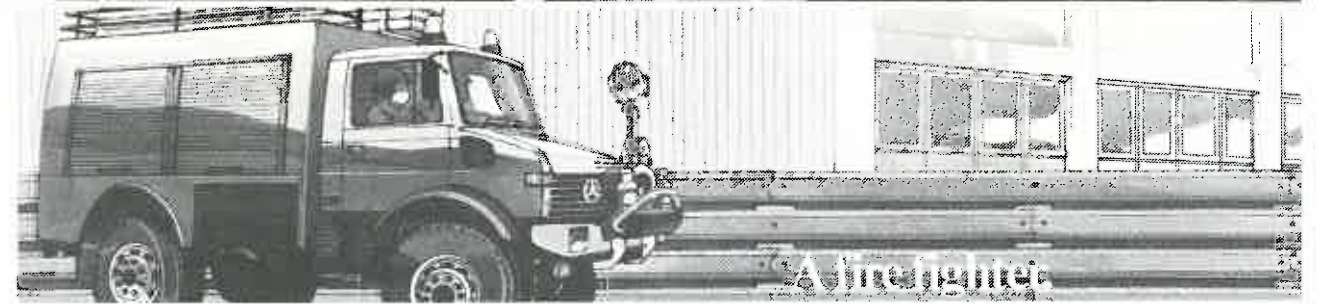
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