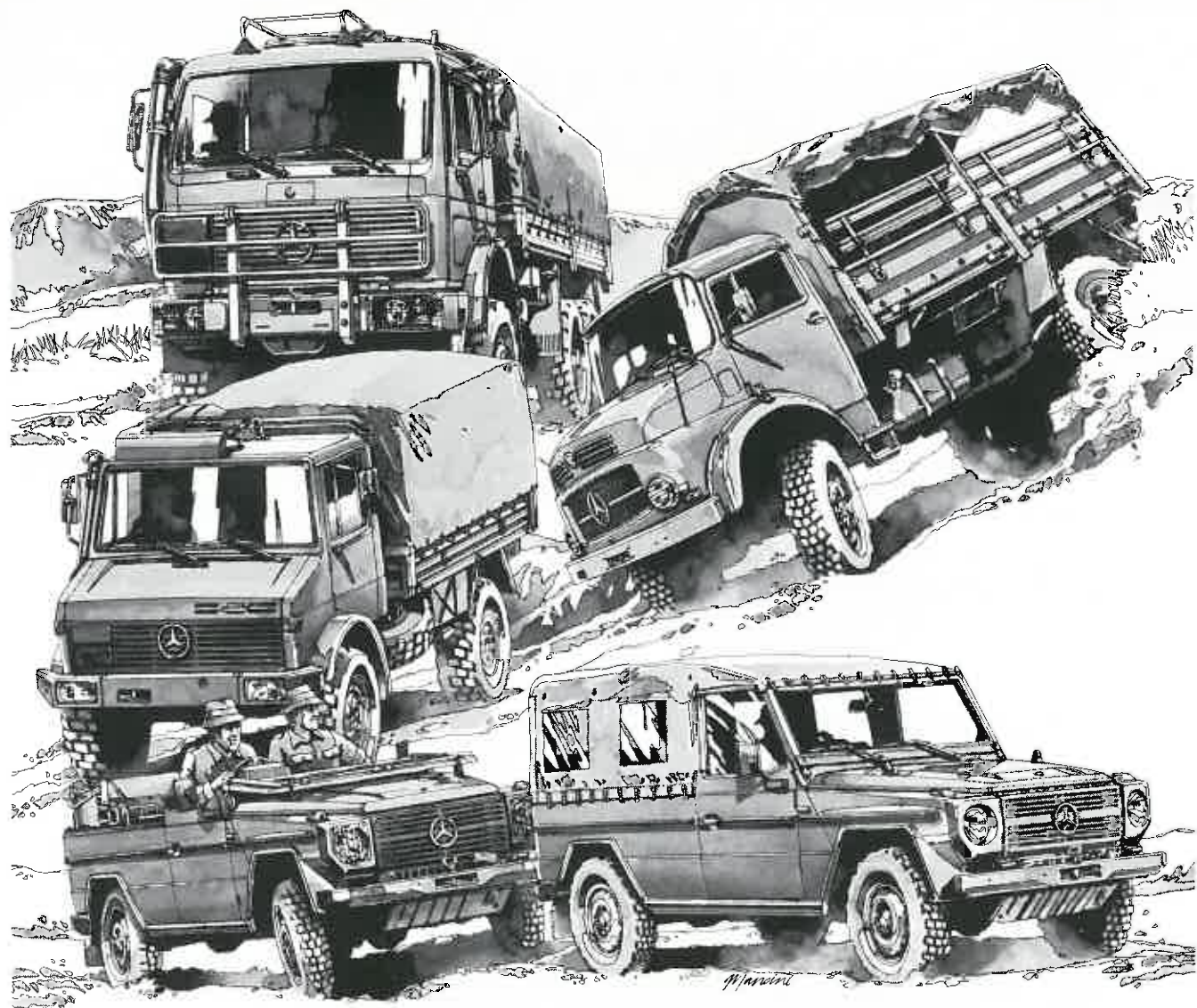


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No. 6. SEPTEMBER 1982





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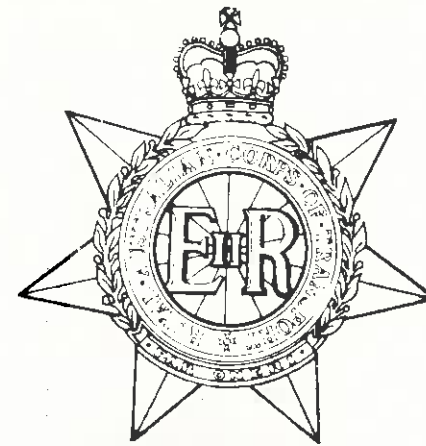
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No. 6, SEPTEMBER, 1982

The Journal of The Royal Australian Corps of Transport

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PUBLISHED BY:
Magazine Art Pty. Ltd.
35 Willis Street,
Hampton, Vic. 3188
Phone: 598-9555



3rd Floor,
Fashion Valley,
Fortitude Valley,
Queensland, 4006
Telephone: 52-7967

2nd Floor,
N.R.M.A. Building,
17 Newland Street,
Bondi Junction, 2022
Telephone: 387-1957

PRINTED BY: Waterwheel Press,
Shepparton, Vic.

TYPESETTING: Herald and Weekly Times
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COVER

THE LUKE is the flagship of the Brisbane Water Transport Unit. A feature on this unit appears on page 6.

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

DANGER MEN WORKING BELOW ↓	DANGER LOOK OUT FOR CARS	KEEP ALL GUARDS IN PLACE WEAR GOGGLES	DANGER INSUFFICIENT CLEARANCE	DANGER LOOK OUT FOR LIFT TRUCKS	 In case of fire do not use elevators Use stairways	DANGER MOTOR OPERATED BY REMOTE CONTROL DO NOT WORK ON EQUIPMENT UNLESS SWITCH IS OPEN
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EDITORIAL



LT COL J.T.G. BONNETT,
psc, Editor

I am privileged to be associated with Par Oneri, a Corps Journal which, because of the efforts of my predecessor, has proved most successful and is well accepted by all ranks of the RACT.

I have inherited many articles received before I became editor, and a decision had already been made as to the cover for this edition. I mention this to assuage the fear of those readers who may be aware of my marine background, that PAR ONERI will henceforth take on a decidedly nautical flavour. What the magazine is, depends upon what you the reader wants. This may be achieved principally by what contributions are made, and in that regard I would ask for short (say 1000-2000 words) articles with accompanying black and white photographs (not polaroid) on any Corps related subject or experience. Contributions should be typed and double spaced. There is always room for the occasional longer contribution, but only limited space is available.

I would also welcome letters for publication, particularly if they contain an element of controversy and are likely to stimulate replies. I appreciate, however, that snappy repartee is unlikely in a six monthly publication, but you can try.

There is also room for anecdotes in a Corps magazine, so if you hear a good, printable one in the mess or in the OR's Club or Canteen, then write it down and send it in.

In a Corps as busy and diverse as the RACT there must always be something going on which would interest us all; let us hear about it.

Finally, there are about 3000 men and women in the RACT, of which about 300 are officers. Let us hear from the 2700.



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A MESSAGE FROM THE DIRECTOR

Colonel G. J. Christopherson,
jssc, psc, MCIT



This is my first opportunity to address you as Director of Transport — an appointment I was privileged to assume on June 1, 1982. Before I go further I want to pay tribute to the dedicated service Colonel Peter Blyth has given during his three and one half years as Head of Corps. He has left behind him a reputation for intense Corps loyalty and abiding concern for all its members. We shall miss him and we wish him well in his new career in Queensland.

The responsibilities of RACT are diverse and demanding and it is very important that we understand the totality of our role. You may be aware of the definition of a specialist — one who knows more and more about less and less. It is all too easy to become totally immersed in ones day to day tasks to the exclusion of all else. At a time when demands seem to be pressing our resources to the limit it is essential that maximum benefit be gained from

all our systems and equipment. This needs a bold and innovative approach towards every facet of RACT — we cannot afford the luxury of being typecast as the operators of any particular mode of transport. Transport is the bridge between the suppliers and the users and a transport agency must be astute enough to understand the needs and expectations of both groups. This is not always an easy task but on its achievement rests the reputation of the RACT as logisticians rather than skilled technicians.

Referring briefly to new equipment, the eight tonne MACK and four tonne MERCEDES BENZ vehicles are now entering service. Although these vehicles have required a reassessment of our training procedures, and perhaps operational techniques, they are very fine equipments and will be of great value especially in the Field Force squadrons. On a different aspect of technology, we are at least getting somewhere in our attempt to enter the EDP area and should have something to show for our work by mid 1983.

On the personnel side, 1982 has been a very busy year and shows no sign of slackening pace yet. Issue No. 1 of the RACT Personnel and Training Newsletter has just been issued to RACT units and I strongly encourage you to glance at it. It is a comprehensive report on many of the matters that are of current interest and summarizes Directorate action on them.

Finally it is with a great deal of pride that I congratulate Warrant Officers Anderson and Williamson on the award of the OAM and Sergeant Kelly on his award of the BEM. The details are given elsewhere in this publication but it is a proud day for any Corps when three seniors NCOs are awarded such high decorations. Well done.

WELCOME TO OUR NEW REPRESENTATIVE COLONEL COMMANDANT



Colonel J.A. Hallett, psc, TN, RL was appointed Representative Colonel Commandant RACT for a period of one year from 25th March 1982.

Colonel Hallett enlisted into Infantry in November 1940 and was commissioned in March 1942.

From 1944 to 1947 he served as a junior officer in various appointments in Engineer Transportation units in the South West Pacific Area, Japan and Australia, and

from 1948 to 1949 served in Japan as OC BCOF TN Sqn and Port Superintendent at Kure.

After a spell in Australia as an instructor, Colonel Hallett was once again off overseas, this time to the UK to attend the Long Transportation Course during 1954-56. He attended Staff College in 1958 and was subsequently appointed BM of HQ 6 Engineer Group in Melbourne.

The years 1961 to 1965 saw Colonel Hallett as Chief Instructor of the Transportation Centre (now the Maritime Wing of the Army School of Transport), overseas as a student to the US Army TN School at Fort Eustis, and then CO of the 6th Engineer Stores Regiment.

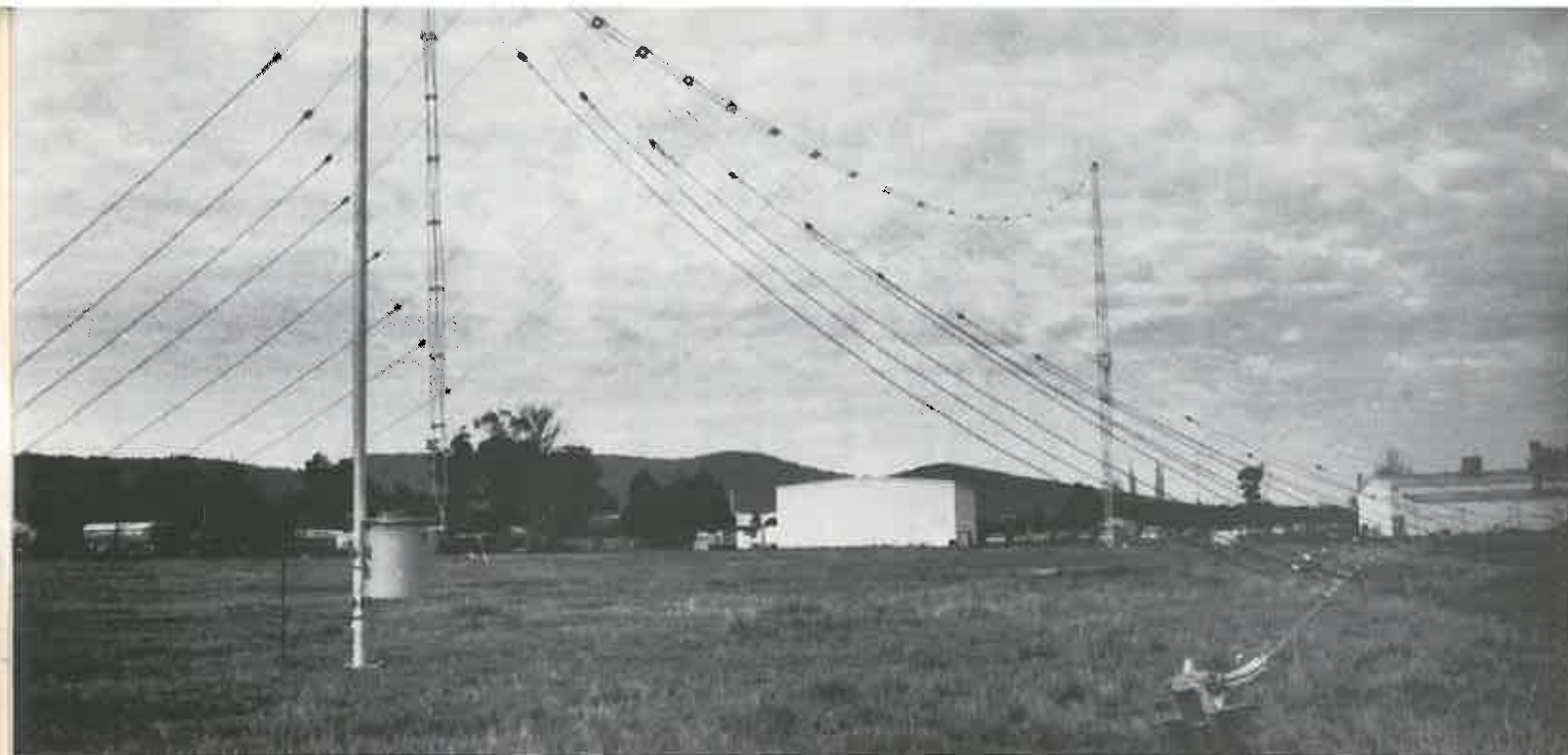

In 1966 Colonel Hallett was appointed Director of Transportation, and then Director of Movements at Army Headquarters (now Army Office) during which time he attended the Australian Administrative Staff College.

In 1973 he was appointed CRAASC Eastern Command and then CTMO HQ 2 Tpt and Mov Gp.

In 1975 Colonel Hallett was appointed DMOVT, a position which he held until his retirement in 1976.

He was appointed Colonel Commandant 1st Military District in 1977, a position which he still holds, and now lives at Tweed Heads.

The Corps extends its sincere best wishes to Colonel Hallett on his appointment as our Representative Colonel Commandant.

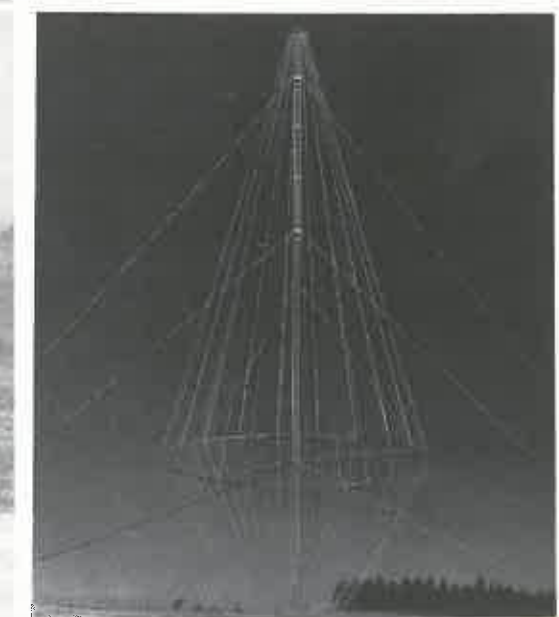
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UNIT HISTORY BRISBANE WATER TRANSPORT UNIT

By Major G. G. Rowbotham

Since World War II Australia's defence planners have maintained the requirement that Army should have the capability to supply a force through an undeveloped port or over beaches. This requirement has been met by including on the Army's Order of Battle a number of terminal and terminal support units. This article is written about one of these units, Brisbane Water Transport Unit, currently located at Kangaroo Point on the Brisbane River.

Over the years the unit title has changed numerous times to reflect either a change in some aspect of the support role or the degree of readiness required of the unit. However, for the men and women who have served in this Brisbane-based unit, little real change has occurred in its 32 continuous years' existence. They claim an outstanding record of achievement in recruiting, training and service to the Army and civil community. They also claim, along with their sister units in Sydney, Melbourne and Perth, that they are carrying on the tradition and know-how of the World War II Water Transport and Docks Services.

The history of the formation and achievements of these two services is short but fascinating and is worthy of recall here. Following the Japanese capture of the Philippines, Malaya, Singapore and the East Indies, allied shipping was directed to the ports of Sydney and Melbourne to discharge their cargoes. The congestion which resulted necessitated the use of Army labor and the formation of a Directorate of Docks Service. It then became apparent that docks operating companies would be required to support operations throughout the South West Pacific Area. Eventually 15 companies were raised, together with a number of landing ship detachments and port maintenance units.

In 1942 a decision was taken that Army should raise and operate a Water Transport Service to supply Australian troops located in various parts of New Guinea and nearby islands. This service expanded rapidly and, at its peak in 1945, water transport units were operating 617 vessels of all types including about 200 which had been impressed and 417 (including 335 landing craft) which had been build for Army.

From April 1942 to August 1945 the Dock Service handled 7,483,331 tons and the Water Transport Service from September 1942 to August 1945 logged 1,885,290 miles in 141,319 trips, carrying 1,016,557 tons of freight and 1,490,012 passengers. Bearing in mind that these two technical transportation services were raised in the middle of a crisis, with virtually no trained or experienced cadre support, they performed remarkably well.

The speed with which transportation units were built up during the war was matched only by the rapidity with

which they were disbanded after the war. However, as mentioned earlier, it was decided that the expertise in docks operating (terminal in the modern idiom) and water transport would be lost unless suitable units were retained in the Order of Battle.

This coincided with the decision in 1947 that Australia should once again have citizen forces, since it could not afford to support a large standing army. So, on July 12, 1948, Captain E. H. Shaw ("Beachy" to his mates) was given the task, as the Regular Adjutant, of raising two Transportation Squadrons in Brisbane. The first Officer Commanding the Squadron was Major W. Q. A. Nicol, also a Regular officer, and it is pertinent to note that the



ALC 40



A Tug Wooden 45'



Gunnery practice at sea. Twin Vickers machineguns mounted on the stern of an ALC 40.



A 40' Workboat.

current Colonel Commandant for the RACT in 1 MD, Colonel Tony Hallett, also a Regular officer, was the second Officer Commanding and for a short time was also the Adjutant. The squadron was initially located at Bulimba Army depot on the downstream reaches of the Brisbane River. With nostalgia, we now know that it is proposed that in 1982-83 the unit will return to this, its original home.

Interestingly enough, the military rationale behind the requirements for watercraft and terminal services in the late 1940s must have been akin to those of the late 1970s, because the structure of 2 Transportation Squadron (and presumably of the sister units in Perth and Melbourne), was remarkably like the structure of the Army Reserve Water Transport Units of today. The squadron in 1948 had a Water Transport Troop, a Port Operating Troop and a Workshop Troop. That organisation could well have formed the basis for expansion into a Water Transport Squadron and a Port Squadron with a significant Workshops capacity. Perhaps we should keep this in mind today! In 1948, 2 Transportation Squadron's major equipment included Army Landing Craft (ALC) 40s, a 40 ft. workboat, a 45 ft. wooden tug, a Peters crane and a 60 ft. Philippines Lighter.

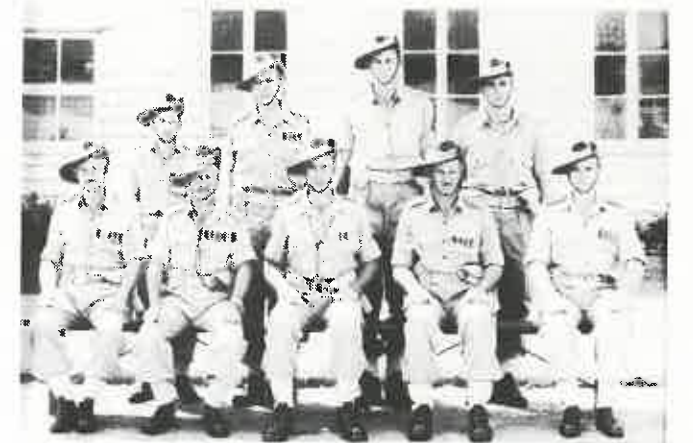
In December 1951 the unit was collocated with the World War II Ordnance Small Craft Park, a Regular Army unit, at its site at Colmslie on the Brisbane River. This site was a reserve taken over during the war for military purposes which, unfortunately, had to be returned to the Brisbane City Council. This later caused a subsequent move to Kangaroo Point. 1951 also saw two innovations for unit training. It was the first time that the unit, including its headquarters, held its annual camp



The unit's 60' Philippines Lighter, at Colmslie. The equipment had a removable hatch to allow access to the cargo hold.



Annual Camp, DUNWICH 1951.



The photograph above depicts the officers of the unit in 1954. They are: Front row, left to right: Captain "Red" Faulkner, ARA Adjutant, currently Harbor Master at Mackay. Captain (later Lt-Col) Bill Best, OC 1956 to 1958. One of the original five members of the unit (see photograph overleaf), he had been commissioned towards the end of the war. When joining the unit in 1948 he requested commissioned rank but "Beachy" Shaw gave him two stripes — very generous! Because the unit strength grew quickly he was promoted rapidly, rising from Sgt to WO2 to 2Lt during annual camp in 1949. Major John Burns, OC 1952 to 1955. Retired and living at Coorparoo, Brisbane. Captain Eric Rogers, OC 1959 to 1960 (Deceased). Captain Keith Burkitt. Back row, left to right: Lieutenant "Trace" Tunny, Workshop Troop Commander and OC in 1969. Now retired and living in Tarragindi in Brisbane. Lieutenant Arthur Marjason. Lieutenant Lloyd Kyle-Little. Lieutenant Noel Wilson, OC 1962-1965 and later CO 3 MC Trg Group. Now living in Chelmer, Brisbane.

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The first unit RO (now unclassified).



Captain "Blue" Dunning (RL), whose name appears on the first RO issued by the unit and who served until 1973.



Captain Eddy "Beachy" Shaw at the unit just prior to his retirement in 1974.



Sergeant Arthur White being presented with his third clasp to the Efficiency Medal in 1975.

away from its unit depot, brought about by there being insufficient accommodation at Colmslie. Dunwich, on the western shores of North Stradbroke Island, was the rather delightful position chosen. This camp set a pattern for annual camps of the late 1950s and onwards.

1951 was also the first year in which the unit was invited to supply an escort craft for the Brisbane to Gladstone yacht race. This annual task remained with the unit until 1962 when larger ocean-going yachts and maritime radios became more readily available and more sophisticated, and the escort could be supplied from within the yachties' ranks. This event was used as a navigation training exercise of 10 days. Perhaps the major factor from the Army's viewpoint that terminated the unit's involvement with the race was the cost involved. After 1961 the only escort vessels available in Brisbane were the LSMs with crews of 37. The operating costs, understandably, far exceeded that of a 62 foot command craft (the "Fern") with a crew of seven.

Other well known members of the unit were: Lieutenant-Colonel George Stubbs, who was appointed OC 1966-1968. After his return from Vietnam and full time duty at the end of 1969 he was again appointed OC for a second term, 1970 to 1971. Lieutenant-Colonel Stubbs later commanded 2 Tpt Coy RACT and was CO 1 MC Unit. He is still serving in the Army Reserve with HQ 1 Tpt and Mov Gp, Brisbane.

Lieutenant-Colonel Peter Kennedy, OC of the unit 1975 to 1977, now CO 1 MC Unit. Peter was originally a



A 62' Command Craft, The "Fern"



38' Fast Supply, The "Leaf"

member of the now disbanded 8 Railway Group (SR) and is the Out of Gauge Engineer with Queensland Railways.

Major John Florence, OC of the unit 1972 to 1974. John, like Trace Tunny, came from the Workshop Troop to command the unit.

Sergeant Arthur "Have-a-Chat" White, one of Monty's 8th Army boys who served with the unit until 1979.

During the years 1952-1955 the unit trained in Moreton Bay and in the coastal water off Queensland, but in July 1956 the unit's status changed dramatically. Whereas previously it was essentially a training unit, keeping abreast of the various water transport and port operating skills, it now became an operational unit, 32 Inland Water Transport Squadron, with the role of clearing military freight from ports using inland waterways (such as the canals of South East Asia or the rivers of Papua New Guinea). This change saw the demise of the Port Operating Troop and its transfer on paper to 31 Port Operating Squadron based in Melbourne. Unit equipment and training also changed, for the unit was now allocated a 62 ft. command craft (the "Fern"), a 38 ft. Fast Supply (the "Leaf") and an enduring 40 ft. workboat (the "Gilda"). Fern and Leaf were received from the Ordnance Small Craft Park when it was disbanded. The Troop Commanders at this time were Lieutenants Noel Wilson and Neville Blunt.

In 1957 the unit title changed, this time to 32 Small Ship Squadron. The IWT role was transferred to a Sydney unit and Brisbane was given the more attractive role of small ship operation. This change was primarily due to the better training facilities offering in Queensland waters and the closer proximity to operational areas. As it was



AV2770 "Sandra", 112 ft. Fairmile with National Service Trainees on board. Note greatcoats and slouch hats were the dress of the day.

envisaged that the larger landing craft and small ships could need to move to an overseas operational area by their own means, greater emphasis was placed on training in deep sea navigation. Annual camps during this era allowed officers and men to train on the 300-ton Army vessels "Tara" and "Vasse", which were located in Sydney. In some years, unit members travelled to Sydney for training and in other years the vessels were sailed to Brisbane for this purpose. During this period of unit history, the unit commanded the 112 ft. Fairmile "Sandra", a type of fast petrol-engined, wooden-hulled craft which had been used originally by the Navy as a sub-chaser. When it was received by the Army it had

depth charge racks attached aft. Another version of the Fairmile had a fast winding winch mounted aft for target towing in support of coastal artillery. This fast winding winch made it easier for crews to reel in the target and dash out to sea if some of the novice gunners mistook the craft for the target!

Training on the Fairmile was interesting at times although not always safe! Lieutenant-Colonel Best, Captain "Blue" Dunning and Sergeant Arthur White can relate some hair-raising and amusing tales about life on board these petrol-engined craft. One incident occurred during a weekend bivouac when Sandra was commanded by Lieutenant Jimmy Lauchlan (now retired colonel), the unit ARA Training Officer. The story goes that "the skipper wanted to see a girlfriend in Surfers' Paradise, but east of Morton Island on Saturday night the boat struck filthy weather and eventually had to turn back. Nearly all of the crew were violently seasick, including the skipper, and only two of the crew were fit enough to bring her back to Redcliffe jetty early Sunday morning. Sapper Bullis (one of the original five enlistees) left us when we berthed, never to return!"



Landing Ship Medium (LSM) "Clive Steel" being discharged by U.S. Skycrane helicopter in South Vietnam.

It is interesting to note that the "Sandra", now renamed "Roylen Sandra", was inspected by the writer of this article in July 1981 at Brampton Island. She is still in good shape but her highly volatile petrol engines have been changed for diesel and her olive drab to white; it now plies between Mackay Harbor and Brampton Island as a tourist vessel.

In 1959-60 the Australian Army took delivery of four Landing Ships Medium (LSM) from the U.S. Navy's mothball fleet in Japan. The LSM was an outstanding ship, in that it had an ocean-going capability, it could operate in the lighterage role alongside a ship and it could operate over beaches with a reasonable gradient. The LSMs were required to boost Army's ability to handle heavy lifts in a logistic over-the-shore operation and to give greater freedom of movement to the Armoured Corps in Australia. Fifteen members of the unit flew to Yokosuka, Japan, from where they assisted in sailing the AV1353 "Harry Chauvel" and AV1355 "Vernon Sturdee" to Sydney, calling at Guam and Rabaul en route. Those intrepid sailors in green included:

Captain Noel Wilson, Lieutenant Neville Blunt, Warrant Officer Class 2 Ron Manahan, Sergeant Alan Leutenegger, Sergeant Don Weimer (later captain), Corporal Ian Scougall, Corporal Jim Uhlmann (later major) and Corporal Lester Guard (deceased).

The other two LSMs, AV1354 "Brudenell White" and AV1356 "Clive Steele", were delivered in 1960. After valuable service in SVN, the service life of the LSMs expired. The unit was represented in SVN by Major George Stubbs, Captain John Waddington and Corporal Challenger who served with 32 Small Ships Sqn. Major Stubbs reverted to captain to serve on the Clive Steele in SVN. We recall that the Clive Steele is the last vessel in the Australian Defence Forces to engage an enemy in



LCM8 with accommodation module on stern.



Naval Lighterage Equipment loaded with ammunition during Annual Camp Sydney 1964.

hostile action — do we have one up on the Navy? Sadly, only one of the LSMs remained in Australia after being sold in 1971; LSM "Vernon Sturdee", which has been refitted to civilian specifications, is now in the Richmond River of NSW and plies under the name of "Jack Spry".

With the need to vacate Colmslie Depot in order to hand it to the Brisbane City Council in 1959, the unit required a new home. The current site of Kangaroo Point was selected as it met the additional need for deep water berthing for the two LSMs brought from Japan. With the original intention of the Army to buy only two LSMs, Kangaroo Point was quite suitable, but for four LSMs that was a different story. However, by the end of 1959 the unit was situated at its present depot site.

The historic buildings at Kangaroo Point first housed the headquarters of the Navy of the Colony of Queensland — 1887 to 1901 — and later the RAN Reserve until 1959. Unfortunately, the buildings are now in a very sad state

of repair due to the infestation of white ants and borers. Unit members are ever aware that should the white ants unlink their arms the buildings will collapse with a muffled roar of cracking paint and corrugated iron, leaving them not only isolated but homeless.

In 1960 the unit became, for a short period of its history, an integrated ARA/CMF squadron. However, it was decided in the September of the succeeding year that the ARA component of the headquarters with two of the



Jan. 1974 — the unit depot flooded.



LARC V vehicle with BMSS on board.



Loading an LCM8.



12 Metre workboat.



LARC V preparing to enter the surf.



LARC V entering the surf.

four Small Ships Troops and elements of the Workshops Troop should move to Sydney. Besides Kangaroo Point being too small to hold four LSMs, it was also considered necessary to move the LSMs to the site of the heavy repair facilities (Sydney). The old Morts Graving Dock at Woolwich was acquired especially to accommodate the LSMs. After this move, the Brisbane-based Water Transport Unit was redesignated Detachment 32 Small Ships Squadron under the command of Captain N. Wilson. But this detachment became too difficult to command and

control due to the physical isolation from the HQ in Sydney and because of the command structure of the Army at the time. So, in May 1963, the unit regained squadron status in its own right. The Detachment 32 Small Ships Sqn was redesignated 34 Water Tpt Sqn RAE with basically a tug and lighterage role. It then included a headquarters, two watercraft troops and a workshop troop, all located in Brisbane. There were also other elements of the squadron not in Brisbane; 3 Watercraft Tp was in Perth and 4 Watercraft Tp (ARA) was in Sydney. These two troops never operated as a functional part of the squadron and were redesignated in 1968 as 35 Water Tpt Sqn and 36 Water Tpt Sqn.

1963 also saw the arrival of AT2701, the "Luke", a 56 ft. steel Harbor Tug (see cover). Two years later saw the arrival of an LCM6 and Naval Lighterage Equipment (NLE). The LCM6 was withdrawn in 1968 for naval usage on board HMAS Sydney and the unit was reissued with an LCM8, a craft selected for its suitability to carry the 50 ton Centurion tanks with which the Army was then equipped.

The unit retained its title for 11 years (1963 to 1974) when, after amalgamation of elements of the RAASC and of the RAE (Tn) in June 1973, it was decided that the unit's title should be 34 Water Transport Company (Medium) RACT.

The unit has had its dramas to contend with, in particular the Brisbane flood in Jan/Feb 1974 when the unit depot was inundated by approximately 11 feet of water causing loss to the Q store, troop offices and workshops and forcing the unit to base its annual camp at the depot.

May 1975 saw 40 Transport Platoon (Amphibian) come under command. This independent unit had been detached from its parent unit, 16 Transport Company (Amphibian) at Newcastle and was based in Brisbane so that it could render flood relief and rescue work to South East Queensland and North NSW.

When 40 Transport Platoon (Amphibian) originally moved to Brisbane it was equipped with DUKWs and the unit rendered invaluable assistance to the stranded farmers and townspeople of Lismore during the 1954 floods. Again in the 1974 floods in Brisbane, the unit was called upon to assist in the evacuation of people stranded in the western suburbs. It was during these tasks that Captain I. C. R. Kerr and Corporal N. B. Hourigan tragically lost their lives when the LARC boathook touched submerged high voltage power lines; when the amphibian platoon had exchanged their faithful but old DUKWs for LARC V vehicles they acquired metal boathooks as part of their Complete Equipment Schedules. Corporal Ray Ruddy, now sergeant and serving with 2 Tpt Sqn RACT, was awarded the Queen's Gallantry Medal when he dived into the raging floodwaters to rescue other crew members who had been thrown overboard by the force of the power strike.

40 Transport Platoon (Amphibian) is now totally integrated into the unit as the Amphibian Troop. This element has given a new dimension in training and capability, and the unit has a notable degree of flexibility in meeting its range of tasks.

With the re-organisation of the CMF in 1975 and in accordance with the Millar Report, 34 Water Transport Coy almost lost its company status, since it was intended to reduce the unit to two officers and 65 ORs, but with two LCM8s, one Tug Harbor steel 56 ft., one workboat, five LARC V and numerous stores and vehicles to maintain. This of course would have been a most unfortunate step. After a superlative effort at recruiting by all ranks, the

unit gained its 70% average attendance and retained its company size. Ever since, the unit has been manned at close to 100% of its establishment.

1st August 1977 saw its final name change to Brisbane Water Transport Unit with a Headquarters, Watercraft Troop, Amphibious Troop, Terminal Troop and Workshop Troop. The wheel had turned and after a gap of just on 20 years the Terminal Troop was reinstated and a unit organisation established almost identical to the old 2 Transportation Squadron. Lieutenant Bob Stevens was the first Terminal Troop commander and he faced a difficult task in picking up the state-of-the-art. His experience in the Ordnance Corps and Engineers, and his close liaison with RAN reserves and his jovial personality all helped to produce the successful troop which it is today. Many would contend that the real reason for the troop's success is that most of the units' female members are posted there and they have proven highly efficient in the trades of driver, MHE operator, traffic assistant and freight handler. Members were trained and qualified in all these trades using other units' equipment or hired civilian equipment during attachments to the local ARA terminals. How much easier it would have been, and would it be today, if the unit had more and bigger terminal equipment.

Although the largest component of the unit is the water transport element and the unit biannually conducts Seaman 1 and 2 courses, there is, in addition to the movement, transport and terminal trades already mentioned, also a requirement to train personnel in the various other trades in the unit. These include fitter marine engines, storeman, medical assistant, cook and clerk admin. There are, in all, 12 basic trades to be catered for.

The unit is now equipped with: (a) two LCMs; (b) one Tug Harbor steel 56 ft. (rescued from the scrapper's yard largely by unit labor under the direction of Sergeant Ken Edwards; this was not only a labor of love but also a feat for which he has been awarded the BEM, a proper recognition of this effort); (c) one workboat (arrived April 1981); (d) three LARC V; (e) one 5 ton truck GS; (f) two Landrovers (FFR); (g) one workshop Landrover and trailer, and; (h) one forklift.

For more than 30 years, the unit in Brisbane (whatever its title or composition) has provided watercraft and terminal support not only for the Services but also for other Government Departments and other public organisations. Some of the more notable tasks have been: (a) supporting ARES and ARA exercises on the islands within Moreton Bay. Units supported were from infantry, artillery, engineers, intelligence, mounted infantry and service corps as well as school cadets; (b) dumping of ammunition and other equipment in prescribed dumping areas off Cape Moreton; (c) laying of telegraph cables to islands within Moreton Bay on behalf of the PMG Department; (d) providing support for Naval Reserve cadets; (e) performing escort duties for boating activities such as the Brisbane to Gladstone yacht race; (f) rescue operations for civilian watercraft in distress; (g) transporting of building materials to islands within Moreton Bay on behalf of philanthropic organisations.

The unit during those years has also participated in a number of major exercises, such as: (a) GRAND SLAM in the Mackay area — 1959; (b) BARRA WINGA at Shoalwater Bay — 1966; (c) PIPING SHRIKE at Shoalwater Bay — 1967; (d) KANGAROO II at Shoalwater Bay — 1976; (e) KANGAROO 81 at Shoalwater Bay — 1981.

During Exercise KANGAROO 81, in October and

November, the unit had a detachment manning the Tug "LUKE" in support of the RAN and elements of 10 Tml Regt at Port Alma.

In April-May 1982 the unit undertook training and operations in the Clarence River area of Northern New South Wales. This was the first time since 1971 that the whole unit had undertaken exercises with other water transport and terminal units and gave the members the opportunity to put to the test their craft operation in inland waterways and surf entries and exits, as well as freight handling and MHE operation. The unit performed outstandingly well even by comparison with its ARA counterparts. It is a pity that the unit had to wait so long before its training could be put to the test in a regimental setting; there is nothing like competition to sharpen one's mettle and put an edge on unit morale!

Although the unit has undergone many name and role changes and challenges to its size and composition, it has weathered them all. The aim of the Army throughout the years since World War II has been to keep alive the various skills associated with operating ports and to

LETTER TO THE EDITOR

From my position within Army Office I continually observe safe driving certificates being awarded to soldiers for various distances safely driven and I commend the system as one of reward for performance.

My concern is one of discrimination in that no such recognition is given to coxswains (drivers) of watercraft. These highly skilled operators also perform creditably as is evidenced by the lack of collision reports and yet they perform without the reward system offered to road operators.

As a "maritime flavored" officer of the Corps could I seek recognition for coxswains and also ask whether a licensing system is to be introduced for "watercraft drivers" similar to that operating for "road vehicle drivers."

(W. BARSLEY) LTCOL RACT.

maintain on the Army's Order of Battle those units which one day will form the nucleus of the larger organisation needed to move military freight through undeveloped ports or over beaches. Every member who has served with the unit during the past 33 years has been trained with this aim in view. The many citizen soldiers who have been fostered by the unit have had their own lives and civilian training enriched because of this training. The present members can also be justly proud of their unit's heritage and be assured they are worthy holders of the "torch" passed to them through the years from the wartime water transport and docks operators and can also be proud of the knowledge that they are "Equal to the Task".

Major G. G. Rowbotham prepared this article with the assistance of a number of serving and past members of the unit. His research led him to records held at a number of sources. I am sure the Corps will be indebted to Major Rowbotham for ensuring that the history of the Brisbane Water Transport Unit will never be forgotten. — Editor.

Dear Sir,

I read with interest the article concerning the unveiling of a memorial to Army Mariners at the Maritime Wing of the Army School of Transport by Colonel K. L. Duncan (RL) on Anzac Day 1982.

The article happened to be published in "SAPPER", the journal of the Royal Australian Engineers, which leads me to the following questions:

1. Is PAR ONERI going to publish the photograph and story in view of the RACT connection? and

2. Did this important and solemn occasion receive prior publicity within the RACT so that past and present Army Mariners, including those serving in the RACT, could attend the ceremony?

(W. BARSLEY) LTCOL RACT.

In answer to your first question, PAR ONERI will not be running the SAPPER story. Ex RAE (TN) soldiers do, I believe, receive copies of SAPPER. In answer to the second question, I was unaware of the ceremony until I read of it in SAPPER! What about other "Mariners"?
EDITOR.

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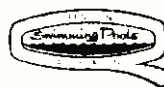
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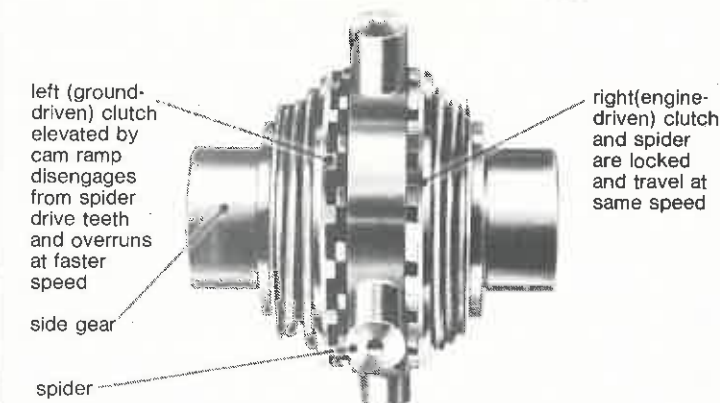
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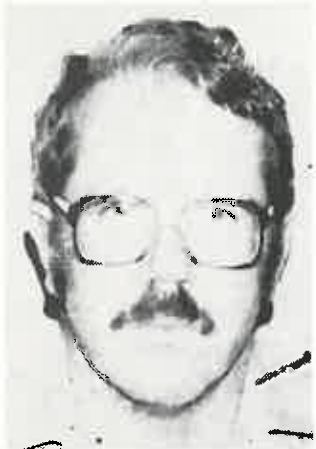
These are now available throughout Australia by arrangement with the manufacturers through Gibson Battle & Company. A spokesman for the Company explained that NoSpin differentials keep heavy-duty vehicles moving in soft, slippery, wet and muddy conditions, by preventing one wheel spinout and maintaining driving torque and traction.

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EXERCISE MYOLA 81

177 AIR DISPATCH SQN —
ON THE GROUND AND IN THE AIR

By LT. L. W. ROGER

From 19 August, 1981, the township of Moruya on the South Coast of NSW played host to 177 Air Dispatch Squadron during its annual camp, MYOLA 81. For the next 16 days, the townspeople were treated to the unfamiliar sights of Army vehicles and personnel astir in the area, with RAAF aircraft flying to various parts of the locality as they carried out air dispatching missions for which 177 Sqn had been tasked. As a site for an air dispatch squadron's annual camp, Moruya had much to offer — an infrequently used air strip, which was nevertheless in good condition (including hard standing for the heavier C130 Hercules aircraft); convenient facilities for the local supply of rations, water and POL; sufficient private property owners willing and able to provide the type of open groundspace required for drop zones for the air logistic phase of the Exercise; a workable and convenient area near the air strip on which the Squadron could deploy and carry out its tasks; a nearby area ideally suitable for infantry minor tactics; a road network of sufficiently varied quality to allow for a drivers' course to be run; and, importantly, a most agreeable climate and attractive physical surroundings.

This, then, was the scenario for Exercise MYOLA 81. But why MYOLA as a name for an exercise?

The OC of 177 Air Dispatch Sqn, Major John Murphy, is a man with a very close association with air dispatch, and a broad knowledge of military history. In his first annual camp with the Squadron as OC, it seemed to him appropriate to give the Exercise the same code name as that given to the drop zone in New Guinea where, during the Second World War, the initial air drops by and to the Australian Army were made. Myola, in the New Guinea highlands, and literally on the crest of a ridge, saw these first, unsophisticated efforts at air dispatch which, despite the crude nature of their technical aspects, nevertheless succeeded in their aim — to provide the troops on the ground with sorely needed supplies which otherwise might have taken days or weeks to be brought forward. Usually, the stores to be dropped were only wrapped in blankets for protection, and dispatched by the simple expedient of a soldier sitting on the floor of the Dakota and forcibly ejecting the load with the thrust of his legs and feet. Of course, things have changed dramatically as far as preparation and rigging of loads, and the methods of their dispatch is concerned, but it was in the historical significance of the site of these first, tentative attempts at air dispatch that the codename MYOLA was again to assume a significance for air logistic activity in 1981.

So it was that on 19 August, 1981, the advance party of

177 Air Dispatch Squadron deployed to the Moruya airfield. Given three days to establish the camp area, the advance party did a sterling job, and might have had everything completed in time for the arrival of the main body on 22 August, but for Moruya's fickle winds which succeeded in blowing down most of the other rank tented accommodation. This, unfortunately, meant that a good deal of camp preparation still needed to be completed when the main body arrived on the Saturday afternoon. Consequently, an entire day was lost while the camp area establishment was completed, but by 23 August, the Squadron was ready to go. Exercise MYOLA 81 was conducted in three phases:

- a. Phase 1 — regimental training (2 days);
- b. Phase 2 — minor infantry tactics (4 days); and
- c. Phase 3 — air logistic support exercise (6 days).

With approximately 70 soldiers in attendance — consisting of air dispatchers, drivers, personnel, logistics and HQ elements — the first priority was to have the ARES soldiers of the Squadron switch on to the Army system from their civilian occupations. To this end, the objectives of Phase 1 were to conduct drill with and without arms; guards and sentries; ceremonial drill; to establish a proper standard of military conduct and dress, and to inculcate the acceptance of Army discipline. Very quickly, a disparate collection of men and women, from all walks of civilian life, became a close-knit unit of soldiers, and it was in this frame of mind that the Squadron entered Phase 2 of MYOLA 81 — the Minor Infantry Tactics.

The aim here was to develop basic soldier skills and to practise minor infantry tactics. To assist in this aspect of the Exercise, outside expertise in the form of two sergeants from 4 RNSWR were brought in. Together with the Squadron's own NCO's, and with the able assistance of directing staff and demonstration squads from the Squadron's ARA sister Squadron (176 Air Dispatch Sqn) and 2 Air Maintenance Platoon, these instructors for the next four days prodded, pushed, pleaded, cajoled and guided 177 Sqn through a very considerable range of instructional objectives, to the point where the troops were ready to display their knowledge and skills in a 24-hour one-sided IMT exercise.

The success of this instruction, and the degree to which members of the Squadron became immersed in the philosophy of "soldiers first, air dispatchers second," can be seen in an anecdote concerning our sister service, the Navy. Much of the IMT training — particularly section formations and contact drills — was carried out on the beach at Moruya, which was only 200 metres from the



airfield. On several occasions, we had witnessed Navy Tracker aircraft practising "touch and go" landings on the airstrip. On one such occasion, the Tracker directly overflew these beach exercises. So involved had the troops become with the need to "be" soldiers, the squads on the beach immediately dived to the sand, faces down, on hearing the shout "Enemy aircraft." However, one NCO could not resist the opportunity to niggle the Navy, and as the Tracker flew over, very low, he raised two fingers in a traditional "salute." The senior service was not to take this lying down. The Tracker flew a circuit, returned low over the beach, but this time with bomb doors open; and as the aircraft passed, the troops were amazed to see a figure leaning down through the doors returning 177's "salute." Having been driven fairly hard in unfamiliar activities, this provided some light relief for our diggers sweating in the heat of the day. A small incident, perhaps — but indicative of the receptiveness of the troops to the training, and of the morale and spirit it was inducing.

There enters now into the story of MYOLA 81, THE Wheel. This was a wagon wheel donated to the Squadron, and painted in RACT colors, and which became in a very short time, the Squadron's proud symbol. Propped up against the camp flagpole opposite the parade ground, it had been jealously guarded against the attentions of the ARA attachments, who, for their own devious reasons, had their eyes on it. By this time, the 24 hour one-sided IMT phase was upcoming, and the wheel was seen by the ARA enemy party as an ideal objective for retrieval by 177 Sqn during the final phase of the IMT exercise, the platoon deliberate attack. Consequently, the night before the Exercise was due to begin, the wheel mysteriously

disappeared, in spite of, or perhaps because of, the presence of the Squadron's (ARA!) 21C picquet commander. There can be no doubt that this loss had the desired effect, as the wheel's recovery became a driving ambition for all the ARES soldiers involved in the IMT phase — and retrieve it we did, in the final assault on the enemy's defensive position. Transported back to the camp area, the wheel resumed its rightful place at the flagpole — this time, securely attached with chain and wire.

So the IMT phase came to an end. Many valuable lessons were learned, and a great deal of training digested in a very short period of time. Mistakes were made, of course — the writer was, at one stage, somewhat surprised to see his runner bringing up the assault sections to the flank of an enemy position while he still engaged in the reconnaissance after the initial contact had been made, before the fire support section had been sited, and before any orders had been issued! — but we learnt quickly from those mistakes, and they were not repeated after the appropriate boot had been removed from the appropriate portion of the offender's anatomy. Individual soldiers, towards whom the training had primarily been aimed, learned and put into practice many basic skills, and the junior NCO's in particular were not found wanting in their infantry operational role. They received their reward not only in the encouraging final remarks of the directing staff and the instructors; not only in the satisfaction of seeing their final platoon assault work well; but also in the feeling of pride felt by all when, marching back into camp, they were met by the personnel and logistics elements of the Squadron formed up, at attention and then cheering the "infantry" back to camp.

A day's make and mend followed, during which the Squadron made final preparations for the air logistic phase which was to take place during the second week of MYOLA 81. Under normal circumstances, two air dispatch troops would have been operating — however due to a critical lack of qualified dispatchers for one reason and another, 5 and 6 Troops merged, and for the duration of the air logistic phase, became 56 Air Dispatch Troop, 177 Air Dispatch Squadron. RAAF air support was in the form of one CC08 Caribou and one C130 Hercules, and additional support was provided by 176 Air Dispatch Squadron and 2 Air Maint Pl.

Further constraints on the taskings of which the Squadron would be capable, were imposed by the need to man and operate up to three DZ's at any one time, whilst at the same time fulfilling the normal functions of rigging, loading, flying and dispatching the loads for which we were tasked. Consequently, the air logistics phase was kept deliberately low key. Despite this, more than 22,273 kg of stores were rigged and dispatched in approximately 25 sorties. Again, the "shaking out" period saw problems emerging, but these problems were consecutively analysed, evaluated and remedied, and by the end of the air logistic phase, systems and procedures were being refined and, in some cases, developed, to the point where the Squadron's capacity to carry out its operational role was greatly improved.

Loads to be dropped included simulated diesoleum, water, rations and 105mm Howitzer ammunition, in both compact and A22 loads. Several night drops were called for, as well as those required for daylight dispatch, and all of these were completed, with the exception of one night drop that was cancelled by the drop zone commander due to high winds. Problems were experienced in controlling the amount of rest time of individual air dispatchers during that part of the air logistics phase during which the Squadron was operating on a 24 hour shift basis, and the use of a sleep-card system, similar to that employed in road transport squadrons, is to be

investigated. Also reinforced during this phase of training was the need to make an appreciation of a problem, and to arrive at a plan of action, rather than to fight the initial problem.

As an exercise in practising the Squadron in the conduct of air logistic support within the area of operations, in the employment of an air dispatch squadron on 24 hour operations, in the field, and in training in the Army aspects of air logistic support procedures, this phase of MYOLA 81, while having its incumbent problems, nevertheless provided a valuable opportunity to test the operational functions of the Squadron. Those members of the Squadron qualified as air dispatchers, in carrying out their tasks, revealed a considerable degree of expertise and ingenuity, and the overall airdrop figures, given the relatively small number of trained and qualified personnel available for MYOLA 81, give a fair indication of the Squadron's potential once the shortfall in air dispatchers, crew commanders and mechanical handling equipment operators is overcome.

Of course, any account of MYOLA 81 would be incomplete without making reference to the fine work of the personnel and logistics elements, and to the driving course held concurrently with the air logistic phase. No imposition, however unrealistic or however late it was presented, was too great for the logistic staff to handle. By way of example, as the time for the night drops approached, I asked logistics to gather together all 'Big Jim' torches, as they would be required for DZ identification for the night air drops. Ever prompt, the logistic staff carried out a personal recall of the torches which had been issued to allow people to safely negotiate the camp at night in our "non-tactical" periods. The recall went smoothly — at least, until at the following morning's OC's conference, when a slightly sarcastic OC, looking me squarely in the eye, suggested that I hadn't really meant to include his 'Big Jim' in the general recall, that it must have been an unfortunate error. I like to think of this as one of the few 'errors' made by logistics during the whole of the Exercise!

As for the personnel cell, they worked on as only they can. An excellent camp newspaper "The Toucan Rag" appeared, and many a soldier's queries were handled in a highly competent manner. The only criticism levelled at the cell at all concerned the quality of the jokes emanating from the hallowed tent — and the fact that the Pay Officer's own pay envelope was one cent short at the pay parade!

The driving cell, as mentioned above, conducted a driving and servicing course for six days concurrently with the air logistics phase. Eight out of the twelve student drivers qualified for a limited or intermediate licence, with the remainder only requiring one or two more terminals. Given the very limited quantity of available vehicles, this was a fine achievement, the culmination of many hours of practical and theoretical instruction, including a long convoy drive from Moruya to Cooma and back.

This, then, was MYOLA 81. Having been invited to write this article from a personal point of view, rather than as a straight record of events, it is perhaps opportune to conclude with a few quite personal observations — although, I am sure, they are observations and reactions which would be shared by most of the Squadron. There first springs to mind the fire drills — who hasn't at some time cursed them to the far ends of the earth? Yet there is little doubt that those drills saved MYOLA 81 from genuine disaster when an oil stove caught fire in the kitchen area one night early in camp. Only quick response, as per the drill, prevented the fire from destroying the main kitchen tentage and all its stores and equipment, an event which, if it had occurred, would have created enormous logistics problems. Similarly, an exploding immersion heater was quickly extinguished by rapidly deployed fire-fighting teams and equipment. I, for one, will never doubt the need for fire drills again.

Then, there was the food. This was, without doubt, the best Army food I have ever tasted, and would have done

credit to any restaurant. The mixture of ARES, ARA and civilian cooks performed culinary miracles in the field during the course of this Exercise, and played a not inconsiderable part in maintaining the high level of morale that persisted throughout MYOLA 81.

Finally, I remember the cold. At the beginning of this article I mentioned Moruya's agreeable climate in August/September. I should have said daylight climate. At night, it was not an uncommon sight to see soldiers sleeping in socks, tracksuit, Nomex flying suits, flying jackets Howard Greens, gloves, balaclavas, and in two sleeping bags with two or three blankets over them! There's many a Squadron member who hopes 177 Sqn never gets tasked to work in the Antarctic.

In summary, MYOLA 81 was an exercise in which many lessons were learned; in which 177 Air Dispatch Squadron members gained a sense of achievement at a job done to the best of their ability; in which the administrative, logistic and operational functions of the unit were tested; and in which all members at all ranks showed an eagerness to learn. A successful exercise from the Squadrons' point of view, all aims were achieved and training objectives met. Given that, in 1982, the Squadrons' members will be participating in a year of a Camp of courses, many of the problems associated with the shortage of trained and qualified personnel that emerged in MYOLA 81, will be alleviated, and the Squadron therefore will be in that much better a position to carry out its role of receiving, preparing, rigging, loading and dispatching stores to troops on the ground. To this end, MYOLA 81 was indeed an important teaching exercise for 177 Air Dispatch Squadron.


Lieutenant Lance Roger graduated from OCTU, 2 TRG GP, on August 27, 1978 and was posted to 177 Air Dispatch Squadron. He qualified at the 1/80 Base Air Dispatch course and attended the 1/81 Regimental Officer Base Course at the Army School of Transport. Lieutenant Roger is the English Subject Master of Bidwell High School.



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THE REALITY OF THE INNER GERMAN BORDER

By Captain I. K. Lambert



Captain Ian Lambert graduated from RMC in 1976 and has since served in both ASA and FF Tpt units and MOVTDIV HQ Log Comd. He is now posted to HQ 7 BDE as the SO3 (Log). He wrote this article as a result of his visit to Europe during LONG LOOK 1981.

I woke, and squinted out of my window through the stark autumn trees and mist to the sun. Looking east only two thousand metres from where I lay was the Inner German Border (IGB). As consciousness took hold I heard the baying of dogs — "their" dogs. It was difficult to believe I was that close. And it suddenly seemed incongruous that the sun should choose to rise on their side of the wire.

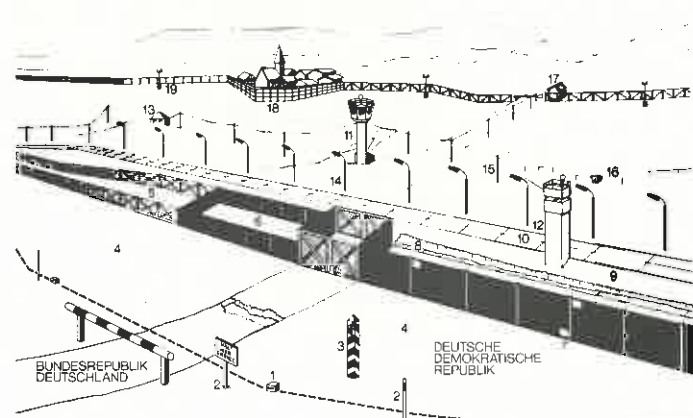
Before the end of World War 2, in 1944 an agreement was reached between the British, Russians and Americans about how the new Germany would be divided — it was called the London Protocol. The dividing line runs approximately along the old borders of the kingdoms of Prussia and Hanover. East Germany adopted the name Deutsche Demokratische Republik (DDR) and West Germany became Bundesrepublik Deutschland (FRG).

The Inner German Border is 1393 km long, 650 km of which is the responsibility of the British. (Under the agreement reached with the East, British Military Forces are not allowed within one kilometre of the western side

of the border unless accompanied by a member of the British Frontier Service (BFS). The BFS officer is a non-military civil servant. The officer who took me on a tour of the border, by foot, road and helicopter, was Mr Tom Jones. In 1952 a five kilometre restricted zone was declared by DDR on the eastern side of the border in an attempt to stem the flow of refugees to the west. This meant that no East German personnel were allowed within five kilometres of the border without a permit or armed guard. People living in villages within the five kilometre limit are required to sign in and out with their local constabulary.

People farming within the restricted area do so with an armed guard. In 1955 the green border, as it was termed, was further "improved" by the addition of mines and barbed wire fences. The border is being continually upgraded and in 1980 it was estimated that it costs the DDR \$4.8 million per mile a year to maintain. A typical layout for a section of the border is featured in the diagram. The ingredients of the border defences are as follows:

DDR SECURITY INSTALLATIONS - INNER GERMAN BORDER



1. IGB Marker Stone.
2. Federal German "Border Warning" sign on or close to IGB.
3. DDR State Boundary Marker Post in National colours Black-Red-Gold with DDR Emblem fitted to the top of post.
4. Dead Ground between 2-2000 metres in depth between IGB and first fencing.
5. Double barbed wire fencing approx 2 metres high with 3 rows of anti-personnel mines inside.
6. Double metal mesh fencing approx 2.20 metres high with 3 rows of anti-personnel mines inside.
7. High single metal mesh fence 3.20 metres high with, in places, SM70 automatic firing devices attached.
8. Anti-vehicle ditch 1.5 metres deep.
9. Ploughed and harrowed 6 metre strip.
10. Vehicle track — mostly paved.
11. Observation tower.
12. Observation tower and Command Post.
13. Pre-Fabricated observation pill boxes.
14. Arc lights — mainly near villages.
15. Border communications system.
16. Dogs on running lines.
17. Check point.
18. Concrete wall — in front of village and approx 3.30 metres high.
19. Hinterland security fence with visual and acoustic alarm systems 500 metres eastwards of IGB.

- Mines — 11,000,000 anti personnel mines (PMK 40 and PMP 71).
- Dogs — 92 km of dog runs with approximately 1000 dogs. Some of the dogs have been on their runs for 3½ years through sun and snow, and have the appearance of being far from domestic. Each company of border guards has an additional thirty dogs, three of which are trained as tracker dogs.
- Mesh Fencing — 1240 km of easily maintained, difficult to scale fine steel mesh fencing. Height 3.2 metres.
- Double Barbed Wire Fencing — 144 km.



BFS Officer — Tom Jones, with a Company HQ in the background

- SM70 Guns — 35,000 automatic firing devices. These scatter guns are sited twenty metres apart at three levels (head, stomach and legs), on the inside of the mesh fencing. They have a range of twenty metres, a spread of 2 metres, contain 115 pieces of manufactured shrapnel, and are detonated by cutting or pulling a trigger wire running parallel to the fence. They are so sensitive that during cold weather the trigger device has to be reset because of the contracting wires. One East German defector, surprised that the West knew little of the SM70, stole one and presented it to the West German officials. Naturally it was replaced by the East Germans and the Defector promptly stole that one too. It was replaced with a third SM70. This time as the poacher neared the mesh



Observation tower near Helstedt autobahn checkpoint



Observation tower overlooking the border defences

fence, arc lights flashed on and the trespasser was mown down with automatic weapons. Since the incident the SM70s have been modified so that one gun cannot be tampered with, without detonating the remaining pair.

- Vehicle Hazards — 970 km of vehicle hazards including ditches and tetrahedrons/dragons teeth to prevent high speed vehicular crash-out.

- Ploughed Strips — 1240 km of six metre wide harrowed earth strips. These are smooth dirt strips used to detect footprints, and are inspected each morning. On the discovery of footprints dogs are released in an effort to back track and locate the transgressor.

- Arc lights — 200 km mainly to cover villages near the border. All observation posts have their own integral search light.

- Bunkers and Pill Boxes — 431 sited emplacements. Of all the defences these are the only structures, apart from the observation towers, that appear to be sited to look westward. Although there is no communication between observation posts and bunkers, each emplacement has communications to the company headquarters.

- Hinterland fencing — 1000 km of electric fencing designed to detect rather than immobilize. Once touched this relays a signal to the observation posts. Between the electric fence and the other steel mesh fence the trespasser battles the elements in what is called "death strip".

- Command Posts and Observation Towers — 324 of these structures overlook Lower Saxony. Following basic principles of siting obstacles these towers provide the observation for all the border obstacles.

The Deutsche Demokratische Republik take their borders quite literally, so much so that a large open cut coalmine has white posts running down the centre detailing East and West coal. In another area the border runs across the centre of a water storage dam which supplies both East and West. In the centre of the dam wall is a brick barrier decked with barbed wire denoting the line of the border. The DDR demand 100,000 Deutsche-marks per year for the water used by FRG.

The border is patrolled by 52,000 border guards — the National Volksarmee — which are a combination of regular soldiers and trusted conscripts on a 2½ year tour of duty. The guards are arranged in companies of 86 men, 7 officers, 17 NCO's and 62 other ranks. There is one company for every 5-8 kilometres of border. Each company has a highly trusted reconnaissance party of three men. This party patrol outside the perimeter fence but within the DDR border (see diagram). They are armed with AK47s and may also have cameras and listening devices. They seek information concerning visitors to the border from the West. My visit created much interest because of the different uniform and insignia. No doubt my photograph is now registered in the annals of Russian Intelligence — such an important figure too!

Each soldier is entitled to twelve days' leave a year as well as two free weekends. For this dedication he is rewarded with a princely sum equivalent to \$3.60 per month. Guards are selected for picket, usually married men with single men, only ten minutes before they mount duty. This is to ensure there is no collusion between the guards and also to enable the mature soldiers to keep a watch on the younger conscripts.

The rules of engagement for the Volksarmee are short and clear. If there is a person on the hinterland electric fence he/she is warned "Halt or I will shoot". Once the person passes through the electric fence they may shoot without warning. Each soldier carries a marksman's

certificate in his pocket, and therefore has no excuse if he fails to stop an attempted escape.

Boring though the guard duty may be, there has been a new pastime introduced to keep the soldiers alert — clearing the old mine fields. The protective mine fields only have a limited effective life before they must be resown. Soldiers clear the three pound pressure plated PMK40 mines by prodding with a javelin type pole, and as could be expected the mines have taken their toll on the Volksarmee. When I asked Mr Jones as to why they do not employ a flail tank or something similar he replied . . . "Oh they do, but that's only to find the one's they've missed . . ."

Regardless of how effective the border may be there are still those who manage to escape. Nearly three million have escaped across the IGB since 1949. However, as at October 1981 there had been only 15 people successfully crossing to the West in that year and five of these were border guards. The border guards who escape are first "interviewed" and when it is established that their motives are purely honorable, they are fully repatriated to the West. Repatriation includes accommodation, a job and a substantial financial grant.

Over the centuries there have been some famous walls constructed — Jericho, Hadrian's Wall, The Great Wall of China. All these walls had one thing in common, they were designed to keep aggressors out. The Berlin Wall and the IGB have become the most infamous of all walls, designed specifically to keep the people in! The East German Chancellor Herr Honecker told his people, on the twentieth anniversary of the Berlin Wall, that the barriers were necessary to halt the imperialist sickness which was beginning to creep into their way of life. However, Headquarters Berlin Field Force in a publication issued in April 1977, describe the border as a . . . "testimony to man's inhumanity to man, and the inefficacy of totalitarian government to win the hearts of the people . . .", and I can only agree.



Yep, definitely high to the right . . .



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THE RACT OFFICER — EQUAL TO THE TASK?

by Captain P.G. Gregor

INTRODUCTION

No doubt many of you have heard over recent years the degree of concern expressed about the competence of RACT officers with regard to the general level of knowledge of their own Corps. Specifically, the concern expressed by senior RACT officers begs the question as to whether the current education and training of RACT officers is adequate. Many existing officer courses conducted at the Army School is adequate. Many existing officer courses conducted at the Army School of Transport are specialist to employment and this could be seen as a contributing factor to inadequate officer education.

I contend that managers, given the correct grounding and further education, need not be specialist to perform well in the majority of Corps appointments.

I intend to discuss this line of thought and offer alternatives to the current RACT officer training system. To pretend that the recommendations of this article are perfect is facile; however, I see them as being logical, easy to implement and an improvement on the current system. If nothing else, the purpose of this correspondence is to generate thought about an area of career management which I believe needs to be investigated. The paper itself relates to RACT officer course progression from 2LT to Major.

AIM

The aim of the article is to review the current training of RACT officers and to propose a career development programme which will better prepare the RACT officer for professional scrutiny both within the Corps and the Army.

BACKGROUND

The discussion is based on the implementation of the RODC recommendations and AOSI 44/80. Additionally, the paper is written in opposition to the recommendations of the Movements and Transport Officers' Study (MATOS) conducted in 1980. Throughout the paper reference to rank and officer career progression relates to substantive rank and the GSO stream.

MANDATORY OR ELECTIVE CORPS EDUCATION

I believe there is no one mandatory course that covers in sufficient depth the wide involvement of the RACT in the

military and civilian infra-structure. These points coupled with the introduction of some of the recommendations of the Regimental Officer Development Committee (RODC) has given rise to a situation where RACT officers seem to be getting what I would call premature, lack lustre exposure to their Arms and Services compatriots. This is particularly the case when one considers RACT exposure in the three months Junior Staff Course (JSC) which is conducted during the senior lieutenant stage of an officer's career.

The education and training of RACT officers are problems which are exacerbated by the lack of Army Training Systems (ATS) developed courses and more importantly by the lack of compulsory RACT oriented courses. This is highlighted by the fact that in the eight to ten year service span required before promotion to substantive Major, the RACT officer is required to complete, on a compulsory basis, only two RACT and two all arms courses. It is the area of Corps education that will be addressed by this paper. After all it is in our own field that we need to become proficient and then display our expertise when exposed to other arms and services. Despite personal pride, professionalism and any other catch phrases one likes to use, we cannot achieve this goal with only two mandatory courses.

Before becoming involved in the RACT educative aspects of an officer's career it is necessary to review the promotion time-frame and compulsory all arms courses. Discussion will be limited to the GSO graduates of OCS Portsea and RMC Duntroon. Under the auspices of the system introduced vide AOSI 44/80 the OCS graduate completes 18 months as a 2LT, 3 years as a LT and 5 years as a Captain before becoming eligible for promotion to Major, total of nine to ten years service. The RMC graduate is required to serve a total of eight years before the earliest possible consideration for promotion. In this period of eight to ten years the officer is required to pass two all arms courses, the JSC and the Intermediate Operations Course (IOC). Both courses are a pre-requisite for promotion to Captain and Major respectively and would normally be attended in the third year as a LT and fourth year as a Captain.

COURSE CONTENT

The RACT officer courses which are obligatory are the Regimental Officer Basic Course (ROBC) and the Regimental Officer Advanced Course (ROAC). The ROBC is conducted over a 5 month period within the first year of an officer being commissioned. The ROAC would normally occur within six to eight years of the ROBC. Between these two courses there is no compulsory RACT Course. Granted, there are many courses which one might attend as a precursor to speci-

fic employment but there is no guarantee of this occurring. Even today we have members qualified through attendance at movements, water tpt/terminal ops and operations officer courses who are not employed in that particular field. On the other hand we have "unqualified" members doing good jobs in specific areas without the benefit of specialist courses. The courses I refer to are:

- a) Operations Officers Course;
- b) Water Transport and Terminal Operations officer course;
- c) Movement Officer course; and
- d) Officer Transport Course.

As a general rule all of these courses are attended by selected or available Lieutenants or junior Captains. There is an element of inter-relationship throughout these courses and considerable overlap in subject matter. Primary areas of commonality are:

- a. Movement/Tpt Officer Courses both teach;
 1. Movement principles;
 2. Operational Movements;
 3. Movements appreciation; and
 4. Movement and Tpt financial management.
- b. Movement/Ops and Tpt Officer courses all teach;
 1. Road Movt planning;
 2. Line Haul operations; and
 3. Appreciations.
- c. Ops Offr/Tpt Offr/Tml Ops & Water Tpt Course
 1. LOTS operations; and
 2. Terminal layout and Transit areas
- d. Tpt Offr and Tml Ops and Water Tpt course
 1. Port Recon; and
 2. Railway working.

Of the courses mentioned only one is multi-modal and that is the Officer Transport course. From first hand experience I have found that this course is an extremely interesting, educative and stimulating course. It covers most aspects of RACT involvement from water transport operations, railway working and road movement planning to an introduction to operational movements and a one week management module. But alas, what I consider at the frequency of one per year and then is normally under-subscribed. The feelings I have might be a little emotive but, most importantly, we must realise that it is the only broadly educative RACT course offered to the Corps officers.

So where does that leave the RACT officer? It leaves him unprepared for the JSC and perhaps even the ROAC. If the officer does not have a working knowledge of all facets of Corps operation by the time he is eligible for JSC he might be excused; embarrassed, but excused! If he falls into the same category when he reaches ROAC then the course itself becomes a farce with little student input and a reluctance by the same student to admit to his limited knowledge of his own Corps. This is not a desirable situation but one that does exist. Surely we owe it to ourselves, the Corps and the Army that we have a more intimate knowledge of our own operations. Some might agree that we do "owe it to ourselves" and can meet the debt as a result of self education. For many reasons I hardly think self education a viable alternative. Many reasons, ranging from workload to lack of individual incentive will prevent the acceptance of an elective self education process. How many "movers" do you know that will pick up a pamphlet and read about the system of replenishment in the Division? How many 2nd line transport experts (albeit RACT officers) would read about water transport and terminal operations on an elective basis? Not many!

How then, can we go about obtaining this more generalist, educative information? Firstly let's look at what might be seen as desirable in terms of the educative process, and then for a suitable time frame in which the fit this educative module. However, before doing this, just what is the content of the ROBC and ROAC? The ROBC is an introductory course covering in general the diverse aspects of RACT operations concentrating on second line road transport operations at troop level. This leaves the ROAC, a course which is not really multi-modal but concentrates on second line transport at the Squadron and Divisional transport level with some exposure to RACT inter-relationship with the civilian transport infrastructure.

What prepares us for the obligatory JSC and ROAC? On the job experience? Not really. The Operations or Movements officer courses? No. Self motivation, study and perhaps professionalism? Ideal, but not realistic—look around you! So what is the answer? I believe another course, RACT orientated and encompassing all aspects of our operations. A cross section of all the RACT courses currently run and above all an obligatory course. Perhaps even a pre-requisite for attendance at either the JSC or ROAC. We don't have to look far for such a course. The nucleus exists in the Officer Transport Course. All that needs to be done to the current course is to introduce some additional subjects. I refer specifically to the formulation of a dumping programme and perhaps the responsibilities of an Operations Officer at squadron level. The course would, through necessity, have to be as short as possible and thereby a concentrated, taxing but educative course. I believe that this course could be conducted over a 10 week period. At what cost you might ask!

SEQUENCE OF COURSE PROGRESSION

I agree that releasing an officer for yet another ten weeks might not be met by OCs/COs with applause. Indeed even AST may cringe at the thought of yet another course. However if the concept of this course is accepted (let's call it the Regimental Officer Intermediate Course (ROIC) then I believe it could negate the requirement for the specialist to employment courses mentioned earlier. Having made this point it tends to channel ones' thoughts to the time frame most applicable for the conduct of such a course. If it is accepted that the purpose of the (ROIC) is to educate and prepare the junior officer for further employment in the Corps, for JSC and the ROAC, then clearly the course needs to be conducted prior to the JSC.

Having indicated that the ROIC should be attended prior to the JSC it should be stated that there would be little value in attending the ROIC before the 3rd year after obtaining a commission. The first two and a half years must be relatively free from courses to allow the officer maximum exposure to his troops at a time when he is probably the most exuberant. Not only this but it allows him time to get over the long educative processes of RMC, OCS and the ROBC while at the same time giving the member Corps experience. This line of thought really only leaves the year before promotion to Captain free for the ROIC (if there is no back log of members waiting for the JSC). I believe that this time frame is very suitable—not only because of a natural progression to the JSC but also because it comes at a time in the officer's career when he may well find himself employed at squadron operations and SO3 level.

It might be argued that in specific postings, currency of technical knowledge demands that specialized training be conducted as close as possible to the time of assuming the

Continued on page 45

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Major General D.C.J. Deighton, MBE, JSSC, psc, t.



The Royal Australian Corps of Transport is not yet ten years old. Nevertheless it is developing its own traditions and is recording milestones to mark its progress. One such milestone this year was the promotion to Major General, for the first time, of an officer who once wore the braided lanyard of the RACT. On 9 March 1982 Brigadier D.C.J. Deighton MBE was promoted to Major General and from 13 March 1982 was appointed Chief of Logistics.

Major General Deighton graduated from the Royal Military College in December 1952 and was allotted to the Royal Australian Army Service Corps. He served in Korea as an infantry officer with 3 RAR from mid 1953, to mid 1954, and then in a number of instructional, staff and regimental appointments, including OC of 1 Coy, both in Australia and overseas, before arriving in South Vietnam in 1967. For his work in South Vietnam as Deputy Assistant Quartermaster General on the Headquarters of Australian Force, Vietnam, Major General Deighton was

awarded the MBE.

Following his return from Vietnam, Major General Deighton served as an instructor at Staff College before assuming a staff appointment at Army Headquarters (AHQ) and subsequently attending the Joint Service Staff College in 1972. At the time the RACT was formed Major General Deighton was Colonel (Plans/Policy) in the Directorate of Transport.

Since 1973 Major General Deighton has served as Director of Movements, CTMO 2 Tpt and Mov Gp, Comd RACT HQ FF Comd, Chief of Staff HQ Log Comd and, just before his promotion and appointment as CLOG, Director General of Army Development.

The RACT in Canberra was privileged to have Major General Deighton as guest of honor at its ninth birthday celebrations. The photograph shows the General cutting the birthday cake with the most junior serving member present, Private Trish Murchie.

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TALK BACK



with
Brigadier P. J. Greville,
CBE, BE, psc, TN, FIEA,
FICT, (RL)

Brigadier Greville entered the Royal Military College, Duntroon, on February 28, 1943, graduating December 14, 1944. He served with 2/8 Fld. Coy. RAE at Wewak. He returned to Australia in March 1946 to attend Sydney University in the faculty of Engineering, graduating BE (Civil) in 1950. After a year as SORE2 (Trg & Adm) CE Eastern Command, he joined 1RAR as OC Aslt Pnr Pl and served in Korea. He was captured by the Chinese on August 23, 1952 and released August 31, 1953. He subsequently served in a number of RAE appointments culminating in CE Eastern Command from 1968-71. After completing Staff College in 1959, he attended the Long Transportation Course at Marchwood and Longmoor, returning to Australia in 1962 to succeed B. D. Roche as Director of Transportation.

Brigadier Greville commanded the Australian Logistic Support Group in Vietnam to supervise the closing down of the base and the backloading of 1st Australian Task Force and the Logistic Group base (Sept. 71-Apr. 72). On his return to Australia he joined the staff of the new Directorate of RACT, succeeding Brigadier Bill Bunting in 1973 as Director. In 1974 he was Director-General Movements and Transport - Defence.

In 1975-76 he was Director-General Logistics Army. His last posting was Commander 4th Field Force Group and 4th Military District. Since retiring from the army he has been writing a column for the Adelaide newspaper The Advertiser, on Defence.

Brigadier Greville was interviewed by Lieutenant Veronica Connaughton in December 1981. Lieutenant Connaughton is currently serving as Liaison Officer to the Commander of the First Military District.

Would you please give a brief summary of your activities since retiring from the Army.

Much of my energy since I have left the Services has been in producing a column for the Adelaide Advertiser every week. That may not seem to be a great deal, but by the time I research the subject, write it, rewrite it and get it down to about a thousand words, it constitutes quite a big part of the week. In addition to that I produced a paper for the Third National Transport Symposium which was held in Brisbane in March, 1981 and a paper which was given at the Defence Symposium run by the Strategic and Defence Studies Centre at the Australian National University in July, 1981. I have also completed a chapter for the Official History of the Korean War.

In addition, many organisations like Rotary, Lions, Apex, the Liberal Party and Student Bodies invite me to address them so that I can say that I have probably had at least two after-lunch or after-dinner talks to give every month since I have been out of the Service.

The Defence Services are, of course, very much tied to the political policies of the Government of the day. Do you

think that there is any possibility of a National Defence Policy being agreed to by all political parties?

A short answer to that question is no. Not while ever we have two or more political parties and let us hope that we retain such a system of Government. But leaving aside the sort of piddling political talk associated with point scoring, there is not much difference between the Government and non-Government parties. Both major parties profess to want effective Defence capability but both pin their faith in ANZUS. The similarities are strong but there are some differences in emphasis. The Government, for example, is more prepared to become involved in overseas commitments than is the Opposition. On the other hand the Labor Party has a doctrinal commitment of support for the United Nations.

It seems to me that all parties should be prepared to defend Australia and that the first duty of every Australian Government should be to ensure that all Australians have the determination to do so to the last citizen and to the last cent. I suppose the Curtin Government came the nearest to doing this and yet they were not prepared to use conscripted Australians to take back our own Trust Territories, and after the war they simply disbanded our Defence Forces and left us as weak as we had been prior to World War II. No government since then has properly reversed that reduction of our military capabilities. Menzies in his first post war ministry did introduce Universal National Service for young men but the length of Service was too short to improve our national Defence capability, although, it did much social good. The purchase of one or two high cost items and powerful equipments such as the F18s or the proposed Naval Carrier can give a totally false impression of military capability. The Australian people must provide that capability. They cannot depend on a few equipments operated by a miniscule regular Defence Force to defend their country for them.

Have you any overriding concern regarding the future of Australia?

Yes. Every thinking man and woman must be concerned for the possibility of nuclear war and its consequences for mankind. The world is going to be increasingly subjected to the risk of such a war. What is not so obvious is the threat from totalitarianism. Since 1914 the dignity of the human individual has become increasingly threatened by the proliferation of totalitarian states. Their very presence is a threat too, to the peaceful co-existence of nations. I believe that Australians face threats to their way of life from within and without and that in many ways we are ill-prepared to meet them. While we have seen a marked increase in organisations demanding more and more civil liberty, we have seen those same organisations becoming more and more aggressive towards the rest of the community. They have adopted the methodology of totalitarians to obtain their own ends and they believe those ends justify any means which they choose to adopt to gain them. They spurn good manners, intellectual debate and political and legal codes, although many of them profess to believe in worthwhile goals. So did all the dictators of history and of contemporary times. "If your cause is worthy," they believe, "then you can be as intemperate as you like in obtaining your ends." The problem is how to counter such forces within the community without destroying the hard won civil liberties and responsibilities our forefathers passed on to us. Each time I see an Australian mob, whether they be anti-apartheid, anti-nuclear, abortion on demand, gay rights, or Stop the Gordon, I cannot but

recall the words of that famous Ulsterman, Edmund Burke, who said, "It is ordained in the eternal constitution of things that men of intemperate minds cannot be free. Their passions forge their chains." Now the composition of the Australian nation has undergone vast changes in the last 40 years. We are no longer the homogeneous British population of the pre-war era. We have gained much by this mixing but there are inherent dangers in such a process unless we have a strong national ethos. I doubt that we do have such an ethos. Jingoism there is but advertising men cannot make up for lack of deeply held beliefs in our type of democracy or in our national aims.

I do not believe our education system can teach our children these effectively, let alone imbue the children of old or newly arrived Australians with any sense of national purpose. If we wish to remain a multi-cultural society, then there has to be at least one common spiritual experience which all our children must undergo. If we are to develop as a nation, capable of withstanding aggressive forces from within or without, then I believe that universal conscription for national service is the only possible such experience offering.

We have a question later for you on national service, but apart from that specific issue sir, how do you see Australia having a national identity and what solutions do you propose, to give everybody that spirit?

I believe it can only be obtained through unselfish service, and that everybody in the community, no matter what their background, and up to some limits, their physical capability, should be required to make an equal sacrifice of one year of their lives for the nation. I think the biggest thing about universal service is that a large number of young people are prisoners in their own socio-economic environment within the civilian community, and unless they have an opportunity to escape from that environment, they remain in it for the rest of their lives. As we now have pockets of people in our community of varying nationalities, it is becoming increasingly more urgent that something like universal service be introduced to get rid of any incipient racism and intolerance within the community towards one group or another.

Do you see these social problems being resolved by the breaking of final ties with England and thereby Australia becoming a truly independent nation?

I believe we are completely independent now. I don't see any point in severing any symbolic association with England. We are fundamentally still a British country; we will always be fundamentally a British country, no matter what our final population ends up, unless we go the way of some other nations of the world and end up with another totalitarian system. But, it is the political system, the legal system, the language . . . all of these things are English and I believe that there is no point in trying to sever that particular relationship. I do believe that we should stop talking about changing the "Flag" for example. Such things are negative. We are very good at tearing things down but not very good about building things up and what we really need to do is to say "that flag has been our flag for 81 years and what are we going to do to fully understand what that flag means to us!"

Accepting that our national identity would grow from a commitment to a new National Service program, would you see any change to that from the previous system, apart from the possibility of including females?

Yes I do. My own view is that it's got to be 12 months long — it takes 12 months to train soldiers and units. I believe that if it is to be a case of equal sacrifice, then

there will be a lot of people come in who won't really have either the physical or mental toughness to finish up as combat soldiers and, therefore, at some stage I believe we have got to make a division. Non-combatants will go into either the administrative services of the military or into some other form of national endeavour. I believe that, despite their opposition to National Service, the Air Force and Navy should also be in it as there are many jobs such as Air Field Defence that Air Force ought to be looking for National Service to do for them. I think the whole of the National Service period should be in Northern Australia, the aim being to make all our young Australians familiar with Northern Australia and North-western Australia. I also believe that a lot of the Departments concerned with the development of the North should also be in the National Service Scheme. I think that everyone who is not going to be selected for purely Military Service should be trained in Civil Defence, but, they should also be given sufficient military training at the start of their term, to enable them, in an emergency, to defend the home town, village or the bridge over the local river, if necessary. So it is basically a citizen type Army, in time of war, half would go into the Army in the field, and the other half would do their civilian jobs or be in the fire-fighting services or be in the Civil Defence Services. But, the big cry has to be equality of sacrifice for the Nation.

What about females — would you have a selection based on whether they were single or married or of a particular age group?

Well it is obviously difficult here; I think that the Service should be at any time between the ages of 17 and 20 at a time best suited to the individual. Girls in general terms should do it, but, it is my belief that the regular Army is so small and has such very real responsibilities for operations short of war, that I do not believe that a large slice of the Army can be allotted to women. I have a great respect for the capabilities of women, including their ability to perform many service functions. I have no inhibitions regarding their willingness to die in battle or to suffer great privations, but, like most of my tribe I do not want them to have to die, or, to have to suffer. I do not believe in having women in battle formations but I do see many of them in the support area in Air Defence, Signals and in Service Corps such as Transport and Supply and Hospitals and the like. Because of this I take the view that in the Reserve, and the same would apply in National Service, women should not be limited by trades but by their own inclinations. Women in the Services should be trained as fighting soldiers in any case for their own protection. If a war situation gets so bad, then they should be given every right to defend their hearth and home as it were. But in turn, their employment in a fighting role should be limited by their physical capability including physical endurance. Until women have been through such training they will not know their own capabilities; but if such training is carried out for any length of time, a more reliable picture will emerge than exists at present. One thing is certain, Australia cannot afford in wartime to not use the great talents that women possess. Some of these talents will be in the Services, and some of them in industry, some in the government and, of course, much of it still in the home because you have got to run the home as well. I would do with women as I do with the men. I would give them all the straight basic training and then start a separation process depending on physical and mental capabilities.

What I am really getting down to is that I think that

girls who reckon they can cope with combat training should be permitted to try it, because it is only by letting them do it that we will ever find out whether or not they can really do it and sustain it. I did this here with the girls in Adelaide and they were all terribly keen to get in there, and many of them did extremely well. But, as time went by and the sort of newness of it all wore off, many of them were more or less content to go back to other types of jobs and I think there would be a certain rationalisation within the ranks of the women themselves — if you don't put up barriers for them to leap over to start with. So, if they want to go and jump out of planes, let them do so. When it comes to war you may well want some of those girls to jump out of aeroplanes. I mean, we had them going into France during World War II; and in any case they can be trained as the Israelis have been; they could be employed in training organisations, teaching tank gunners, tank drivers and the like. But, I think it is important to realise that even the Israelis have not put them deliberately in the front line of combat. Even though there is a lot of contrary talk about it, they just haven't been deliberately exposed to direct combat. On the other hand, in Yugoslavia and Russia during World War II and in China, women were used, and in the Viet Cong, women were used as combat fighters. But I think those circumstances are slightly different — they were used in guerrilla type warfare where the country had been invaded anyway, and it was not a normal situation.

Can I ask you why you've taken that view?

Well I really think that there are Administrative worries, and, over and above that, the mateship in battle is a very important thing. But, even so, it also makes intense inroads into people's personal as opposed to group loyalties and I believe the presence of girls in combat units would make men overly protective of those girls. The other aspect of it is, and having been a POW I am perhaps a bit more sensitive to this subject than others, the prospect of girls being captured isn't a very pleasant one. It is not very pleasant for anybody but for girls it can be doubly bad. So it is not a matter of whether women can die, or anything of that nature, because they are just as likely to be dying down here with bombs on cities. It is a matter of really reducing the risks of lack of effectiveness up front and I think that is basically it. I think over and above that there is a certain, you might call it

chauvinism, but I think it is a proper sort of feeling that we are the fighters and hunters in society and women do not have that ordained role in life.

Just to get back to RACT. With females not bound to any specific trade, except in ODF units, what is your opinion about females being employed as seamen or air dispatchers?

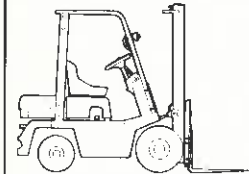
Well, they're doing the job. I don't know whether for the same reasons the Navy would ever put their girls in their fighting ships — it is quite likely that they could end up on "Supply" or something of that nature but there would certainly be no good reason why they could not work in the control areas. As somebody who has had to learn to type I would be the first to say that I think women are probably better at certain manipulatory trades and therefore a lot of the computing and typing and that sort of thing that goes on in the bowels of the warship, that they could do. There is no real physical handicap there except that every single person on board has duties in fire fighting, damage control and battle emergencies. Now, whether the Navy can see handicaps there I don't know, but as far as our own Army ships are concerned, they are Administrative ships and whilst they could be in danger, we have said that that is not really the issue. So I don't see any good reason why they couldn't. I don't know about Transport in the Division because so much strength work is required and I've got my doubts that many girls could sustain that sort of thing.

We have just introduced a new range of diesel four and eight tonne vehicles into the Army. What are your views on this decision to convert to diesel trucks?

Yes, well I think the decision to go diesel was sound from an economy point of view. It worries me a little that diesel is probably the worst fuel from the point of view of our own local fuels in that most of our fuels are very light and you get top cuts rather than the diesel. But nevertheless, from an overall economics point of view at this stage I think diesel is right. We should not let it go at that. We should be looking already at the next replacement vehicles and in that period, the intervening 10 or 15 years, we should be getting together with the Chief Scientist and trying to come up with a more energy efficient type of vehicle.

NOTE: The second part of this interview will be published in the next edition of Par Oneri.

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TRANSPORT IN THE RIVER WAR

by LTCOL A.R. HOWES

The Editor produced a fine issue of PAR ONERI in the latter half of last year (Volume 1, Number 4, August, 1981).

That issue of the Journal of the RACT included a number of extracts from a history of the RCT. Missing from those extracts was an account of transport in The River War, which this article seeks to provide.

Page 35 of the Number 4 issue of PAR ONERI includes an historical extract concerning the Nile Expedition (1884-1885), which was a precursor of The River War — the reconquest of the 'Soudan' — between 1896 and 1899.

Public concern over the death of General Gordon at Khartoum in 1885, before General Gordon's rescue force could relieve the Dervish siege there, combined with imperialism (and jingoism) towards Egypt, eventually overcame the objection of taxpayers to yet another series of apparently profitless campaigns in the Sudan. By 1895 the name of Gordon had fused with British military, sentimental, intellectual and political forces; a campaign was mounted to conquer the Sudan. While Australian military detachments took part in the latter stages of the Nile Expedition, this did not recur in the River War.

Winston Churchill, in his book *The River War* (Longmans, Green & Co., London, 1899 — two volumes, Dewey Call No. 962.403, copies held Bridges Library, RMC Duntroon), devoted Chapter IX of Volume I to "The Desert Railway," of 3ft 6in gauge. Yes, all surface modes of transport were utilised in this War.

Rather than select short passages, readers are more likely to enjoy an extract from Chapter IX (pp 275-277), which contains those perceptive and inspiring words recorded on a plaque given to the RACT by the RCT: "Victory is the beautiful, bright-coloured flower. Transport is the stem without which it could never have blossomed."

"It often happens that in prosperous public enterprises the applause of the nation and the rewards of the sovereign are bestowed on those whose offices are splendid and whose duties have been dramatic. Others whose labours were no less difficult, responsible, and vital to success are unnoticed. If this be true of men, it is also true of things. In a tale of war the reader's mind is filled with the fighting. The battle — with its vivid scenes, its moving incidents, its plain and tremendous results — excites imagination and commands attention. The eye is fixed on the fighting brigades as they move amid the smoke; on the swarming figures of the enemy; on the General, serene and determined, mounted in the middle of his Staff. The long trailing line of communications is unnoticed. The fierce glory that plays on red, triumphant bayonets dazzles the observer; nor does he care to look behind to where, along a thousand miles of rail, road, and river, the convoys are crawling to the front in uninterrupted succession.

Victory is the beautiful, bright-coloured flower. transport is the stem without which it could never have blossomed. Yet even the military student, in his zeal to master the fascinating combinations of the actual conflict, often forgets the far more intricate complications of supply.

It cannot be denied that a battle, the climax to which all

military operations tend, is an event which is not controlled by strategy or organisation. The scheme may be well planned, the troops well fed, the ammunition plentiful, and the enemy entangled, famished, or numerically inferior. The glorious uncertainties of the field can yet reverse everything. The human element — in defiance of experience, probability, and logic — may produce a wholly irrational result, and a starving, out manoeuvred army win food, safety and honour by their bravery. But such considerations apply with greater force to wars where both sides are equal in equipment and discipline. In savage warfare in a flat country the power of modern machinery is such that flesh and blood can scarcely prevail, and the chances of battle are reduced to a minimum. Fighting the Dervish was primarily a matter of transport. The Khalifa was conquered on the railway.

Hitherto, as the operations have progressed, it has been convenient to speak of the railway in a general manner as having been laid or extended to various points, and to merely indicate the direction of the lines of communication. The reader is now invited to take a closer view. This chapter is concerned with boats, railways and pack animals, but particularly with railways. The details are important, for from them great events depend; nor would the pen of Rudyard Kipling search vainly for the element of romance.

Throughout the Dongola campaign in 1896 the Nile was the main channel of communication between the Expeditionary Force and its base in Egypt. All supplies were brought to the front as far as possible by water transport. Wherever the Nile was navigable, it was used. Other means of conveyance — by railways and pack animals — though essential, were merely supplementary.

Boats carry more and cost less than any other form of transport. The service is not so liable to interruption; the plant needs only simple repair; the waterway is ready-made. But the Nile is not always available. Frequent cataracts obstruct its course for many miles. Other long reaches are only navigable when the river is in flood. To join the navigable reaches, and thus preserve the continuity of the communications, a complex system of railways and caravans was necessary.

While this passage invites the observer to "look behind to . . . a thousand miles of rail, road and river . . ." there were also the thousands of miles of ocean needing yet more convoys and organisation. For example trains for the Desert Railway came from as far as the USA and South Africa, due to a temporary engineering strike in the UK; and Churchill grimly records how the American locomotives were ". . . the products of a higher class of labour than that employed in England" and that "there is no pleasure in recording these facts. They have not, unfortunately, even the merit of being new."

This brief extract from military history serves to remind us how frequently campaign accounts insufficiently address the intrinsic links between strategy, tactics and administration. This book does so commendably, and readers are invited to arrange an inter-library loan and enjoy reading Churchill's account in greater depth than space or time can allow in these pages.

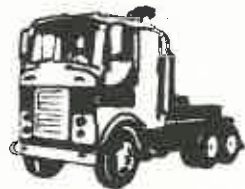
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BOOK REVIEW BICYCLES IN WAR

by Martin Caidin and Jay Barbree.
Published 1974 by Hawthorn Books Inc., New York.

Why is it that many people still refuse to take the bicycle seriously as a form of transport? More particularly, why is it that the Australian Army has almost completely ignored the military virtues of the humble bike? Are we so entrenched in our consumerist ethic that nothing can be considered efficient unless it is complicated and expensive? Bicycles are neither of these; they are unrepentantly simple and cheap. To add to these advantages, they are also remarkably efficient as a means of moving people and small loads over considerable distances quickly, quietly and in relative comfort.

Messrs Caidin and Barbree, the authors of this intelligent book, explain the manifold tasks, tactical and logistic, performed over the past hundred years or so by military cyclists in armies around the world. For example, did anyone ever actually see a convoy of Viet Cong trucks? Were those guerrillas resupplied by squadrons of transport aircraft? Of course not! Well, how did they win the war logistically? The answer is bicycles — basic but sturdy, village-industry bikes turned out cheaply and in large numbers, fitted with capacious bamboo baskets straddling the frame, loaded with up to 500 lbs of material, pushed in an inexorable stream south

to their destinations, then pedalled home again. The Pentagon eventually tried to come to grips with these indomitable cyclists, but despite all their B-52s and their napalm and bombs and defoliant and anti-personnel missiles, the bicycles kept rolling.

Tactically, too, in that war and many others, the cycle has proved its worth. Where a man can walk perhaps twenty miles in a day, on a bicycle he can cover at least sixty to eighty miles. And he does this using one-fifth of the energy he consumes when walking. He can carry a heavier load more easily. Furthermore, because he is still fit to fight at the end of his ride, he can glide silently into action (most unnerving for an enemy!), fling himself off his machine and become an instant infantryman.

Besides its uses in the field, the bicycle offers obvious solutions to classic transport problems in the ASA. For those transport managers who are getting ulcers over uneconomical, stop-start, short run/long wait tasks — why not give the bloke a bike! He can pedal away with no fuel problems, no parking problems and you can sit back with fewer driver-utilisation problems. And maintenance? — your supporting workshop will bless you forever.

To anyone with the merest spark of imagination, the bicycle option leads on to other levels of alternative thinking. Expand your little brains! Try this test. Problem: to move jerry-cans full of petrol around a transport yard. Typical military answer: a working party of men who are strong in the arms. Smart answer: a pram. Prams, trams and billy-carts, bicycles, horses, rafts and skis — they are all valid alternatives. When the defence problems are great (like ours) and the resources limited (like ours) the people who win are those with the most alternatives for action. Let's exploit our clever alternatives.

Major V. L. J. Gregson
(who has been a cyclist since she was old enough to reach the pedals).



Don't worry sir, by the time the Doc's finished with these bludgers they'll be glad to go for a run.

How to Succeed in Logistics

"WHAT should I do to be competitive in my Army career?"

I am asked this question during virtually every visit that I make to the field. Young, energetic Army officer logisticians are concerned about the kinds of things they should do to improve their competitive edge in vying for career development opportunities.

Having served on a number of selection boards for various coveted opportunities, I've given considerable thought about how to answer that often posed question. I would like to share some of those thoughts with all of you logisticians who have pondered that question.

First, we need to understand our Army, not only its missions and functions but also its values and beliefs. Our Army is in transition, just as our society is in transition, but the element of transition has always been present. At no time in our Nation's history have the opportunities, challenges, and satisfactions for Army logisticians been greater. It's a "super" time to be serving our Nation.

Regardless of your current position or experience there are going to be occasions when your seniors will be perplexed, or even dismayed, by some of your attitudes. There is, indeed, a generation gap; but there are also core values and beliefs that you and your seniors can jointly embrace and build a lifetime of service around. I think there are three beliefs that can be universally shared —

- The Army is a profession. It is a profession that requires dedication, sacrifice, and commitment. Service to our country, in the highest and finest sense, is the principal reward.
- The Army is people. The Army is not an impersonal assembly of sophisticated weapons of destruction linked by high speed electronics. It is people, and people — comrades, family, friends, and countrymen — are whom the soldier is willing to die for.
- The Army is opportunity. The Army, as perhaps no other institution, offers the opportunity to serve, to develop, to grow, to share and to contribute.

These, then, are some of the beliefs that I think are mutually shared. I also think there are some fundamental values — values steeped in our Nation's heritage and culture — that can be mutually shared. Among those values are —

- Honesty and integrity. These words describe specific, recognisable values, not hazy concepts. They mean "tell it like it is" and "be willing to stand up and be counted."
- Dedication. This, too, is a recognisable value, manifest in our willingness to defend our free society and its constitutional guarantees.
- Pride. This value is perhaps our most obvious and is demonstrated by the pride we take in our Nation of free men, women, and children; in our profession that helps keep our Nation free; in our soldiers and our leaders; and, most of all, in ourselves.
- Enthusiasm and optimism. This value is reflected in our attitude that we can and will do the job.
- Respect. This value is demonstrated in our dealing

equally with our fellow soldiers regardless of race, sex, age, or station in life.

After recognising these fundamental values and beliefs, let me share with you some things that I think a young logistician can do in charting his career to maximise his contributions and to achieve his potential. I offer these in no particular order of importance.

- Go after the tough jobs. Contrary to popular belief it can be beneficial to volunteer. Assert yourself and as a logistician assert your service to your customer.
- Stay physically and emotionally fit with a healthy appetite for work and a positive attitude toward mission accomplishment.
- Serve with troops as early and as often as possible. You'll keep that vitality and sense of urgency that is so important to a small unit's success.
- Learn to praise openly, counsel wisely and honestly, and chastise privately, impersonally, and without emotion.
- Don't work toward efficiency reports and scores; give each job your best and the reports and scores will take care of themselves.
- Learn to speak and to write expressively, understandably, and concisely. Be articulate without being verbose.
- Be active — a competitor and a doer — guided by technical knowledge, logical thought, and common sense. Don't do anything stupid.
- Understand and learn from your mistakes. You'll make mistakes and correct them or be corrected, but maturity comes from understanding them.
- Remember your obligations to our taxpayers and to our Army and be ruthless in your efforts to weed out fraud, waste, and abuse.
- Study war and understand it — it's our profession. Learn from the triumphs and tragedies of our past leaders. Make their logistics successes and mistakes pay off for you.
- Don't get bogged down in the technical minutia and jargon of our logistics systems. Realise their importance, learn their critical points, and measure their effect on the combat units that you support.
- Learn to communicate with the commanders and staffs that you support in their language and thought patterns. Your knowledge is an important asset to them.
- Care for your soldiers — the good ones and the not-so-good ones. Help, nurture, and defend them; for they will be what they think they are and what you think they are.
- When you evaluate subordinates, emphasise the importance of their jobs in plain, simple language. If they have done well, say so. We logisticians tend to understate things.
- Don't plan your retirement at the 10th year of service. Pursue assignments that provide continued professional growth, not necessarily those that will be most marketable at your 20th year.

- Learn when to listen and when to speak up. It has been said that you can't listen your way into a problem, but it is equally true that you can't listen your way out of one either.
- Study your career opportunities and actively participate in managing your own development. Review and update your officer record brief and microfiche.
- Know your career manager at the Military Personnel Centre. Talk with him. Tell him your goals, aspirations, and hopes and follow up in writing so that he doesn't forget. Use the preference sheet.
- Let your boss help you, just as you help your soldiers. Learn to communicate your needs to him and let him watch you grow in responsibility, knowledge, assuredness, and maturity.

- Don't be afraid to ask for help or information when you need it, but don't be foolish enough to "shoot from the hip." Don't be afraid to say, "I don't know," but then go find out.

Remember, logisticians are important members of the Army team. There is a bright future for you on that team. Attune yourself to become a more vital part of that team, drawing upon the emerging regeneration of America's defensive strength.

(The above article was written by:

Lieutenant General Richard H. Thompson, Deputy Chief of Staff for Logistics, Department of the Army, U.S.A., and appeared in the "Army Logistician" Sept. - Oct. 81, to which we are most grateful for the reprint permission. — Ed.)

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- 28024 SGT. A. R. KELLY
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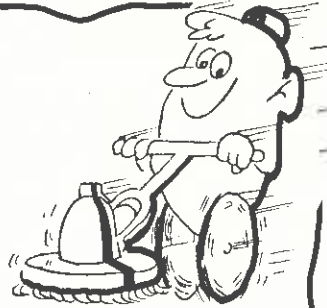
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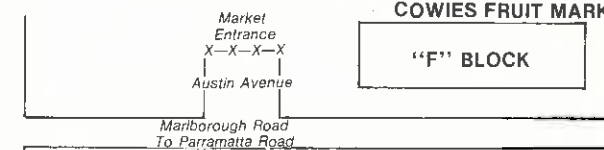
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NATURAL EVOLUTION

Are you too fat? "They" say that I am and I take umbrage at the accusation.

My fight with "Them" (the medical bureaucracy) started two months ago when I called for my annual medical examination.

Before being confronted by the RMO, a young medical assistant first recorded my vital statistics and like many of my age group I ran foul of the weight/height chart. I had been pre-warned of the procedures and had devised what I thought to be a perfect plan and it almost worked, however, as we all know, near misses only count with grenades.

Knowing that the official weigh-in was conducted whilst wearing one's clothes, (with a 4 kg allowance), I had deliberately worn thread-bare polyesters less lanyard, name tag and medal ribbons. Shirt sleeves had of course been cut off at fold-up length and I wore nylon socks instead of the heavier woollen ones. Naturally, all pockets were empty and as a final sacrifice I had shaved off my moustache. I knew that every gram would count, however, I had drawn the line at removal of my dentures.

This phase of the plan worked to perfection, but Phase 2 was a miserable failure. It was the official height check.

"You can't wear those platform shoes Sir", said the eagle eyed medical assistant. "Why not?" I replied indignantly, "they are only slightly raised" — "With 3 inch heels Sir — fair go".

He insisted that I remove them and to my horror I found that I was ¼ inch shorter than last year. Was I shrinking? "Yes Sir" said the 18 year old skinny looking contender for the Gestapo, "All people shrink a little at your age" — cheeky pup!

I was finally ushered in to see the RMO, who on completion of the physical examination, declared me reasonably fit for my age (!) but either 3 inches too short or 7 kilos overweight. He accepted that I could do little about the height problem but to my amazement suggested that my weight could be, in fact must be, reduced if I wished to remain FE. At that stage, knowing that the odds were stacking against me, I counter-attacked by challenging the authenticity of the weight/height scale and launched into my pet theory on natural evolution. My theory regrettably fell on deaf ears that fateful day in 1979 BC ("Before Craving"-for cream buns and the like) but, I am confident of a more sympathetic hearing by many of this readership.

My theory, nay conviction, follows:

Nature is constantly orchestrating an evolutionary process in the development of man and this process has been going on since well before our hairy ape forefathers came down from the trees. That fact brings me to the first point I wish to make.

Earlier last year I tore a muscle in my leg whilst playing squash. In retrospect a silly activity or one of my age to participate in.

The doctor informed me that it was known as the monkey muscle and that unless I wanted to hang from the trees by my toes, its loss would have little consequence.

Thus we have the first piece of evidence to support my evolutionary theory. We don't regularly hang by our toes any more so nature has allowed the muscle to degenerate. In generations to come I have no doubt that it will waste away altogether in the same manner that long sharp

claws our predecessors used to tear meat apart with have now been relegated to the role of decoration in the female gender and an implement for nose scouring in males, due to the widespread use of the knife and fork.

Over the centuries our species has also seen a change in the length of arms. No longer naturally elongated by long periods of hanging from trees, they have now become much shorter to the extent that very few of us now have knuckles grazing the ground whilst standing erect.

Teeth have also undergone considerable change now that they are no longer needed for the ripping apart of raw flesh and the crunching of marrow-filled bones torn from the bodies of less advanced creatures. With the introduction of pre-masticated foods on to our tables, the hardening of tooth enamels is no longer necessary. A side effect is that excess sugar and acids in our diet have attacked our teeth with dramatic effect.

One may ask what nature has done to compensate for this dietary change. The answer is simple; why waste an evolutionary effort on something that man has overcome himself by the use of pieces of plastic and metal that can be plugged into the mouth, in lieu of natural teeth, as and when required? Of course man only needs to plug them in when required for mastication but vain creatures that we are, most of us leave them inserted on a full time basis.

Body warmth is another area that nature has considered to be no longer one of its considerations. In the beginning, we were all clothed in thick hairy coats to insulate us from the cold but the wickedness in Adam and Eve changed all that when they commenced what became the greatest cover-up in history, The Watergate of the evolutionary process.

Nature, always alert to such matters, issued an evolutionary commencement order (ECO) and over the following milleniums we gradually moulted. Hats also became fashionable so once again nature issued an ECO. However, hats then went out of fashion and nature had to issue an evolutionary withdrawal order (EWO). Unfortunately, fashion changed again and this resulted in another ECO being issued only to be followed by yet another EWO as fashions changed once again. Eventually, nature got sick of our whims and compromised by the issue of an ECO on a random basis. Therefore, if you are bald, nature wants you to wear a hat.

The face, not normally being covered, was exempted from the original ECO, but, females were treated as a special case as it had become common for them to veil their faces to safeguard the interests of their husbands. Although this practice continues today in some countries, the trend has now been largely reversed. Consequently, Mother Nature has no doubt already issued an amending ECO to provide females with facial hair cover. When this happens I'm going to make my fortune in face veils.

The face must now be a source of constant irritation to nature's long term evolutionary plans as over recent centuries most males have taken to shaving the protective hair from their faces. Despite this concerted effort to thwart nature's plans, there is no sign at present that the decision to clothe the face is to be reversed.

In this case I believe that nature has decided not to bend to whims of fashion and instead is playing a waiting game. It appears to have chosen the correct course as beards and moustaches are becoming more and more

fashionable of late. Even the Army now allows longer side-burns and the authority to wear beards, as originally planned by nature, is probably not too far away.

Now we come to the matter of body fats and the part they play in nature's evolutionary plan.

Any study of man through the ages will not only show the changes detailed above but also disclose the fact that man now has smaller lungs and heart, less muscle and has a more compact build generally.

This change is a direct result of man's lesser reliance on physical strength and endurance brought on by more and more use of labor saving devices and means of physical transport. No longer need man hunt for his food, plough his crop fields by hand or travel long distances by foot. His body need no longer suffer the strains of such activities and nature has changed the human mould accordingly.

Of course some humans refuse to accept this natural evolution and try to frustrate it by mindless jogging, weight-lifting and the like. In time they all tire of these useless challenges to nature and turn rapidly to flab as nature works overtime to catch up on individual cases of retarded evolution. Others more obedient to nature's desires, gradually grow into their pre-ordained moulds with grace and understanding.

This is where the medical authorities try to fly in the face of nature's deliberate plan and insist on men who are relaxed and comfortable in their natural state involving themselves in dietary change and increased physical exertion to conform with a weight/height chart designed by an anonymous individual who has made a unilateral declaration of omnipotence by placing himself above Mother Nature.

Not only does such an attempted change in shape and weight cause untold mental anguish and wholesale misery, it also causes unnecessary strain on the heart, lungs and muscles which have happily attuned to far less physical demands. Metabolisms, happily running efficient bodies and wisely storing away surplus fats for future emergencies are shattered by new regimens. The results are often fatal.

The medics will challenge this statement on the grounds that trim, taut and terrific specimens can run up stairs without puffing and can do 50 press-ups without aching limbs. Further, that overweight (?) individuals are advised only to commence changes in their exercise and dietary habits gradually.

Now I ask you, who wants to run up stairs or perform 50 press-ups anyway? Furthermore, I would challenge the wisdom of any change in diet or exercise even if introduced slowly over some months when the offending (?) specimen has probably spent years developing his present shape and condition happily following his natural evolutionary path.

The unchallengeable fact, whether the medics like it or not, is that nature develops man to match his environment and equips the body to perform only those tasks necessary for his existence. If he doesn't have to run a mile in two minutes or swing from ropes, his body will not be so developed. In all honesty, even given that you are in the Army, when did you last have to run any distance over 100 metres, do press-ups or chin-ups, climb a 20 foot vertical rope or traverse a 30 foot horizontal one, jump a ten foot ditch or climb a six foot wall — under necessary conditions?

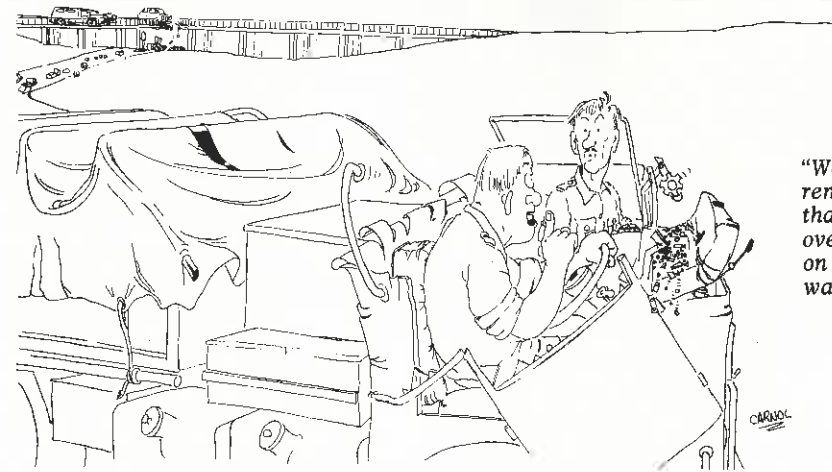
And yet, the medics insist that we must all be capable of such unlikely and undignified activities. Oh what a mindless waste of blood, sweat and tears.

Imagine Training Command's reaction if the RACT designed training courses for Drivers that included firing a howitzer and flying a LOH. Their response would obviously be that gunnery and helicopter flying is unnecessary training for drivers and quite rightly too. And yet, we spend countless training hours, and no doubt the occasional heart attack and stroke on training for something that 99% of us will never need to do and what is more, in complete defiance of nature's evolutionary plan.

Sure the medics will claim that if you are overweight and unfit then you risk heart attack and several other threatening horrors something in the future when you undertake an activity that your body cannot cope with. I entirely agree, however, we all have a brain that tells us what our limits are and I for one am determined to scrupulously abide by them.

So please let me grow contentedly fat and happily fit for only those activities I intend to pursue. I'm quite happy to sit at my office desk, use the lift, take a casual stroll to my car, drive home and take my favourite armchair in front of the tele with tinnie in hand. I have no desire to see my toes again — I saw them years ago and they didn't bring me on at all.

Sure I can't tie my shoe laces but what's wrong with slip-ons? Next they'll ask me to give up smoking, the horrors of it, but that's another story (ANON).




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The RACT Officer

Continued from page 27

appointment. While I am not totally opposed to that view point I certainly believe that the best tutor for recently graduated officers after the ROBC is on the job training. I believe that even schools would be prepared to admit that their teaching generally does not, and cannot, keep up with the intimate technical workings practised at unit level on a day to day basis.

The purpose of this paper is to suggest that there is a requirement for a compulsory RACT officers course between the ROBC and ROAC. Subtended is the proposed compulsory course progression for RACT officers up to the rank of Major.

Ser	Courses	Time Frame
1.	ROBC	Immediately after or within 6 months of graduation (Corps transferees may attend anytime).
2.	ROIC	Before JSC but not before 2½ years commissioned service.
3.	JSC	Immediately prior to promotion to substantive Captain.
4.	ROAC	Capt. 3 to Capt. 4.

SUGGESTION ROIC CONTENT

Bearing in mind that the aim behind conducting a Regimental Officer Intermediate Course is to educate the RACT officer about all aspects of RACT, preparing him for JSC and the ROAC, I propose the following as a synopsis of course content:

- Second line Transport Operations at Sqn level.
- Management and Work Study.
- Road Movement Planning.
- Dumping.
- Road Transport operations.
- Rail Transport operations.
- Water Transport operations.
- Air Transport operations.
- Terminal operations.
- Orders.
- Appreciation.
- Revision on the Maintenance system and updating on replenishment system.
- Staff paper presentation.
- Reconnaissance.
- Movements and Tpt financial management.
- Operational movements.

The detail given above incorporates the important aspects from the Operations Officer, Tml Operations and Water Tpt Officer Course and the Officer Tpt Course. The course would have to be concentrated and probably about 10 weeks in length.

CORRESPONDENCE PHASE

I can see that major argument will ensue as a result of the proposed length of the course. However it may be possible to shorten the course by some two or three weeks as a result of implementing a correspondence phase. During this correspondence phase the student would be sent study guides and formal learning programmes. He would be required to learn outline organisations, roles, tasks and characteristics of

RACT units—not unlike the requirements of the old promotion exam system. Additionally, the student would be required to study the theory and formulae connected with Dumping and Road Movement planning. This type of pre-course study would definitely shorten certain areas of instruction without distracting from exercises issued during the course. As an example of savings inherent in this system I would like to relate to Dumping and Road Mov't Planning/Graphing. Both lessons consist of five periods, much of which comes straight from available references. If the subject matter was covered as part of a programmed learning text prior to the course the instructors would only need to conduct perhaps one period of revision on each topic and then issue the exercises; a saving of eight periods or one days instruction. This type of action coupled with night and weekend work may well reduce the course to some 6/7 weeks in length. A concentrated high pressure course of this nature may well help to identify officers with good potential.

ADVANTAGES/DISADVANTAGES

What are the advantages and disadvantages of the proposal cited in this paper? Having given the matter some thought I have assembled the list below:

a. Disadvantages

1. Officers may be away from unit for up to two and a half months on the ROIC and within 12 months away for another two and a half months on the JSC.

2. No early formal preparation for first and second employment other than that offered by the ROBC. This disadvantage needs further qualification in that the aim of the ROBC is "To prepare newly commissioned officers in the Corps aspects of regimental appointment is the rank of Lieutenant". This being the case one might argue that the importance of this disadvantage is greatly reduced.

b. Advantages

1. Provides the officer with a more detailed working knowledge of all facets of the Corps on a compulsory basis;

2. Provides a solid foundation of understanding preparing the officer for:

- JSC;
- Various SO3 appointments; and
- ROAC.

3. All officers are aware of the time frame during which the course will be conducted;

4. It is the only compulsory multi modal course which would be obligatory for all RACT officers;

5. The course is conducted during a stage in an officers career when he tends to become so engrossed in his stream or posting that his attitude becomes parochial. The course would serve as a reminder of the wider transportation involvement of the Corps; and

6. Could dispense with the need to conduct the special-ist to employment courses mentioned earlier.

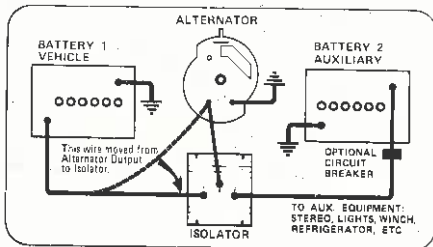
The advantages/disadvantages presented are not all encompassing but are a synopsis of what I consider to be the more important points. The short and long term benefits, particularly that of moulding a more professional officer is inherent in the introduction of a course such as the one discussed. Not only will a course of this nature enhance professionalism within the Corps but it will help to foster awareness and understanding of all facets of RACT. Just as importantly the course will make the RACT officer more capable of selling the Corps and himself to the rest of the Army (through a common base knowledge).

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CONCLUSION

The current void of eight or so years, where there is no compulsory RACT officer education or training produces a situation where parochial attitudes prevail and the depth of RACT knowledge required and expanded at both the JSC and ROAC level, is wanting. The diverse requirements of RACT operations demand a need for an educative course designed to cover the multi modal aspects of Corps operation. The course needs to be compulsory and conducted at a time deemed most suitable by the Corps but certainly before JSC. Based on the current allocation of officer graduates, the course should be conducted on a frequency of 2 per year and have a panel size of between 10 and 16 students. Finally the ROIC should be based on the current Officer Transport Course and an amalgamation of some aspects of the Operations Officer and Movements Officer courses.

Some points which have been raised might bring about an onslaught of protest from those who contend that the specialist officer is more important to the Corps than the generalist. I make no apology for having a differing opinion. Indeed I feel that performance at JSC and courses conducted at the Army School of Transport proves that many officers do not have sufficient grasp of the multi modal facets of Corps operations. My feeling is that the depth of information presented at ROBC, ROIC and ROAC levels supplemented by leadership, managements skills and on the job training should produce a confident and capable RACT officer.

RECOMMENDATIONS

It is recommended that:

- a. D Tpt-A consider the introduction of a Transport Officers Intermediate Course.
- b. The course syllabus be multi modal and include the subjects mentioned in the paper.
- c. The course length be between 8 to 10 weeks, but be subject to the feasibility of conducting a pre-course correspondence phase.
- d. The feasibility of abrogating the requirement for some (if not all) specialist to employment courses, be investigated.

While it is recommended that the ROIC be introduced prior to the JSC it is acknowledge that this may not be practical. If this situation occurs then consideration should be given to scheduling the course between the JSC and ROAC. Either way, I believe the introduction of a mandatory intermediate level course is essential.

** Captain Gregor graduated from OCS Scheyville in 1973. Since then he has served in road transport and various terminal regimental appointments. He has twice been an instructor at the Army School of Transport. On 1 September 1982 Captain Gregor will assume an appointment as UN Observer — Palestine.*



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