

Number 15



# PAIR DAILY

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1 of 2



THE JOURNAL OF  
THE ROYAL AUSTRALIAN CORPS OF TRANSPORT

See story on page 2

Photo by Sgt Howard Moffat



# PAR OVERI

The Journal of The Royal Australian  
Corps of Transport

Number 15

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### THE COVER

The pictures seen in the photographs is the new MES-84, International S-Line with Drake TK/PLT TPTR Trailer, and the current Leyland Scammell Contractor with Steelweld 60 Ton Trailer. The trailer which is soon to be replaced by the MES-84 vehicle.

158 Tpt Tp part of 26 Tpt Sqn has recently trialed the new MES-84, International S-Line Prime Mover and Drake TK/PLT TPTR Trailer. The truck and trailer was put through its paces on Ex Dry Pardus, which was a 1 Armd Regt exercise at Woomera. 158 Tpt Tp was involved in the insertion and extraction of 17 MBT variants to Woomera. In between the insertion and extraction phases, the truck and trailer was also trialed on the Puckapunyal range.

The International S-Line Prime Mover was deemed to be a very effective prime mover which is well suited to what the Army requires.

The Drake TK/PLT Transporter Trailer is a concept which would cover most of the Army's PLT/TK transportation requirements however, there are some problems with it. The main concern is with the tyres, in 100km between two trailers, 16 tyres blew or were deemed unsafe for further use. This problem is currently being assessed by EDE Monegeeta and Drake.

The second problem with the trailer is that of the winch position, the winch is currently positioned onto the trailers gooseneck which presents certain winching problems. The winch position on the old TK/PLT combination was on the prime mover which enabled the trailer to be grounded so as the prime mover could pre-position the dead load prior to it being winched into the trailer. With the MES-84 winch position, this can not be done therefore, a system for winching dead loads into position from areas where the trailer is unable to get to, had to be found, as yet no solution has been found.

Other problems with the trailer are only minor and are easily rectified. On the whole the new MES-84 vehicle and trailer is a good concept which would suit the Army's needs however, the trailer requires further adjustments and assessing prior to it being released into the system.

The views expressed in the articles are the author's own and do not necessarily represent official policy or opinion.

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In our last edition we included a request from Leone Mayes for information about her father Colonel Peter Douglas.

Unfortunately the contact phone number was incorrect.

The correct phone is (062) 48 2831.

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## AIRWAYS — MORE THAN JUST AN AIRLINE

In opening, I would like to thank "Par Oneri" for giving Qantas the opportunity to contribute to this edition. Qantas Airways has now been providing a spectrum of travel services to the Department of Defence from 1 January 1988, as a consequence of the following sequence of events.

On Thursday, 25th September 1986, the Prime Minister announced the setting up of Commonwealth Efficiency Unit. Part of the 80 tasks of this Unit was a brief to examine the Government's travel administrative processes and to explore ways the Government could obtain access to the wide range of travel rebates available to the private sector.

The Treasurer, Mr Keating, announced the results of the Unit's scrutiny in his 1987 May Economic Statement. As a result, the A.P.S. Travel Reform Team was formed.

On Monday, 1 June 1987, the A.P.S. Travel Reform Team, amongst other benefits, announced the following major recommendations:

- Appoint travel agents to service the Government travel requirement.
- Negotiate the best available rebates on air travel and accommodation.

In August 1987, the Government called Tenders for Private Travel Agents to provide travel services to the Australian Public Service from 1 January, 1988.

The Minister for Finance, Senator P. Walsh, announced the successful Tenderers on 20 October 1987. It was advised that Qantas had secured Contracts to provide Domestic and International Travel Services for the Department of Defence and the Australian Trade Commission — AUSTRADE.

The Contracts are for a four year period, terminating on 31 December, 1991.

Twelve dedicated Qantas travel cells around Australia, employing in excess of sixty highly qualified staff has transformed, Qantas the International Airline to Qantas the "One Stop Travel Agent" providing Defence with a single point of contact for travel services that include, amongst other things:

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However, the relationship between the Department of Defence and Qantas Airways stems further than this contracted business.

Qantas was both delighted and proud to have been asked to contribute to the success of the Changi Chapel National Memorial to ex-prisoners of war.

In 1944, Prisoners of War in Changi Prison on Singapore Island constructed a number of small chapels as a testament to their enduring faith in the midst of extreme adversity. After the war, one of the chapels was dismantled and shipped to Australia.

In 1987, an Inter Departmental Committee, under Army sponsorship, was formed in Canberra to re-erect the chapel and dedicate it to all Australians who have suffered and died as prisoners of war. Approval was granted from the National Memorials Committee to have the Changi Chapel recognized as the National Prisoner of War Memorial.

The Chapel has now been re-erected and a Dedication and Commemorative Service was held in the grounds of the Royal Military College, Duntroon, next to the Anzac Memorial Chapel of St Paul, at

2.30 pm on 15 August 1988. (see inside cover)

Amongst the many POW taken by the Japanese was a small group of Australian nurses who continue to be held in extremely high regard by ex-POW. The ex-POW associations requested that as many of the nurses as possible attend the Changi Chapel Memorial Ceremony. When contacted, many of the nurses indicated a willingness to attend but for a number of reasons, including financial and health were unable to do so.

Qantas together with the Department of Defence invited four ex-POW nurses, two from the United Kingdom and two from New Zealand. It was of great pleasure to receive acceptance from Mrs Lorna M. Johnston from New Zealand.

Following is a letter received by Qantas from Mrs Johnston soon after this successful event.

"Just before I leave my lovely old country, I should like to thank Qantas Airways very much for making it possible for me to attend The Changi Chapel dedication service in Canberra. I shall never forget that wonderful day and seeing all my old POW friends again was a very great added bonus."

In summary it is appropriate to quote the words of Brigadier Maxwell J. Lemon, Chairman Changi Chapel Project Committee. "The attendance of the nurses added a dimension to the occasion that cannot be described adequately in mere words".

In closing may I take the opportunity to wish you all a safe and prosperous 1989. We at Qantas certainly look forward to our continued involvement with Defence.

**Stephen Bartlett-Bragg**  
Manager Government Travel  
Qantas Airways Limited

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## EDITORIAL

PAR ONERI — EQUAL TO THE TASK. Unfortunately in the past we have not been EQUAL TO THE TASK (I include myself in this verbal wrist slap) in providing an interesting and entertaining corps magazine. Certainly some of the problems lay in the editorial and production field but the magazine will only be comprehensive, entertaining and interesting if we have suitable material to work with. An example of this is the photograph of the "Waggoner". It will be displayed in the next issue (Put this down as an 'Editorial' problem).

This issue of Par Oneri is quite well subscribed, to those who have contributed I say thank you. But... we need more. Come on — make our magazine something to be proud of. Take photos of your unit on exercise, on the sporting field or candid shots of unit personnel. This is a corps magazine so we want contributions from all ranks. If you think it is interesting or funny then the odds are that others will also.

In this issue we have commenced a number of "on-running" sections: profiles on our Honorary Colonels, Museum Corner and Unit histories. For those Units who have not already done so, please put pen to paper.

Whilst on the topic on "on-running" sections, Issue 13 put forward a plea for the contribution of Unit Plaques to enhance our Corps Centrepiece Display at DMOVT-A. To date we have the plaques of 1 ATSR, 10 Tml Regt, 1 Div Postal Unit, 1 Tpt Sqn, 2 Tpt Sqn, 3 Tpt Sqn, 5 Tpt Sqn, 6 Tpt Sqn, 26 Tpt Sqn, 36 Water Tpt Sqn, HMAS Tობruk and Sydney Tpt Unit. For those not already represented, your donation would be immediately displayed and appreciated.

In this edition we also say farewell to Margaret (Peggy) Sylvester (see contents page). I, like many others in the Corps, would like to say Thanks Peg and wish you health and happiness in your retirement.

I hope this edition of PAR ONERI finds you healthy and relaxed after the Christmas break ready for another interesting and satisfying year in the RACT.

# DIRECTOR'S MESSAGE

Unfortunately this copy of PAR ONERI has not made the presses before the end of 1988 and it becomes the first issue of 1989. I trust everyone had a pleasant holiday period, removals went well and that all is in place for a very successful 1989. With the challenge of K89, the introduction of integrated logistic units and the pressures of doing more with less it will be a most difficult year for the Army as a whole, but for the Corps in particular.

In an effort to be prepared to meet these changes, I am pleased to advise the ASA Movement and Transport Study has been completed by LTCOL Terry Watson of my staff and WO1 Dinger Bell of HQ Log Comd. I would like to thank all of you for your contribution to this study as I understand the team received cooperation of all levels in their review of ASA movement and transport operations. The findings of the study should be made known shortly.

I would like to broach a couple of concerns before I address a more positive area. The first concerns an apparent increase in the separation rate of our soldiers. Following an excellent year in 1987, our wastage figures for 1988 are fast approaching those of 1986. I encourage all CO/OC and all Warrant Officers and NCO's to counsel those soldiers considering discharge in an effort to reduce those numbers. Very few queries are being received by my OR Management staff to indicate this essential counselling is occurring.

Another concern is the gaps beginning to appear in the rank of captain. Shortages in manning of captain positions is creating some difficulty for some units. At this stage the only way this can be overcome is by employing LT in CAPT positions as I am loathe to nominate addition candidates for PSO commission. To do this excessively depletes the experience levels of the trades. For many trades this is healthy, as it allows the new blood of the trade to advance. In others, however, there is so little fat or experience we must be very selective in our PSO nominations. Further, it is not an automatic step from WO1 to PSO — there is a rigorous nomination and selection process that must be undertaken *after* the necessary balance is struck between the needs of the trade and the abilities and aspirations of the individual. The PSO option, therefore, will not be used to make up our shortfall of captains.

I am aware of concerns about the appointment of RSMs of the Corps. I believe my policy of all Corps RSMs having attended the RSM course is well known. It is the only way the credibility of the RSMs of our Corps can be maintained in relation to the remainder of the Army. In addition, it separates

those who have the commitment and ability to serve in this position. This policy was reviewed by the recent Corps Management Conference and has been revised. From 1991 all RSMs of the Corps will be required to *qualify* at the All Arms RSM Course. To assist them in achieving this goal, a subject C for Sergeant course and a Regimental WO course for aspiring SM and RSMs is to replace the current Subject C for WO course. This latter course will not be offered again and the new courses will be developed and conducted as quickly as possible. The impact on individuals status for promotion will be promulgated shortly. I believe this to be a most positive step to ensure the situation of 1988 does not repeat itself. In the interim period the current policy applies and those individuals wishing to become RSMs will be required to *attend* the RSM course.

I would like to briefly highlight some of the other topics addressed at the Corps Management Conference and the Corps Committee Meeting held in November. The response to my request for subscriptions to the Corps Fund has been excellent and I thank you for your support. A statement of affairs is included in this issue and you will see that over \$14000 has been raised. I thank you all and would anticipate this level of support continuing. While being happy with the contributions, I was disappointed at the lack of bids on the fund. Apart from the Museum and the Pipes and Drums the only unit bids were from 1 TptSqn and 44 TptSqn. The Fund exists for the benefit of the Corps, its units and its members and any organization of the Corps may forward projects and proposals through the Corps chain of command for consideration at the biannual meeting of the Corps Committee.

To improve the image of PAR ONERI regular articles will appear on Corps projects and equipment proposals, personalities and key appointments within the Corps and (should they be received) unit notes. Other suggestions on content would also be appreciated. To provide a small incentive a \$200 prize will be offered to the author of the best PAR ONERI article.

The first volume of PAR ONERI, the History of the Corps, is being written by Colonel Neville Lindsay. It covers the history of the RAASC. He is well into the writing phase but is seeking help and assistance from the military districts. Should you have some information or records which you believe may be of interest to him please contact him on (07) 378 0667. A survey of interest in purchasing this unique history is to be conducted shortly.

cont'd from page 4

On the training side, there are two areas of general interest. Firstly, a prerequisite for attendance at a Subject 4 for CPL (Road Transport) is to be a motor cycle licence. As this course is the qualifying course for transport section commanders and as he/she is required to ride a motor cycle in the performance of his/her duties, the licence code is required. Candidates for this course should seek attendance on a unit conducted motor cycle course to allow their panelling. Secondly, a significant survey of ARES

training is being conducted at the Army School of Transport by MAJ Doug Wyatt to identify the minimum time required for ARES trade training. Thus far, four options have been identified for ARES ECN 109 driver training, depending on the experience of the student and the training conditions existing. The need for ECN 109 training for air dispatchers and seamen has been removed with a restricted licence only being required. In mid 1989 this review should be finalised and I hope it achieves a reduction in the present time required to gain a trade qualification.

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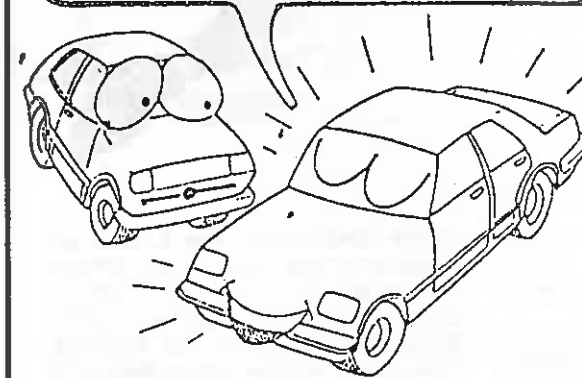
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Colonel Keith Wait commenced his military service with the RAAF (1942-46). In 1951 Colonel Wait again signed up for military service and, having seen the error of his ways, joined the Citizen Military Forces in the Corps of RAE (TN).

Colonel Wait received his first appointment as a LT in 1954, with his career spanning more than twenty five years until his retirement as a Colonel in 1979. His postings included various appointments at 6MC Trg Gp, Staff Capt A & Q on HQ's Gp, Instructor and student at Comd and Staff Trg Unit, CI OCTU, CO 6MC Trg Gp, Comd 4 Trg Gp and member of the ROPRC (Reserve Officer Promotion Requirements Committee). Colonel Wait also spent two and half weeks in SVN as an observer.

Although Colonel Wait recalls all his postings as having been worthwhile and enjoyable, his time as CI OCTU and CO 4 Trg Gp perhaps afforded him the most satisfaction. It should be noted that the twelve months Colonel Wait spent with the ROPRC resulted in a submission to the CGS for the formation of a Reserve Comd and Staff College. The proposal was subsequently accepted. Colonel Wait was the Manager of the Personnel Department of Australia Post for SA and NT prior to his retirement in 1984. He resides with his wife Fay in Adelaide and leads an active retirement which includes playing golf, acting as a volunteer guide for the SA Museum and Librarian/Treasurer for the Murray Park Singers.

Colonel Wait has held the appointment of Honorary Colonel Commandant RACT for 4/7 MD since OCT 83 and became our Representative Colonel Commandant on 27 May 87.

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From: Major D.S. Furphy



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Fanning Downs  
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8th June 1988

In reply please quote

Colonel J.H. Snare  
Director  
Movements and Transport - Army  
Department of Defence  
Campbell Park Offices  
CANNBERRA ACT 2600

Dear Colonel,

By now I would hope that the feature wall at the entrance to your offices has been adorned with the plaques of the various units of our Corps. Amongst the many plaques I hope that the recently presented 6 Tpt Sqn plaque has pride of place.

This particular plaque is of special significance not simply because of its rarity and subsequent value as a collector's item, but also because of the folklore associated with the timber from which it has been made. The red river gum tree from which the plaque was fashioned is situated on the Burdekin River about 18 kms downstream from Macrossan. The tree is in the centre of the first ammunition point established by the Squadron and is known by the local Wulguru aborigines as the 'Rennips Niemoc' tree.

The dreamtime legend of the Wulguru tribe is that for many years the Rennips Niemoc tree was used to secure a flying fox on which supplies were transported across the river whenever it was in flood. One year an Aboriginal mother and her young child were swept away by flood waters and to save them a boy with a line tied to his waist and secured to the Rennips Niemoc tree jumped in after them. Despite the raging torrent the line did not break, the tree held and the rescue was successful. Thereafter the tree was known as the Rennips Niemoc tree which translated from the Wulguru dialect means 'able to withstand great pressure' or when translated literally means 'equal to the task'.

Given the legend and historic significance of the above your approval is sought to adopt 'Rennips Niemoc' as the motto of 6 Tpt Sqn.

Yours sincerely,  
D.S. Furphy





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## FTS Maintains premier status

The First Transport Squadron maintained its premier status recently when the unit became the first RACT unit to be given formal approval to wear a colour patch.

The unit is able to trace a direct link to No. 1 Company, AASC of the 1st Division AIF which was raised in August 1914.

The colour patch was formally adopted at a Squadron Parade held at Holsworthy in May 1988. Present at the parade were Colonel J.H. Snare, the Corps Director and Lieutenant Colonel D.A. Cran, Commander Divisional Transport. The Reviewing Officer was Colonel P.R. Florence, Commander Land Command Transport Group.

In his capacity as Reviewing Officer, Colonel Florence made special mention of the role of the unit in its distinguished history. He said that all unit members should wear the patch with pride.

At a subsequent family luncheon which was attended by all ranks, the Officer Commanding, Major G.R. Kelly echoed this feeling of pride. He also reminded all ranks of the hard work that has been done so far this year and the need for further efforts in the future. A highlight for the future will be Exercise K89.

### UNIT HISTORY

The unit was formed in August 1914, as No. 1 Company AASC, the first of four such companies which made up the 1st Divisional Train AASC.

During World War 1 the company saw active service in Gallipoli (landing there on 3rd May 1915), and later in Egypt against the forces of Ja'far Pasha an ally of the Turks. In April 1916 the Company moved to France where it served with distinction on the Western Front until 1918. After the Armistice was signed, the company was the last unit of the Divisional Train to be disbanded. This was done while stationed in Belgium.

There is no record of the unit existing between the wars. The Supply Column of 1st Division A.M.F. however, was located at Paddington NSW with a detachment at Kelvin Grove in Brisbane. This organisation was equivalent in all aspects, except in its name.

Throughout the Second World War there existed at different times, two separate units that had the name 1 Company AASC. One belonging to both the 6th and 8th Australian Divisions.

The company raised by the 8th Aust. Div served in Malaya as part of 'Elbow' Force, Australia's first commitment to the Asian theatre. Just prior to the fall of Singapore in 1942, the unit was formed into an infantry



*Lcpl (Gary) Shoemith receiving his First Transport Squadron colour patch from Colonel J.H. Snare, The Corps Director, whilst Mrs Janet Shoemith and Colonel Florence, Commander Land Command Transport Group look on.*

company and placed in the front line. During the fighting this unit held their position against overwhelming odds.

The 6th Aust. Div in the Middle East renamed its Supply Column, 1 Company AASC prior to departing for Australia in 1942. After departing the Middle East, the Company saw active service in both Ceylon and New Guinea. The Company, now named 2/1 Australian Company AASC was returned to Cairns and then to the Atherton Tablelands where it remained until being disbanded in July 1944.

In 1948 the Company was reformed at Puckapunyal from the 168th General Transport Company which had just returned to Australia from service with the British Commonwealth Occupation Force (B.C.O.F.) in Japan.

1 Transport Company as it was then called, remained in Puckapunyal supporting the three National Service Battalions that were stationed there. The Company was also responsible for the Corps training of recruits, a task adopted by the Army Service Corps School when the unit was moved to Holsworthy NSW in 1957.

At this time the Company consisted of four sub-units, these being 1, 2, and 3 Transport Platoons and the Composite Platoon. 3 Platoon was detached to Brisbane and the remainder of the unit moved to Ingleburn. The Composite Platoon was later renamed 21 Supply Platoon.

In 1966 the Company, under the command of Major A.D.M. Glendenning, moved to Vung Tau in South Vietnam as part of the 1st Australian Logistic Support

*continued 10*

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LOT 1862 PRUEN RD., BERRIMAH

continued from page 9

Group. The Company was replaced in 1967 by 5 Company RAASC and returned to Ingleburn where 12 Transport Platoon was formed.

As part of Plan Interfuse, the Company moved from 'L' and 'O' Blocks Ingleburn to Gallipoli Lines Hols-worthy on 25 November 1971. This move enabled a more intimate transport support to be provided to the then 10 Task Force; now 1st Brigade.

Since arriving at Holsworthy, 21 Supply Platoon has been disbanded and replaced by 25 Supply Platoon on its return from South Vietnam.

In 1973 the Royal Australian Army Service Corps was reorganised and renamed the Royal Australian Corps of Transport. As part of the change 1 Company RAASC became known as 1 Company R.A.C.T.

On the 1st June 1977 the Company was involved in a reorganisation programme within the Army. As a result of this, the Divisional Transport Column of which the Company was a unit, became known as the Divisional Transport Regiment. The Company was renamed First Transport Squadron on the same date.

### ROLL OF HONOUR

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No 1 Company AASC

QX13083	PTE	E.A.	SAUNDERS	11 Feb 1942
QX11182	PTE	D.O.	WHITE	11 Feb 1942
NX26015	L/CPL	R.J.	McKENZIE	11 Feb 1942
NX50832	SGT	L.R.L.	MOYO-JEFFFRAY	11 Feb 1942
NX56307	PTE	H.D.	DELANEY	11 Feb 1942
NX57667	PTE	L.D.	CONNELL	11 Feb 1942
NX65265	PTE	C.B.	MILLER	11 Feb 1942
NX68986	PTE	P.C.	REID	11 Feb 1942
QX14512	CPL	N.F.	CLAYTON	13 Feb 1942
QX15727	PTE	E.J.T.	RYAN	13 Feb 1942
NX53085	A/CPL	D.M.	ROBERTSON	13 Feb 1942
NX57203	PTE	N.A.	CURRELL	13 Feb 1942
NX58682	PTE	J.H.	BOWMAN	13 Feb 1942
NX58683	PTE	J.L.	BOWMAN	13 Feb 1942
NX52170	L/CPL	W.	HARRIS	14 Feb 1942
VX22869	DVR	W.J.	CLARIDGE	28 Mar 1942
VX44874	DVR	R.N.	MELLOR	28 Apr 1942
QX14834	DVR	J.G.	MOODIE	- unknown -

6th Australian Division A.I.F.  
1 Company AASC and 2/1 Company AASC

QX13073	PTE	W.A.	LAACK	30 Oct 1942
WX12400	PTE	W.J.	KERR	12 Apr 1943
SX12349	PTE	J.L.	KENDALL	12 Apr 1943



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and the  
Australian Defence Force*

*Colony  
Duty of Honour  
and Transport Army*

Too often members of our corps who elect discharge or retirement after 20 or more years service receive little or no recognition for the many years they have given to the RACT.

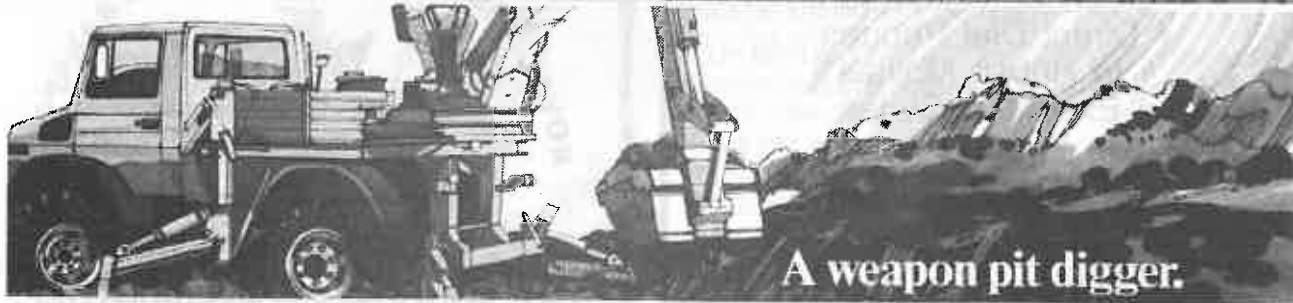
As a method of showing our appreciation the Certificate of Recognition has been devised and is intended to be presented by CO/OC's prior to the member leaving the unit.

The wheels of bureaucracy move slowly and as many members who have served for this amount of time take leave and furlough prior to discharge, DMOVT-A may not be informed in sufficient time to forward the certificate prior to the member leaving the unit. To ensure the timely forwarding of certificates units are requested to advise DMOVT-A of pending farewells.

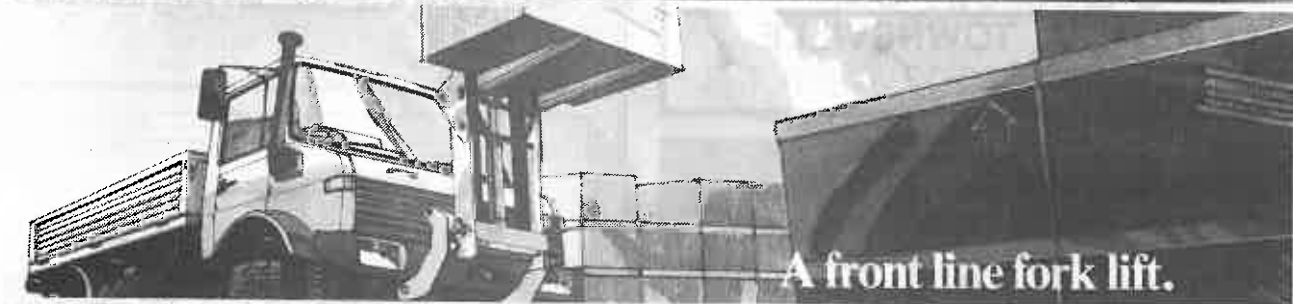
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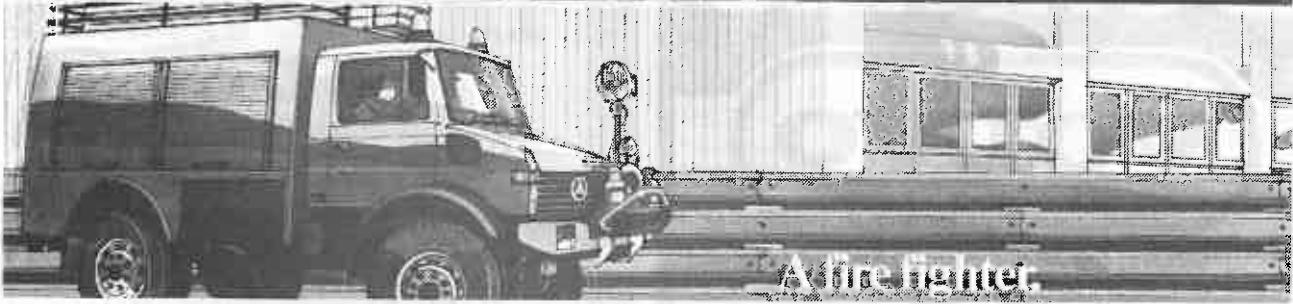
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CAPT Mick (check out my pectorals) Pollock doing it easy



SGT Mark Jennings soliciting in Albury



CAPT Murray Nelson leading the trucks up Jugiong

## THE RACT LEGACY RUN

BY CAPTAIN R.C. TYLER

In 1986 a seed was planted, nurtured through its inauguration in 1987 and subsequently encouraged into maturity with the successful completion, over the period 16-20 May 88, of the second run from Puckapunyal to Canberra.

The RACT Legacy Run will, I am certain, go on to bigger and better things in the future. This continued success will flow from the lessons learnt on the previous runs, but primarily any success will be dependant on the support forthcoming at all levels and in no small way, the dedication of those who will in future take on its organization.

As indicated by its name, the run is primarily aimed at raising money for Legacy. There are however a number of benefits flowing from an activity of this nature, namely:

- the fostering of favourable relationships between the Army and civilian community;
- the publicising of the Army School of Transport;
- the publicising of the Corps Museum; and
- the fostering of 'esprit de corps' through completion of a challenging and worthwhile community activity.

### ORGANISATION

Organising for this year's run commenced in February and it was immediately apparent that problems encountered in 1987 would again become obstacles. The large task of gaining authorization to conduct the run from civil agencies was reduced somewhat due to past experience. The time saved here however was more than accounted for, due to the increased emphasis on publicity and the general broadening of our sponsorship base.

At this point a special vote of thanks must go to the Army School of Transport and the other units within Tobruk Barracks. The intimate support provided was instrumental in the activities' success. Remember for every team member released those remaining behind were required to foot the workload.

Special mention must also go to the numerous publicity agencies, police, local shires and their communities, Legacy sub-branches and the road users. In particular, the heavies of the road for the courtesy and perseverance shown throughout.

*continued*



A time warp hits Albury



Mark Polson Anchor man of the team



continued from page 13

One group in particular merits our sincere thanks. The sponsors, without which, activities of this nature will seldom experience total success. This year's sponsors were:

LINFOX	AUSTRALIAN AIRLINES
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## THE TEAM

Team composition followed the lines of those developed for the inaugural run, this being:

- Running Team. Selected on qualification of two 12km runs in the same day followed by a strenuous training programme consisting of a number of team runs over varying distances;
- Safety/Support Crews. Drawn from the School and other units of Tobruk Barracks. These people worked hard throughout to provide direct support to the running team.

The late withdrawal of the team's veteran runner and Activity Controller, MAJ Steve White, due to other commitments was a sad blow. But the strength of character of the running team proved more than capable of covering this loss.

The team for this year's run was as follows:

### Running Team.

CAPT Murray Nelson	(MN)	AST
CAPT Mick Pollock	(MP)	Now 26 Tpt Sqn
CAPT Steven Bush	(SB)	SI Educ Det Puckapunyal
SGT Mark Jennings	(MJ)	AST
CPL 'BJ' Lawton	(BJ)	AST
LCPL Mark Polson	(MP)	AST
PTE 'Tassie' Emmett	(TE)	AST
PTE Mark Lee	(ML)	AST.



Mark Polson suffering a pre-run massage



CAPT Murray Nelson draggin off a 4WD at the lights in Albury

### Safety/Support Crew.

CAPT Bob Tyler	AST
CPL Len Richards	AST
CPL Scotty Walker	ASC
LCPL Joe Ratcliffe	AST
LCPL Tony Sheehan	AST
PTE Greg Ralph	AST
PTE Michael Stork	AST
PTE Andy Caines	PTU
PTE Doug Taylor	now 18 Tpt Sqn

## RUN HIGHLIGHTS

16 May 88 dawned wet and cold. BJ moved away from the School at 0615 hrs to the applause of the officers and SNCOs from the School. Each runner completed one hour with half having to run a second hour. Average distance for Day One was between 13.6km to 16.7km per hour. Wangaratta was reached at 16.45 hrs. It rained all the way. Day Two was another long day, some 142kms to Holbrook. Nothing new to report, yes you guessed, it was rain, rain and more rain. As in Benalla the tins for Legacy came out through Albury, with very good results. Hats off to that community. The team was starting to burn up the bitumen and continued on the good effort of the previous day to arrive at 16.45 hrs. Once again the support crew had it all set up to normal high standards.

Day three saw us in Gundagai with conditions starting to tell. ML had to be rested due to injury, and we are down to seven runners — but I'm getting itchy feet! Competitiveness is coming out among the runners with side bets towards Legacy being wagered on distances. Tassie had led the group off. MJ's effort through the Tarcutta Mountain range 14.4km in 60 minutes rates special mention as does the consistency of all runners, now numbering seven from the original team of nine. Steve White has been held over and will not be joining us. The weather was at least showing signs of improvement.

Day Four and the weather was much better, only light showers. We are still averaging 14.5 km per hour. MP's 20.1km in 79 mins was the highlight of the day. ML had a loosening run. All other runners were holding up well.



PTE Tassie Emmett pretending he enjoys it all.

Amazing what one can do with a younger team. So far all destinations have been reached in better times than 1987. This however should not detract from fine performance. Yass was reached in very quick time. The support crew, ever reliable, have the camp well set up and an early meal on the burner. A relaxing night ahead with only the short hop to Canberra next day.

Day Five saw a slightly later than normal start with each runner down to cover 7km only. To make this stretch of the run more interesting a small wager was struck. In effect each runner was to cover his leg in 30 mins, anything over imposed a donation to Legacy at the rate of 10 cents per 6 secs. The Corps Director Colonel John Snare, CO/CI AST Lieutenant Colonel Rob Regan and of course myself would feed the donation in reverse. Needless to say, we lost to the tune of \$22 with some very good times being recorded, ranging between 23.3mins to 27.4mins. Not a bad effort considering the poor conditions experienced through-



CO/CI and Corps Director (2nd and 3rd from left) join the team heading into Campbell Park.

out the run. As we reached the outskirts of Canberra a halt was called. One could not after all be early for the reception.

## SUMMARY

This year's run has certainly built on the success of the inaugural run. Despite atrocious conditions the team, due mainly to its youth and greater fitness was able to improve on last year's very fine achievements. As the team was joined by Colonel Snare and LTCOL Regan for the last few kms into Campbell Park. I reflected on the achievements of the last two years. The efforts of so many in making this activity a truly worthwhile experience cannot be summed up in a few words. But if I had to I would say to all involved "PAR ONERI", and Legacy, I am certain, will place the \$1400 raised where it can be put to best use.

NOW FOR NEXT YEAR



The outskirts of Canberra — Can you pick the runners from the spt crew.

## FAREWELL "PEGGY"

The sounds of "Ta Luv" or "good morning blossom" (this to some of our more irascible and senior corps members) will not be heard along the DMOVT-A corridors after 14 Oct 88. Mrs Margaret (Peggy) Syvlester is leaving the Public Service and Australia to spend her well earned retirement in England.

Peggy has been with DMOVT-A for over a decade providing professional and invaluable assistance, particularly to the Personnel Management Section. Peg's charm and reliability made her an intrinsic part of the Directorate and she is thought of with respect and affection by many former and current Corps members.

Thank You Peggy. We wish you and David many happy years together in retirement.



## OBITUARY

### VALE COLONEL HUGH FAIRCLOUGH



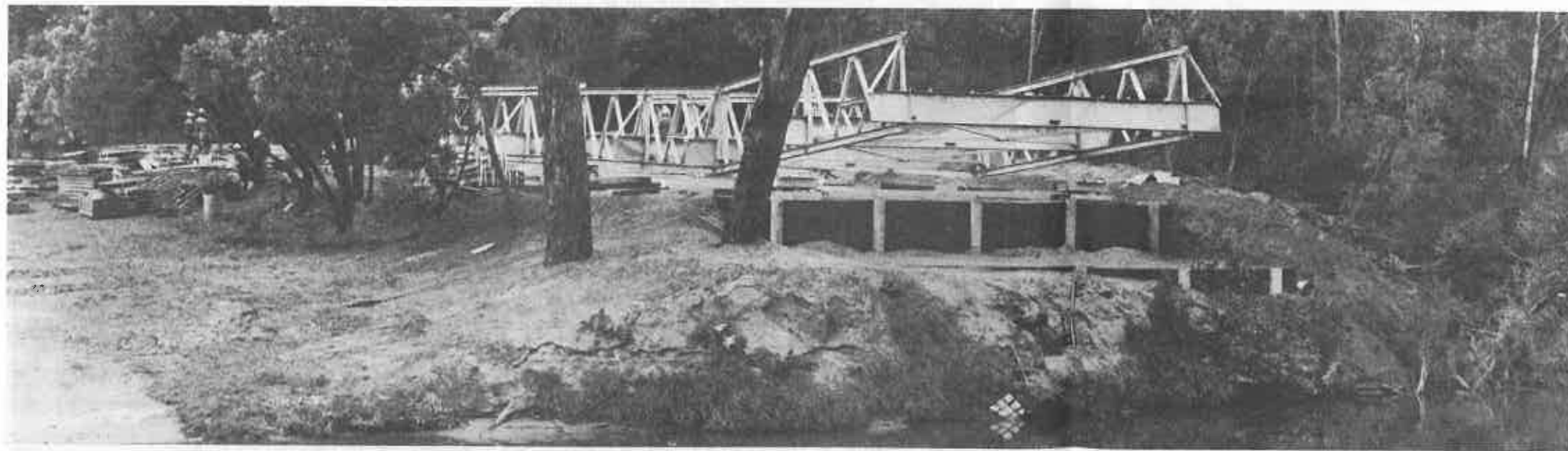
ON 10 November 1987 at Enfield Crematorium we paid our last respects to Colonel Hugh Fairclough. Although Colonel Fairclough's name may not be well known within the Corps his legacy to us lives on in our corps motto: PAR ONERI.

Colonel Hugh Fairclough joined the Royal Australian Army Service Corps as a private soldier and received his commission at the commencement of World War II. He finished his active service in the rank of Major, having commanded a Detail Issue Depot in Syria and five General Transport Companies in other theatres. He also served for a time on the staff of the Supplies and Transport Directorate at Land Headquarters. The final six months of his career were dedicated to writing a history of the Royal Australian Service Corps from 1887 until 1960. The result was the book 'Par Oneri' Equal To The Task.

By writing the history of the RAASC Hugh Fairclough has given us, the current members of the RACT, part of the basis for our history, traditions and pride. The following extract from a poem by Hugh Fairclough epitomises the man:

*Not — how did he die  
But — how did he live  
Not — what did he gain  
But — what did he give*

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 IS IT A TOUPE ??

# TRUCKIES SHINE IN SPORTING COMPETITIONS

Soldiers of Canungra Movements and Transport Unit (CMTU) have competitions during the first half of 1988.

The first achievement was the LWC Swimming Carnival when they teamed up with soldiers from Admin Coy LWC to sweep aside all competition to win the carnival and clinch to trophy.

This was followed by the unit winning the Water Polo competition and in the recently held Cross Country Championships gaining the First Staff Team trophy and achieving Second place overall.

The most recent win was the volleyball competition. CMTU withstood all challenges to have both its' No1 and No2 Teams play off in the Grand Final, the eventual winner being the No1 Team.

In June, nine members of the unit were involved in the Katherine Wilderness Canoe Experience held on the Katherine River NT. They made up four teams of canoeists with a one man support crew. All members acquitted themselves well and were rewarded for their efforts by gaining 1st and 2nd places in their class, the Touring Canadian Doubles Class (TC2).

To add to the list of achievements, the unit shooting team gained a creditable third place in the recently contested RACT South East Queensland shooting competition, the Glasgow Cup, and on 12 Jul, the unit entered and won the Mudgeeraba Light Horse 'Tug-o'-War' competition held at Mudgeeraba in SE Qld.



Back Row L to R: Maj L. Ransome, Woz A. Hill, Sgt K. Jamieson, Sgt R. Franklin Front Row: Sgt K. Bowditch, Woz R. Charles. Cpl J Carthew

To top off a highly successful sporting six months the sweetest of all victories was to defeat Brisbane Movements and Transport Unit in the Annual CMTU/BMTU Mini Olympics.

The CMTU motto reads 'WE CARRY LWC', however it seems that the unit now carries the majority of the LWC Sporting Competition Trophies as well.

PAR ONERI



CMTU members manhandling/roping their canoes down steep gorges along the Katherine River during Ex' 'Croc-Bait'. The two CMTU teams obtained first and second placings in their class during The Katherine Wilderness Canoe Experience held over three days on the Katherine River. Members of the teams were MAJ L. RANSOME, LT S. STEVENSON, PTE S. HAIGH, PTE J. TAPP, PTE J. SALTER, PTE J BROWN LCPL LORD, PTE CHESSON CPL, J. TRAYNOR (SPT crew).

Frank Saraceno

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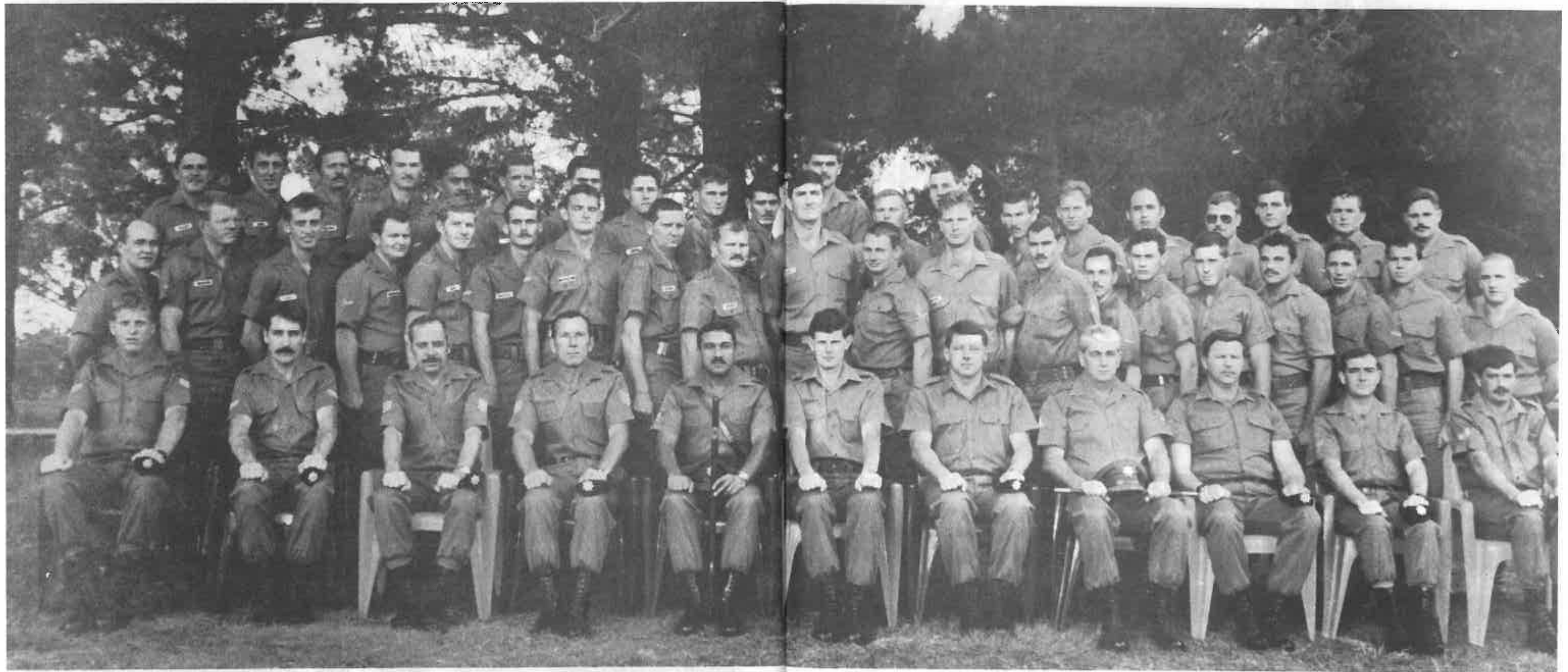
## ROAD TRANSPORT COURSE 16 May — 17 June 1988

Once again HQ 1 Div Tpt Regt has successfully conducted the above course at Wallangarra QLD, the last being 6 - 30 July 1987.

The course is conducted to pick up the shortfall of Land Comd soldiers unable to be panelled at the Army School of Transport.

Thanks to the staff support provided from various units, without which the course could not have achieved the results as follows:

- a. 6 A passes
- b. 27 B passes
- c. 3 C passes
- d. 3 D passes
- e. 1 withdrawal due to family reasons



(Left to Right) REAR — LCPL R.D. Thompson, LCPL R.W. Ashlin, PTE P.E. Andrews, LCPL G.E. Sharp, LCPL T. Turuwhenua, LCPL P.J. Brady, LCPL M.J. Davis, PTE G.N. Oliver, LCPL L.R. Sherrin, LCPL I.J. Hudson, PTE C.A. Wernerson, PTE I.J. Preisig, PTE I.V. Sermon, LCPL K.W. Fletcher, LCPL P.C. Young, LCPL G.R. Stocks, PTE C.A. Korzer, LCPL S.A. Buckley, LCPL W.A. Heyer and PTE S.G. Corfield.

(Left to Right) FRONT — CPL P.D. Fenton, CPL C.D. Johns, SGT A.M. Podolak, SGT D.A. Williams, RSM WO1 M.C. Burke, CD TPT LTCOL D.A. Cran, SI MAJ P.N. Van Draanen, CSM W02 I.C. Taylor, SGT R.J. Major, CPL G.L. Plain and CPL M.W. Hobbs.

(Left to Right) CENTRE — PTE G.J. Shay, LCPL C.H. Raines, PTE M.J. Savage, LCPL D.J. O'Sullivan, PTE P.R. Amey, LCPL G.W. Lindemann, LCPL P.J. Fedrick, PTE L.J. Seckold, PTE I.C. Peterson, LCPL S.M. Hunt, LCPL R.C. Hooper, PTE R. Fowler, LCPL A. F. Dodwell, LCPL S.A. Spencer, PTE T.W. Morgan, PTE T.A. Odgers, PTE D.G. Eastley, LCPL G.L. Page, PTE B.A. Precians and LCPL C. Papadontas.

ABSENT — WO2 R. Oxlade, SGT D. Fleming and SGT L. Mengel.



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4/7MD	COL K.H. WAIT ED RL
5MD	COL I.D. ABERCROMBIE RFD RL
6MD	COL B.A. GODFREY RFD ED RL

**DIRECTORATE**

DMOV-T-A	COL J.H. SNARE
DAPS	COL J.C. RAMM
DDMOV-T-A	LTCOL A.C. WEST
SO1 ORG	LTCOL A.W. COWAN
SO1 FIN	LTCOL T. WATSON
SO1 MOV	LTCOL P.R. VERCOE
SO1 PERS/TRG	LTCOL S.R. BULGER

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COMMANDER LAND	COL P.R. FLORANCE
COMD TPT GP	WO1 P.J. McCLOY
RSM	LTCOL P.W. KEANE
1 ATSR	WO1 G.D. HOGDEN
RSM	LTCOL C.A. FITZGERALD
9 TPT REGT	WO1 R.G. CHARLES
RMS	LTCOL D.J. McDONALD
10 TML REGT	WO1 R. GILL
RSM	LTCOL B.J. HOLLINS
CDTPT 1 DIV	WO1 R.N. McCLOY
RSM	
CDTPT 2 DIV	
RSM	
CDTPT 3 DIV	
RSM	
11 MC GP	

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5 TPT SQN	MAJ R.S. TANZER
9 TPT SQN	MAJ B.J. CALDER
18 TPT SQN	MAJ P.G. GREGOR
26 TPT SQN	MAJ W.J.B. DAVIE
30 TML SQN	MAJ A.D. HINCHON
35 WATER TPT SQN	MAJ G. JAMES
176 AD SQN	MAJ A.L. RUTLEDGE
OC SAD TOBRUK	MAJ P.J. TOWNSHEND

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CO/CI AST	LTCOL R.T. REGAN
RSM	WO1 M.C. BURKE
OC/SI ARMY	MAJ P.D. COWARD
MARITIME SCHOOL	MAJ B.J. HILL
OC/SI AMTUD	

**LOG COMMAND**

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SO1 MOVT 1MD	LTCOL G.J. ADLER
SO1 MOVT 2MD	LTCOL M.C. PRICE
SO1 MOVT 3MD	LTCOL J.E. HERON
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36 WATER TPT SQN	T. B. A.
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CO 3 MCU	LTCOL P. J. DENHAM
CO 4 MCU	MAJ R. JONES
CO 5 MCU	MAJ R. PARKER
CO 6 MCU	MAJ J. KUMPULAINEN

## CORPS FUND SITREP

The vast majority of the Corps, both ARES and ARA, forwarded a total of \$14,500 in annual contributions. This was assisted by donations by quite a few retired members. Thanks to all! The Fund current has a total of \$19,500.

Each year we have a number of fixed costs. For 1989 we have budgetted the following:

a. Insurance of Corps property	\$2,000
b. The Museum (mainly maintenance)	\$2,500
c. Pipes and Drums (rolling equipment program)	\$3,200
d. Par Oneri Prize (best article of the year)	\$ 200
e. Congratulations, condolences, etc	\$1,000
f. Administrative costs (mainly stationery)	\$ 200, and
g. Total	\$9,100

In addition, money is allocated to projects. In 1989 the Museum will receive \$2,500 for specific acquisition and restoration projects. 1 Tpt Sqn will received \$1,000 for the restoration of valuable Corps property that it holds on our behalf. AST will spend approximately \$1,500 on security systems for the protection of Corps property including the Banner and Banner Presentation painting. We have kept some money in reserve for additional projects.

Don't be backward in coming forward in requesting money for that pet Corps related project.

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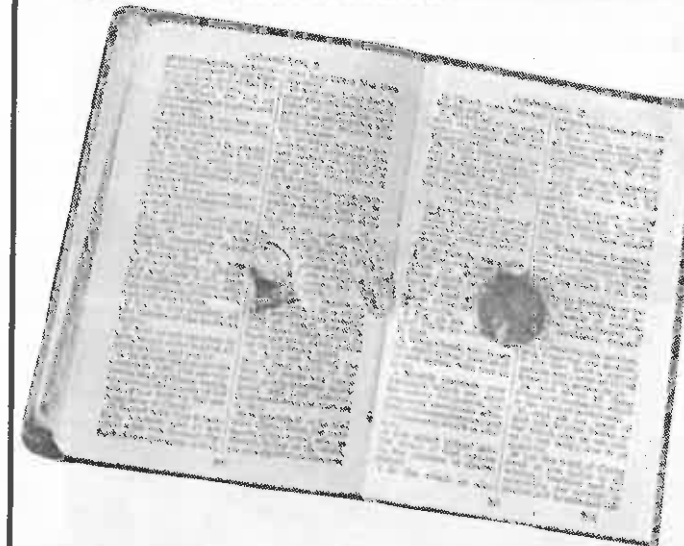
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## MUSEUM CORNER

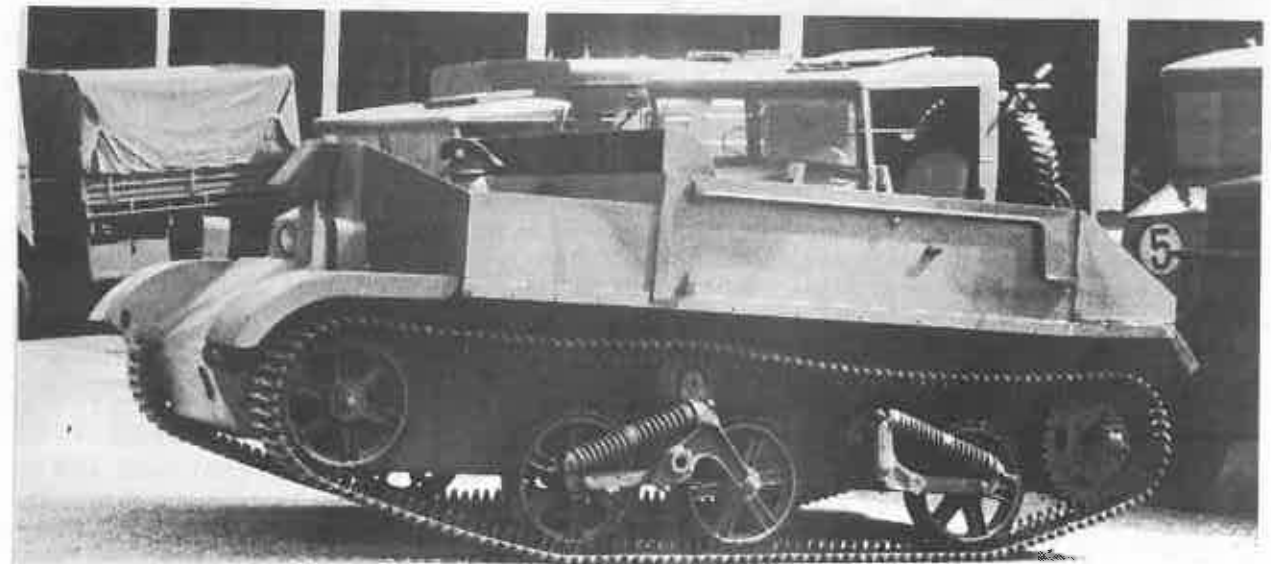
This photograph shows a copy of the book of the New Testament carried by PTE W.F. Blyth, 58 Inf Bn, 1st AIF. He was carrying it in his left side breast pocket during the famous attack on Villiers Bretonneux when he was shot by a sniper. The bullet can still be seen embedded in the bible. PTE Blyth was subsequently promoted Major and also served in the Army during World War II. He raised and commanded LHQ Car Company in Melbourne, the unit now known as Melbourne Transport Unit. Major Blyth was the father of COL P.W. Blyth MBE, DMOVT-A 1978-81.



The gloves, walking stick and swagger stick, shown in this photograph belonged to Field Marshall Sir Thomas Blamey, Australia's first and only Field Marshall. Also shown is a copy of the Order of the Day, dated 15 August 1945 which notifies all troops under Blameys' command of the Japanese surrender and end of hostilities for World War II.



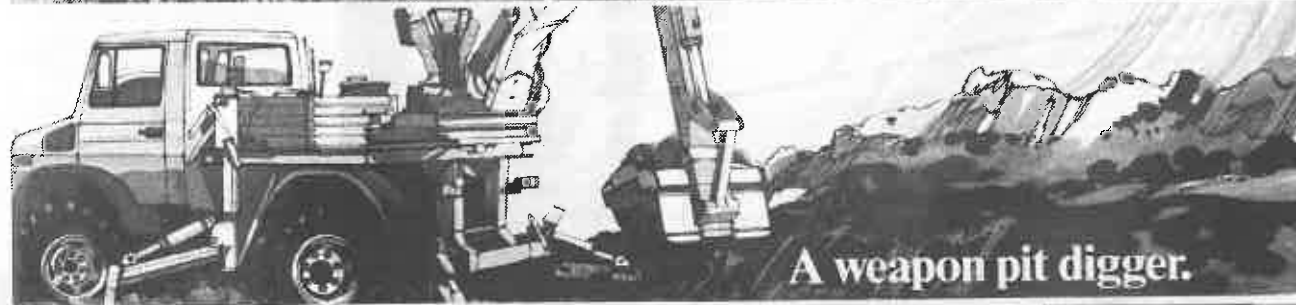
The Bren Gun Carrier shown in this photograph was made at the Victorian Railways Workshop at Newport in VIC in 1942. Australian Bren Carriers were welded together and by the end of the war Australia was producing more than Britain, because British makers of this famous vehicle used rivets to hold the plates together and this method of production was considerably slower than the Australian welded vehicles.



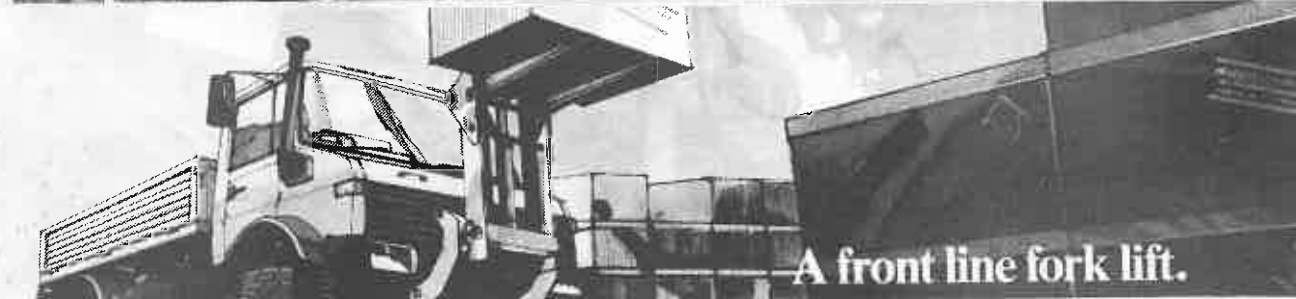
# Enlist the Unimog's special skills.



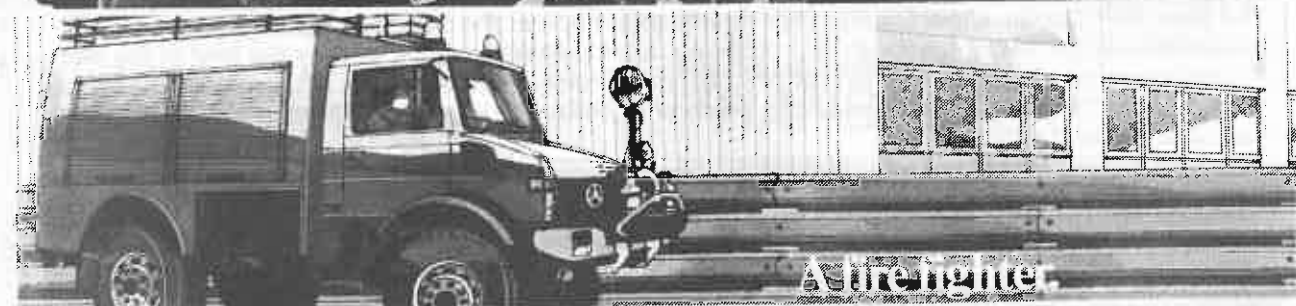
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# CHANGI CHAPEL DEDICATED AS NATIONAL MEMORIAL TO PRISONERS OF WAR

In Changi prisoner of war camp, Singapore, on August 15, 1945, word was passed that "hostilities have ceased". The time was 2.30 pm.

Forty-three years later, on Monday, August 15, at 2.30 pm, hundreds of former POWs from throughout the country, many of whom were imprisoned on Singapore, gathered in the grounds of the Royal Military College Duntroon in Canberra.

They came together again for the dedication of Changi Chapel as the national memorial to the 35,000 Australian prisoners of war from the Boer War to Korea who have suffered or died.

More than 22,000 Australians became prisoners in South East Asia during World War Two — 8000 of them died in captivity.

Sir Edward "Weary" Dunlop, whose surgical skills and encouragement saved countless POW lives, was

invited to give the address and unveil the Chapel dedication plaque.

Mrs Vivian Statham (nee Bullwinkle), who survived a machine-gun mass execution of Australian nurses during WW2 and subsequent internment in a POW camp, read the lesson.

Changi Chapel was carefully dismantled at the end of the war and shipped back to Australia.

Army Engineers took six months to reconstruct and restore the Chapel working from old photographs, drawings, sketch plans and the recollections of former POWs.

## For further information

Major Pat Green (b/h) 062 65 5754  
(a/h) 062 31 3880



Bishop K.H. Short (Anglican Bishop to the Australian Defence Force) raises his hand in blessing during the dedication of Changi Chapel. Also taking part in the dedication service are Reverend K.J. Gibson (representing Protestant denominations of the Australian Defence Force), left, and Bishop G.F. Mayne (RC Bishop to the Australian Defence Force).

# EXERCISE LOGISTIC LANTERN 88

## Introduction

1. Exercise LOGISTIC LANTERN 1988 was a combined 1 Div CD's TEWT with Transport, Supply and EME working together to discuss a workable logistic solution to the K89 scenario. The exercise took place at Camp Kerr in the Wide Bay Training Area from 15 to 18 Apr 88 and was aimed at training junior officers from all three Corps in logistic management.

## Venue

2. The location for the TEWT was changed from previous years, from Wallangarra, to Camp Kerr. This was largely due to the increased number of participants and the initial proposal to deploy actual units. Accommodation was in tents, with large mess tents joined together to provide dining and discussion areas. Full credit must go to the support staff who put up in the order of 100 tents, in what was at times torrential rain.
3. At stages it appeared that the whole exercise would be washed out, but after the CDTPT, LTCOL D.A. Cran, informed the RSM, WO1 M. Burke that weather control was now part of his duty statement the sun miraculously did start to shine.

## Participants

4. All 1 Div Tpt squadrons were well represented, with officers and SSMS from all the ARA and ARES squadrons and the majority of combat supplies platoons. Guests from 2 Div and 6 Bde filled out the number to give a total of about 40 RACT officers.

## Visitors

5. The exercise saw a number of distinguished visitors, the DMOVT-A, COL Snare, the COMD Land Comd Tpt Gp, COL Florance and MAJ Lush from the Army School of Tpt. During the course of the exercise all three visitors shared their experience and knowledge with the participants of the exercise through informative talks, and by answering a great many questions from inquisitive subalterns.

## Day One

6. 15 Apr saw the respective corps groups separate to participate in individual corps activities. A squadron deployment exercise was held in the morning with syndicates of Captains and Lieutenants working together to reach a solution. Sqn OCs were the Directing Staff, with an informal discussion led by them plus a few QEDs. A great deal was both learnt and revised by the junior officers.

7. The afternoon was spent listening to briefs given by COL Florance and MAJ Lush. COL Florance spoke about road transport operations, specifically the link-up between third and second line transport. His experience of both lines of transport proved to be of great value and interest, and to his credit, he almost convinced some Divisional Truckies that the 9th Regiment doesn't spend all their time wearing blue singlets and reflective sunglasses.

8. MAJ Lush spoke on training matters within RACT and dealt at length with courses being run at AST. The ROBC featured heavily and MAJ Lush was to find himself the meat in the sandwich between those who wanted the old 10 week course and those who advocated four weeks. We were assured by him that the course will remain as it is for the present.

9. The evening of the first day set a trend of the remaining evenings with the majority of participants and DS squandering their hard earned field advance in the bar which had been set up. Some of them were not leave the bar until 0200 hours and could be heard stumbling around in the dark commenting on how 60 11 x 11 tents all look the same.

## The Second Day

10. The morning of 16 Apr was started by a DDAS brief from staff of 1 Div Int on the areas in Far North Australia where EX K89 will take place. The same area of Australia was used later in the LOGISTIC LANTERN 88 problem, which was made infinitely easier by detailed information that was given on terrain, infrastructure and development of what is a vast area.

11. The remainder of the morning was spent in combined corps syndicates discussing special to corps problems. The three problems discussed, one transport, one supply and one EME were of immeasurable value, with all officers not only learning more about their own corps, but gaining a much better understanding of the other two.

12. The afternoon was spent working on the LOGISTIC LANTERN 88 problem which was a deployment of the 1 Div logistic assets into Far North Australia in support of the Division. An enjoyable and interesting afternoon was had by all with syndicates preparing their solution for presentation the next day. An understanding of problems faced by RACT and other corps was showed by all, as was a greater knowledge of the workings of the logistic system.

13. Surprisingly however a keenness to present solutions was not shown by any syndicate and those

syndicates chosen to present were picked out of a hat, which would have seemed a fair answer to the problem as the hat contained more than one syndicate's number in it.

## The Third Day

14. In the morning, solutions were given by syndicates chosen to present and all showed a good understanding of the problems involved. LTCOL Hill, S01 (LOG) at HQ 1 Div was in attendance, and his job was certainly not envied by anyone looking ahead to EX K89. The LOGISTIC LANTERN 88 problem clearly displayed the problem which will be faced by all three corps in 1989. RACT, though stretched to the limits, will thankfully not be in the dire straits RAEME will find itself in due to shortfalls in equipment and manpower.

15. COL Snare started the afternoon's activities by speaking at some length to RACT personnel about the Corps. He covered matters from policy to new acquisitions and what he had to say was received with great interest by all.

16. The officers and SSMS of 1 Div Tpt then took part in an intra-squadron relay competition, devised by LTCOL Cran, to test the fitness and humour of his headquarters and the five squadrons. The race which saw each member of a unit compete against his counterpart started with the OCs carrying water jerrys and finishing with the SSMS skipping to the finish to start a boat race. 9 Tpt Sqn were clear winners and were presented with a trophy of dubious design, hand crafted by the CDTPT. The CDTPT then played the RSM and SSMS at Volleyball and won a closely fought competition.

## The Final Day

17. The morning of the final day was spent in discussion led by LTCOL Cran involving the three ARA transport squadrons. Issues relating to 1 Div Tpt were discussed and squadrons were tasked with preparing technical directives on a number of subjects in order that a quick reference can be produced on, amongst others:

- a. fuel operations,
- b. dumping operations,
- c. carriage of APC,
- d. convoy procedure,
- e. conduct of DPs,
- f. tactical troop lifting,
- g. LZ and DZ clearance, and
- h. Mack conversion courses.

18. All of these will be of great use throughout the corps as a concise package which commanders will be able to use as a reference, although specifically within Divisional Transport.

## Conclusion

19. The exercise ended at lunchtime and in final conversations it was clear how enjoyable and beneficial the last few days had been to everybody. It was refreshing to hear so many people declaring the exercise a great success and already looking forward to next year. Countless lessons had been learnt from squadron to divisional level operations.

20. A greater understanding of other corps was achieved as well as a clearer picture of the logistic system and the problems to be faced on EX K89. The exercise was a good opportunity to learn, renew old acquaintances, make new ones and to have good time. All in all a great success.

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# Third Transport Squadron



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### GREETINGS

WHEREAS many of our Citizens have served with pride in your Distinguished THIRD TRANSPORT SQUADRON which, by its great achievements in times of peace and war, has built up honourable traditions and an association of its long and historic association with the Municipality of Ashfield.

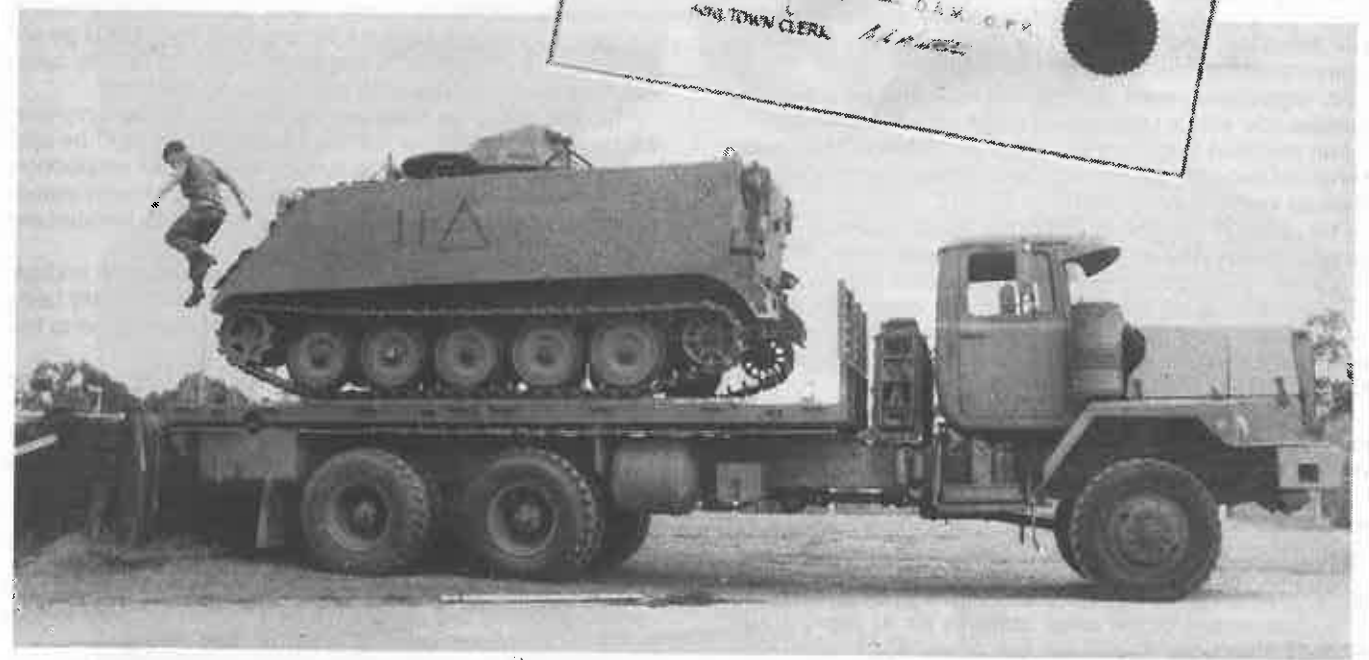
The Mayor and the Aldermen of the Municipality of Ashfield meeting in Council on the Second day of June, 1987 HAVE RESOLVED in appreciation of your great services to Our Sovereign, Our Country and Municipality, to confer upon the

THIRD TRANSPORT SQUADRON BY THIS DEED and in perpetuity, the privilege, honour and distinction of

THE FREEDOM OF THE MUNICIPALITY OF ASHFIELD with the right of entry on Ceremonial Occasions in full company with banners, fixed, drums beating, bands playing and Banner flying, and that the Common Seal of the Council be affixed to such Deed.

In Witness whereof the Common Seal of the Council was affixed hereto by Order of the Council in the presence of,

MAYOR *[Signature]* D.A.M. O.P.V.  
TOWN CLERK *[Signature]*



3TPT SQN'S MACK ABOUT TO UNLOAD 12/16 HUNTER RIVER LANCERS' APC.

# ROLLOVER YOUR FUTURE

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But that's not really the answer. That cheque could make a big difference to the ongoing standard of the rest of your life. In the long run quality of life beats one-off luxuries hands down.

Moreover, the tax man will be taking a big chunk, up to 30 per cent, out of that lump sum.

So it should really be kept intact, and allowed to grow, at least to the end of your working life. In Australia this is usually age 65.

And even when it comes to investments there are several different choices to make. If you take the lump sum and put it in the bank, in property or in the sharemarket you will still have to pay the taxman up front and then pay again on additional profits.

The way to enjoy the most tax breaks is to "roll over" your lump sum and let it work for you until the time you need it — at your retirement.

The two major methods of rolling over lump sums are Approved Deposit Funds and Deferred Annuities.

Their popularity is proven, with more than \$10 billion now invested, and the reason is hardly surprising.

It is very difficult to find a better all-round package of growth, tax advantages and security for any person, under age 65, who receives a lump sum on retirement or changing jobs.

Once you've made the choice to rollover your lump sum into an Approved Deposit Fund or a Deferred Annuity the choices can still be daunting with more than 200 funds now on offer, all wanting your business. The most popular funds are run by the life insurance companies and the larger banks.

An organisation such as National Mutual Life Association provides you with a complete range of rollover funds.

And you know that when you invest with National Mutual your money will be under the management of one of Australia's largest financial institutions.

This strength combined with the finest expertise in the superannuation industry has already been recognised by thousands of Australians and National Mutual's superannuation funds are among the fastest growing in the country. By the end of December, more than \$1.35 billion was being managed by its two superannuation rollover funds, SuperGuard and SuperGuard Plus.

The type of investment chosen depends on individual situations, such as the number of years your money will be under management and desire for security.

The benefits from any particular fund will depend on details such as the amount of the lump sum, employment history and age.

The very real investment advantages of rolling over lump sums can be seen using the example of an imaginary person called Ted.

Ted has worked for the same company for 10 years, is aged 52, and has received a lump sum super payout of \$40,000, which does not contain any concessional component or undeducted contributions.

He left his job on December 31 and his marginal tax in 1988-89 is 40 per cent. In the future his tax rate will be 29 per cent.

Ted has a choice. He can take his lump sum now and pay tax of \$6812, leaving \$33,188 for investment, or he can invest the full \$40,000 in a rollover fund.

We assume he can find a simple investment returning 12 per cent a year or a rollover fund earning 10.2 per cent a year.

(These are equivalent after-tax returns assuming the rollover fund manager pays 15 per cent tax on earnings. This is the highest rate the rollover manager will pay. Often the actual tax rate will be less than this and the return on the rollover investment would be higher than used in this example.)

Ted must pay income tax each year on the earnings from the alternative investment. No income tax is payable by Ted on the rollover investment.

	Age	Rollover Investment	Alternative Investment
Deposit on 31.12.88	52	\$40,000	\$33,188
Net lump sum after tax at:			
31.12.90	54	\$40,630	\$39,093
31.12.93	57	\$64,731	\$49,753
31.12.98	62	\$101,782	\$74,365

From the above example it can be seen that rolling over your lump sum makes your money work much harder for you.

Let's go over some of the tax laws affecting your lump sum.

Firstly, according to Geoff Hamilton, Financial Products Manager for National Mutual Life, any lump sum that a person receives on leaving a job is subject to lump sum tax. By rolling this over tax is deferred until the money is withdrawn.

"Tax still has to be paid, but the full value of the lump sum will be working for you — not just the after-tax portion," he said.

"Secondly, the rates of lump sum tax are lower for people more than 55 years of age. This means you can significantly reduce the amount you pay the taxman just by rolling over the sum and waiting for your 55th birthday."

If these were the only tax advantages they would be enough. But there are more. Rates on lump sum tax are gradually being reduced over the next four years. The longer you wait, up to four years, the less tax you pay.

Mr Hamilton said there are more advantages for people who have had superannuation policies relating to employment before July 1983. This proportion of the sum is taxed at much lower rates. What is more, some of the earnings on this proportion are also taxed at the low rates.

The best advice when receiving a lump sum superannuation payout is to seek professional consultation. This area is very complex and the wrong decision could be costly in the long term.

"Our agents have been trained to help you identify the best course of action, and can explain how rollover will work in your particular circumstances," Mr Hamilton said.

"When all is said and done, rolling over super payouts is the way smart people make the most of their working lives."

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The average roll-over is earning 10% to 12% p.a. Others offer more, but charge entry or exit fees and guarantee less than 100% of your earnings.

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